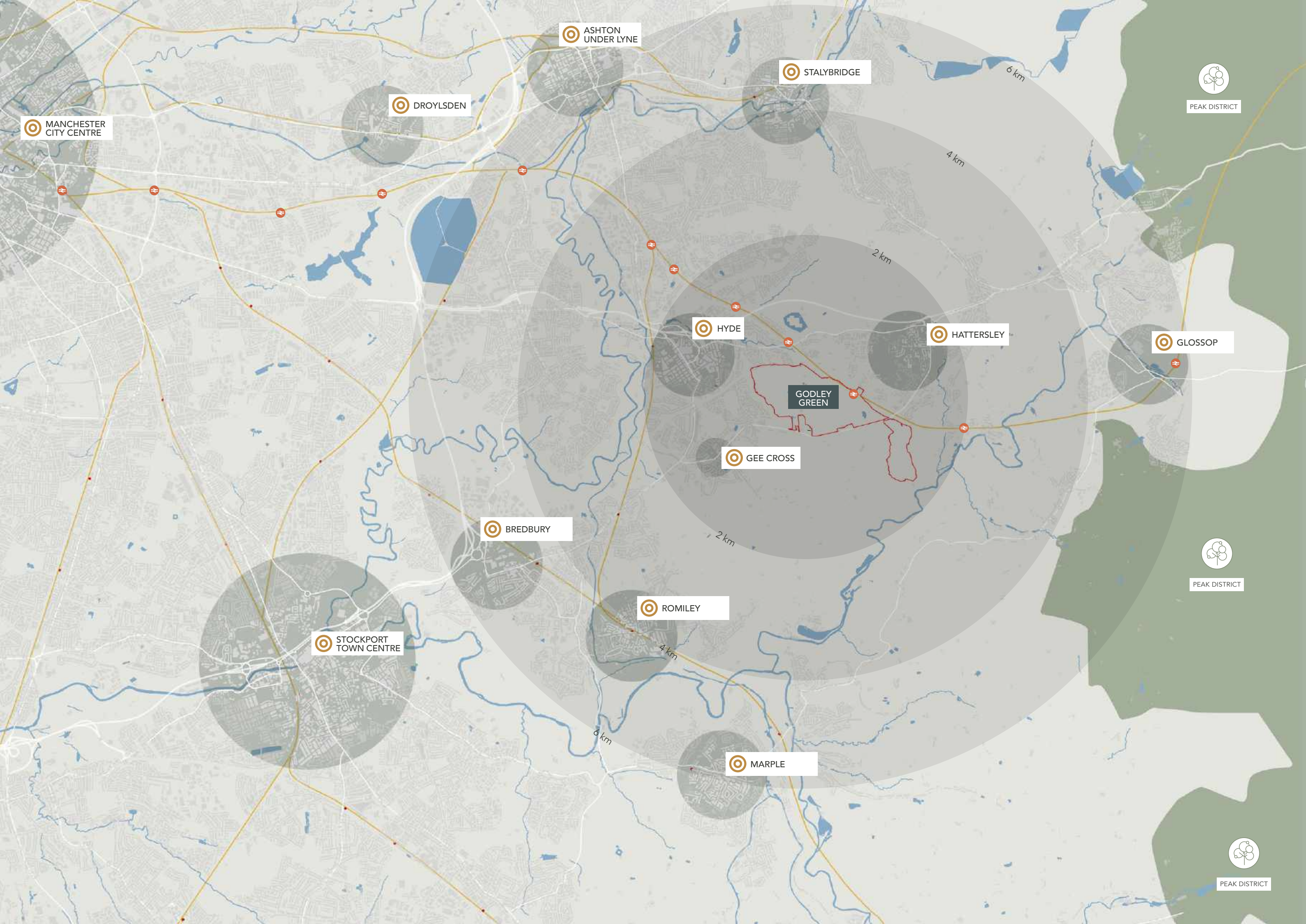






MANCHESTER
CITY CENTRE

DROYLSDEN

ASHTON
UNDER LYNE

STALYBRIDGE

PEAK DISTRICT

HYDE

HATTERSLEY

GLOSSOP

GODLEY
GREEN

GEE CROSS

BREDBURY

STOCKPORT
TOWN CENTRE

PEAK DISTRICT

ROMILEY

MARPLE

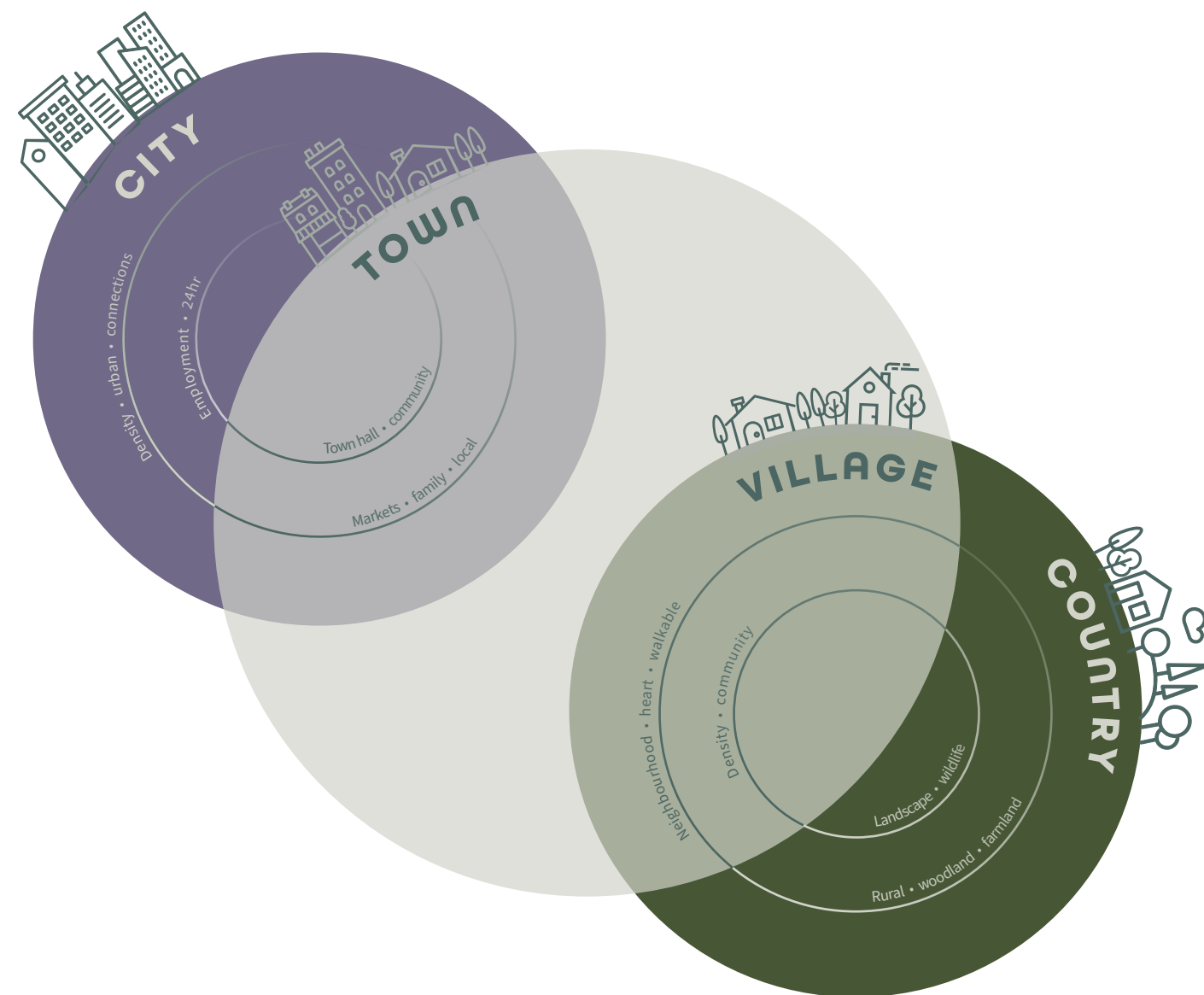
PEAK DISTRICT

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Garden Village Vision At the Junction of Town and Country

Located at the interface of urban Tameside and near to the vast landscape of the Peak District, Godley Green presents a rare opportunity to combine the best elements of both 'Town and Country' to create a garden community with nature at its heart.



Why is Godley Green Significant?

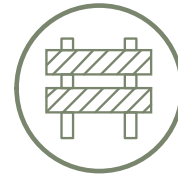
The below points capture the strategic significance of Godley Green.



The Tameside Housing Market is characterised by **90% of properties in CTAX Band A-C.**



Without this site there is a **shortfall of land supply** to meet the need for new homes required in the borough over the next 20 years.



Both factors act as **barriers to economic growth** and increased productivity in the area.



When it comes forward for development the goal is to **deliver 28% of the Council's housing requirements** over the Greater Manchester Strategic Framework (*Place for Everyone*) plan period.



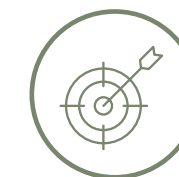
A locally led public sector intervention of this scale has the potential to **deliver up to 2,000+** new, high quality homes.



The transformational change that is proposed by this development will help to satisfy the needs of **current and future households across the spectrum** of housing types and tenures, from affordable to executive homes.



Providing the step change in quality and aspiration required that will contribute to the **re-balancing of the Tameside housing market.**



If the site is not promoted for development, the Council will be required to **identify alternative sites** to meet its future housing requirements.



Done right, Godley Green will be the catalyst for longstanding **social and economic development** within the local area.



Executive Summary

Godley Green presents a unique opportunity to the people of Tameside; the chance to create a truly sustainable, 21st century Garden Village in the foothills of the Peak District. The vision for Godley Green goes beyond “just another housing site”; through a considered and viable approach, the council intends to create a Garden Village with a unique sense of place - by Tameside, for Tameside.

This document sets out an ambitious but attainable vision for the Garden Community. The site provides a 'once in a generation' opportunity to align the land assets of all of the Godley Green Landowners and Tameside Councils ambition for the site, mapping out a direction that best co-ordinates the investment of resources, people, time, finance and brainpower in ways that will ensure a Garden Village is delivered as envisioned.

The proposed Garden Community has the potential to become the cornerstone that represents the Council's ambitious plans for sustainable growth across the borough over the next 20 years. Tameside Metropolitan Borough Council (TMBC) and the Godley Green Landowners have worked closely to promote the development of the Garden Village. Landowners procured independent development advice which has helped to understand the planning policy context. This framed discussions on planning promotion, valuation assumptions, governance and legal and Tax considerations. Critically, the development advice confirmed that the site is in a highly sustainable location, is developable, and deliverable.

Godley Green will be delivered in a holistic and sustainable manner, with the provision not only of homes but also essential social and transport infrastructure. This includes a new primary school (with links to the adjoining Alder Community High School), village centres providing multi-functional community facilities that can host education, health, leisure, retail and community amenities alongside local shopping and recreational facilities to ensure that the settlement has a thriving heart.

The site is exceptionally well served by public transport with Hattersley and Godley Rail Stations on the doorstep already providing a minimum half hourly service to the heart of Manchester less than 25 minutes away. Growth Fund submissions have already been made to rebuild Hattersley Station as a joint initiative between Tameside Council, Network Rail and TfGM Rail. The scheme will include a new booking office and a diverted road to the station and car park. Longer-term aspirations outlined in the TfGM 'Our Network' integrated transport strategy propose tram-train connections along the Manchester-Glossop line, guaranteeing regular tram-train services direct to the heart of the city and surrounding towns. Collectively, strategic transport initiatives significantly contribute to the sustainability of Godley Green as a new place to live.

Supported at the national level by Homes England and the Housing Infrastructure Fund, as well as at the regional and local level through the 'Places for Everyone' plan for Greater Manchester and Tameside Metropolitan Borough Council Local Plan, Godley Green represents a catalyst for sustainable, residential-led growth in Tameside and an opportunity to deliver something special, at scale, in Greater Manchester.

(Policy Requirements) STRATEGIC MASTERPLAN OBJECTIVES

The DAS seeks to capture the ambition of TMBC in delivering a sustainable new community at the rural-urban interface. In order to ensure a Garden Village is delivered as planned, the following objectives have been established, bringing together key strategic policy requirements as outlined in both the 'Places for Everyone' regional plan and the Local Plan.

Beyond the Garden City Brand.

- » Deliver a Garden Village fit for the 21st Century and beyond. Garden City principles must be enshrined throughout; from masterplan design through to long term maintenance, governance and stewardship. Designing with existing communities is fundamental.
- » Godley Green must bring together the best of rural Tameside and the High Peak. Built form should reference locally distinctive vernacular and create sensitive interfaces between existing homes and heritage assets on the site.

Two Villages that Give Back.

- » Establish two connected villages, each with their own distinct identity and served by a local hub offering flexible workspace opportunities and a range of community, retail, cultural and leisure uses and upto 2150 homes.
- » Create a place that positively contributes to both Hattersley and Hyde. Godley Green must ensure employment, education and training opportunities are available for residents within the local area, both through construction phases and upon completion.
- » Developer contributions must improve local education, health, transport and other social infrastructure where appropriate.

Smart, Resilient, Zero-Carbon Energy.

Create an energy efficient development and one that is resilient to the effects of climate change and flood risk in accordance with Policy GM-S 2 'Carbon and Energy' and Policy GM-S 5 'Flood Risk and the Water Environment'.

High-quality, sustainable homes for everyone.

- » Deliver creative and innovative architecture, that's locally distinctive and truly sustainable to achieve a step-change in design quality within the local area. Built form must respect and integrate into the surrounding landscape, creating an aspirational and desirable place to live.
- » Higher density residential development should be delivered around Hattersley Station and the village hubs.
- » Homes should be a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment.

Enhance Nature and Biodiversity.

Preserve and enhance the existing natural environment of the site. This includes Sites of Biological Importance Werneth Brook and Brookfold Wood; protected trees and woodlands, areas of Ancient Woodland, other mature trees, hedgerows, cloughs, watercourses and ponds.

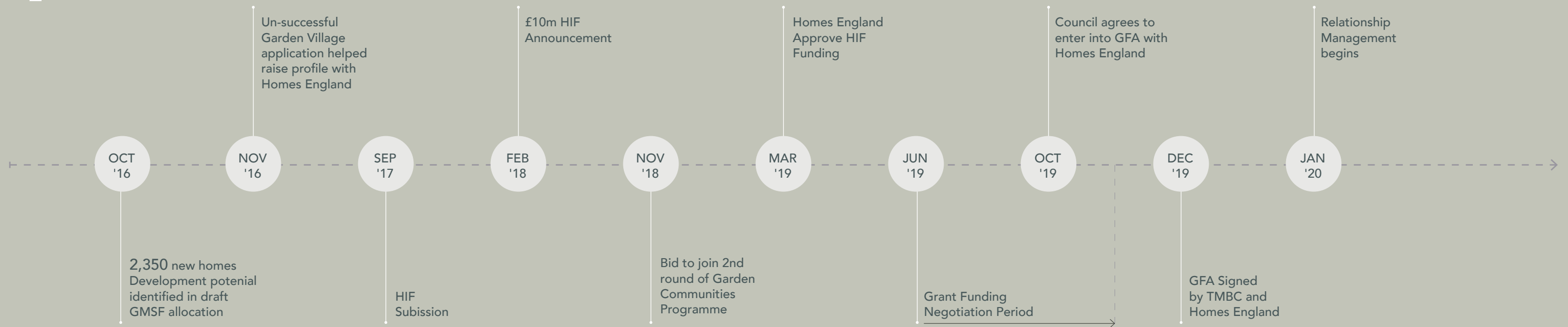
Green Streets and Spaces.

- » Deliver an extensive green infrastructure in the public realm hierarchy on the site, including a large-scale street tree planting programme. Public Open Spaces should be innovative and interesting for those using them, responding and capturing the qualities of the natural landscape to enhance experience.
- » The public realm should be designed to encourage food production at all scales, whether its in a street or shared courtyard, or in a larger communal allotment.

Bikes and People over Cars.

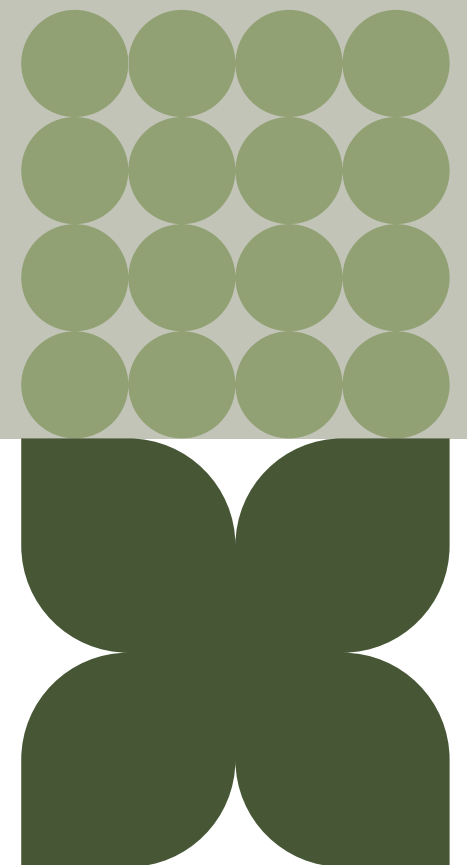
- » Create a sustainable place that gives priority to cycling, walking and public transport and facilitates easy access to local amenities. Street design must promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways ensuring neighbourhoods are green, walkable and safe places.
- » At an early phase of development, a multi-user bridge connecting to Hattersley must be delivered.
- » Existing public rights of way and the Trans Pennine Trail will be incorporated and enhanced, whilst improved pedestrian and cycle facilities will be delivered along the sites southern edge.

1



Introduction

The vision for Godley Green goes beyond “just another housing site”. Through a considered and viable approach, the council intends to create a Garden Village with a unique sense of place. There will be seamless integration of any scheme into the existing landscape through outstanding architecture and urban design, and a series of well-connected parks, green routes and public spaces.



1.1 Scope and Purpose

OVERVIEW

This Design and Access Statement (DAS) and Strategic Design Code (SDC) has been prepared on behalf of Tameside Metropolitan Borough Council (TMBC), to support the associated planning application for the development of a new Garden Village at Godley Green. The statement has been prepared by Planit-IE, with technical input from Gerald Eve, The Environment Partnership, Pea Green Consultants and Wilde Consultants.

Godley Green has been identified by TMBC and the Greater Manchester Combined Authority within planning policy as a sustainable location for a large scale Garden Village development of up to 2150 new homes with associated retail, employment, education and leisure uses. The proposed development has also received circa £10 million in Housing Infrastructure Funding from Homes England in order to deliver key pieces of strategic infrastructure required to catalyse development.

The DAS forms part of the Outline Planning Application and supports the Environmental Statement. In accordance with requirements set out in Article 9 'Design and access statements' of the The Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), the DAS outlines how proposals will address the following key points.

- » (a) explain the design principles and concepts that have been applied to the development;
- » (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- » (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- » (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation (additional detail provided in DAS Appendix 3); and
- » (e) explain how any specific issues which might affect access to the development have been addressed.

Please refer to page 9 which sets out where each of these key requirements are addressed within the document.

ADDENDUM

This addendum has been prepared following the statutory consultation period for the original Outline Planning submission. The document contains the following additions and amendments.

- » **Red line boundary** amendments.
- » **Land Use Parameter Plans amended**, including a change in education provision and amendments to residential developable area in the southeastern corner of the site.
- » **Green Infrastructure Parameter Plan amended**, including: amendments to sports provision within the eastern village and subsequent amendments to other open space typologies.
- » **Access and Movement Parameter Plan amended**, including: new locations for pedestrian and multi-user crossing points along Mottram Old Road, a new multi-user access point in the southeastern boundary of the site, a new multi-user Trans Pennine Trail route is identified through the site, detail added on emergency access arrangements.
- » **Density and Heights Parameter Plan amended**, including amendments to density ranges of development parcels located in the southeastern corner of the site.
- » **Illustrative Masterplan amended**, in line with the above changes to the scheme parameters plans.
- » Additional detail added on the design of proposed active travel linkages and the **new Trans Pennine Trail route**.
- » **Amendments to the primary street cross section** in accordance with updated design produced by Wilde Consultants.
- » **A Building for Life 12 assessment** has been undertaken, with a summary of results provided in the conclusion and a detailed assessment provided in DAS Appendix 4.

DESIGN AND ACCESS PROPOSALS

The design and access proposals for the site are detailed at various stages throughout the document, as outlined below.

Development Parameters

The following development Parameter Plans set out the scope of the development and have been used as the basis for the Environmental Statement.

- » Land Use and Development Area
- » Density and Building Heights
- » Public Open Space and Green Infrastructure
- » Movement and Access

Illustrative Masterplan

An Illustrative Framework Masterplan, broken down into a series of neighbourhoods, illustrates how future development will look and feel. The masterplan provides an illustrative example of how the site might be delivered in accordance with the above parameters.

The masterplan has been delivered through an informed approach, with proposals underpinned by a series of desktop and field analysis. Analysis underpinning the masterplan concept includes local townscape character appraisals, desktop reviews of strategic planning policy, and spatial analysis of traditional Garden Villages and exemplar 21st century examples to help achieve a Garden Village that brings together the best of rural Tameside and the Peak District, contemporary rural-edge housing design and traditional Garden Village design principles.

Strategic Design Code

The Strategic Design Code (SDC) will inform design in detailed planning stages at Godley Green Garden Village. The SDC includes a Regulating Plan, as well as specific outlining where specific design approaches are required to achieve a specific character.

The aim of the SDC is to add design detail to support and go beyond Parameter Plans. It acts as a placemaking tool, aimed at ensuring future development at Godley Green delivers high-quality, contextually sensitive and sustainable design.

SCOPE AND PURPOSE

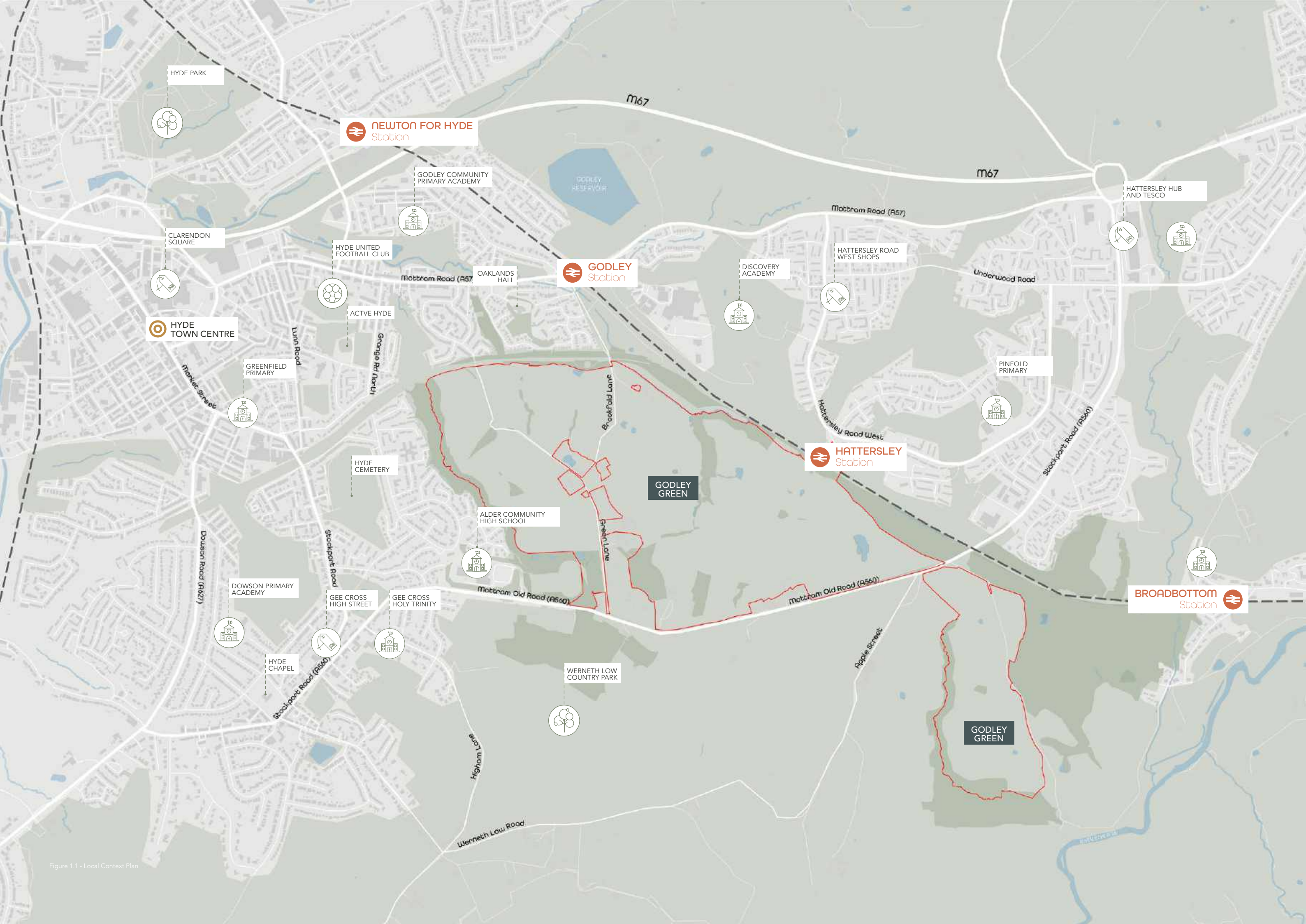


Figure 1.1 - Local Context Plan

1.2 Structure and Document Navigation

This is an extensive and detailed design document, presenting a narrative that captures the design ambition for Godley Green Garden Village - as well as the considerations that have shaped the masterplan vision.

The below matrix provides a summary of chapter contents, outlining where the requirements of Article 9 'Design and access statements' set out in the The Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO 9) are addressed.

Chapter one INTRODUCTION

Outlines the scope and purpose of the document, introduces the site and the strategic objectives and masterplan drivers that have underpinned the approach.

Chapter two CONTEXT AND SIGNIFICANCE

Provides a narrative on the strategic importance of the site, in both the policy and local context.

Findings of local and wider spatial analysis is provided, providing an understanding of the sites surrounding context.

★ Addresses
DMPO Article 9 (3b)

Chapter three SITE CONSIDERATIONS

A summary of technical constraints and considerations, describing the existing conditions before concluding the analysis with a series of implications for the design of the masterplan.

★ Addresses
DMPO Article 9 (3b)

Chapter four VISION A 21ST CENTURY GARDEN VILLAGE

A Garden Village Ethos underpins the vision for a exemplar 21st century Garden Village. This is supported by a summary of Garden Village Design Influences, analysed to provide a set of design components that have informed the masterplan design and strategic design code.

★ Addresses
DMPO Article 9 (3a)

Chapter five SPHERES OF INFLUENCE

A summary of analysis undertaken of key townscape influences that have driven the form of the Godley Green masterplan, acting as a basis for its development.

★ Addresses
DMPO Article 9 (3a)
DMPO Article 9 (3b)

MASTERPLAN DRIVERS

The design of the masterplan has been informed by a series of key drivers and influences, uncovered during the research and analysis process and presented throughout the course of this document.

MASTERPLAN DESIGN

From Chapter six onwards the document focuses on design, outlining how future development will achieve the Garden Village vision and strategic objectives

Chapter six MASTERPLAN EVOLUTION

Details the iterative masterplanning process, providing a timeline summarising key inputs and amendments before outlining how a 21st century Garden Village will be delivered at Godley Green.

★ Addresses
DMPO 9 (3a)
DMPO 9 (3b)
DMPO 9 (3c)
DMPO 9 (3d)
(and DASAppendix 3)
DMPO 9 (3e) (p.54-59)

Chapter seven STRATEGIC DESIGN CODE AND FRAMEWORK

Focuses on the delivery of the Garden Village Design Components, presenting the Parameter Plans outlining the scope of development supported by detail regarding design and access.

★ Addresses
DMPO 9 (3a)
DMPO 9 (3b)
DMPO 9 (3c) (p.66-67 / 84-97)
DMPO 9 (3d)
(p.97 / DAS Appendix 3)
DMPO 9 (3e) (p.84-85 / 97)

Chapter eight NEIGHBOURHOOD DESIGN CODE

The Neighbourhood Design Code builds on the Strategic Design Code, outlining key design features of proposed neighbourhoods.

★ Addresses
DMPO 9 (3a)
DMPO 9 (3b)
DMPO 9 (3c)

Chapter nine SUSTAINABILITY SUMMARY

Collates the various sustainable design principles that sit of the heart of the vision for the site, offering a clear and concise summary of the expectations for future development.

★ Addresses
DMPO 9 (3a)

Chapter ten CONCLUSION

Summarises the methods through which the masterplan design and strategic design code work to achieve the Garden Village vision and strategic objectives.

1 Introduction

1.3 Masterplan Drivers and Influences

The design of the masterplan for Godley Green has been informed by a series of key drivers and influences, uncovered during the research and analysis process and presented throughout the course of this document.

The masterplan drivers range from strategic policy requirements through to the physical constraints (and in turn, opportunities!) and aspects of modern day Garden Village design.

Not mutually exclusive, the drivers combine to form the basis for the design approach, sitting at the heart of the vision for a modern day Garden Village at Godley Green. Analysis forms an evidence base to ensure proposals respond to their immediate landscape and townscape context whilst also capturing the best design features of garden settlements - **the best of town and country, both new and old.**

The key masterplan drivers include:

Strategic Masterplan Objectives (p. 11)

As presented in the table overleaf, the strategic masterplan objectives **collate key policy objectives and requirements** for Godley Green, ranging from national policies captured in the NPPF down to local plan requirements.

Garden Village Ethos (p. 37)

The Garden Village Ethos makes a series of statements about **the type of place Godley Green aims to become**, bringing together key themes and principles identified in desktop analysis of Garden City literature. Overarching in its nature, the ethos should steer design, providing a constant reminder of the vision for a self-sustaining future community.

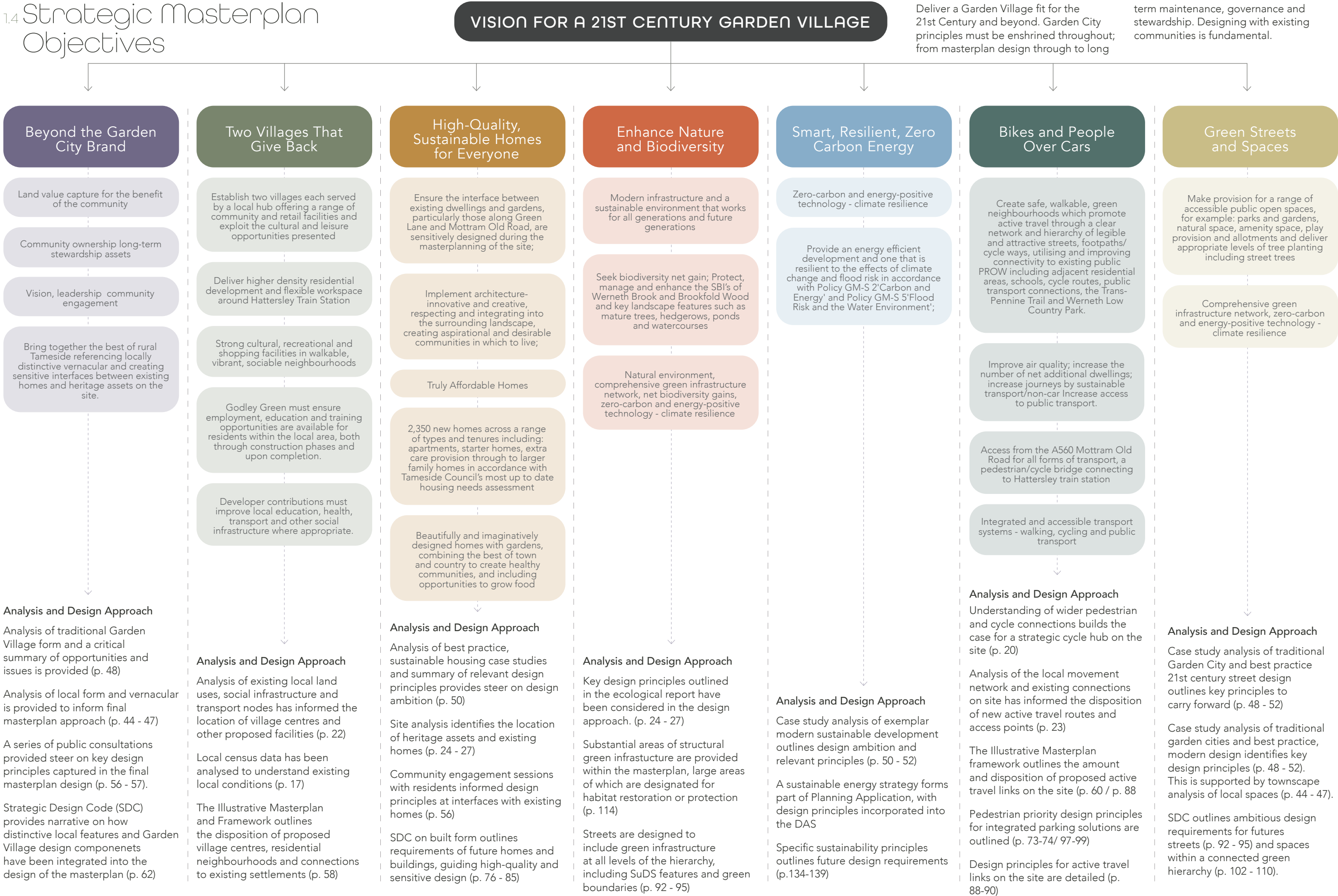
Garden Village Design Influences (p. 38)

Underpinned by the Garden Village Ethos, five Garden Village design influences have been identified. Each influence has been analysed critically to understand the most salient and **important design components to carry forward in the design of Godley Green Garden Village** - focused on ensuring future development delivers high-quality, contextually sensitive and sustainable design as envisioned.

Site Considerations and Technical Constraints

Informed by detailed survey work and site analysis, the design of the masterplan responds sensitively to the **technical constraints presented by the site**. Chapter 3 presents key technical constraints and considerations, providing a summary of findings and their implications on the structure of the masterplan.

1.4 Strategic Masterplan Objectives



1.5 Introduction
The Site at a glance

Prominent Site features

- 1. Green Lane private road and existing houses
- 2. A560 Mottram Old Road
- 3. Werneth Brook Site of Biological Interest (SBI)
- 4. Godley Brook SBI
- 5. Brookfold Wood Ancient Woodland
- 6. National Cycle Route 62
- 7. Manchester-Glossop railway line
- 8. Mottram showground
- 9. Brookfold Lane
- 10. The Historic "Green" in Godley Green
- 11. Historic farmsteads

THE FACTS

Five

Public Right of Ways

Two

Local train stations
within 400m of site

Four

Existing Farms

135.8ha

Tameside Metropolitan Borough Council

Twenty-four Existing Homes



Figure 1.2 - Site Aerial

Image Source - Google Maps ("Map data ©2021 Google")



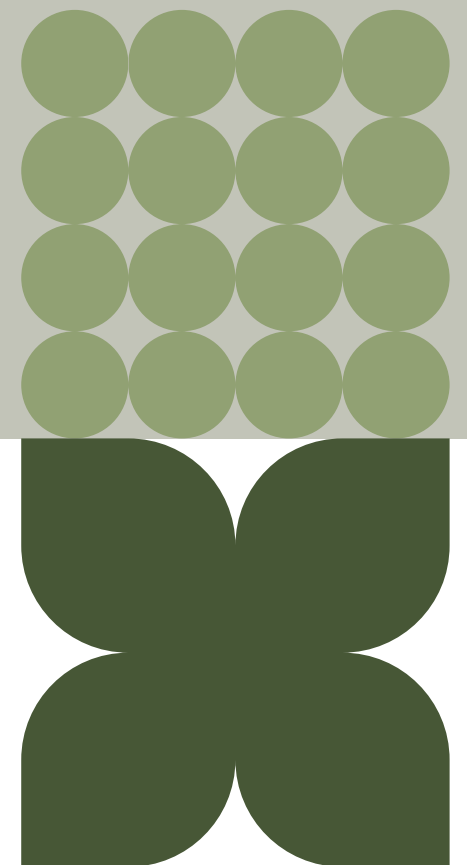
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Context and Significance

Put simply, the UK faces a complex housing crisis. With a need to deliver high-quality sustainable homes, a consensus to improve public health and wellbeing and a necessity to halt global warming, the return of 'Garden City' thinking is timely; and absolutely necessary.

Godley Green is significant on two levels. The existing landscape structure of the site, a unique and characterful local vernacular and its strategic connectivity offers an unparalleled opportunity to deliver Greater Manchester's first garden community in the foothills of the Peak District.

The scale and location of the site also creates a real opportunity for Tameside Borough Council to deliver a range of objectives, as well as Places for Everyone (PFE) objectives. Notably, this means delivering 28% of Tameside's housing requirement over the 16 year PFE plan period - sustainable development, at scale.



2.1 Why Godley Green?

Godley Green is ultimately significant on two levels. In visionary terms, it offers a unique opportunity to deliver Greater Manchester's first exemplar, 21st century garden community in the foothills of the Peak District. Whilst this opportunity will be discussed in more detail later in the document, here we outline the environmental, social and economic significance of the site.

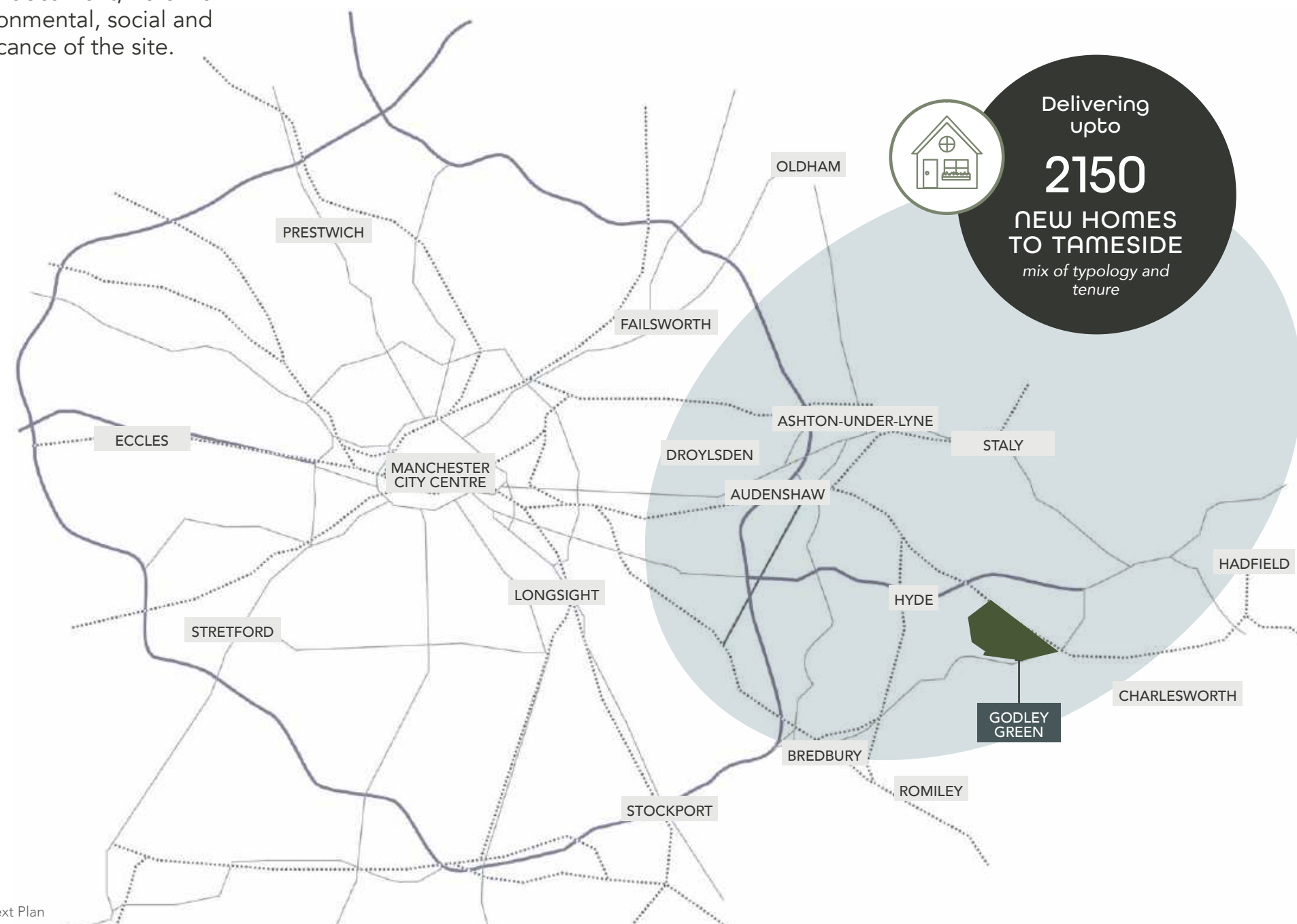


Figure 2.1 - Strategic Context Plan

Delivering much needed homes in Tameside

- » Up to 2150 new homes - mix of typology and tenure
- » Massive housing shortfall in Greater Manchester and Tameside
- » Council Tax band A-C (opp to deliver mix of homes)

Land Owner Partnership and Governance

A step change in Design Quality could be achieved on the site, with Tameside Metropolitan Borough Council guiding future development using this DAS and design code. This governance structure should allow the site to be developed as proposed/ envisioned. The bullets below highlight the importance of the governance structure.

- » Land ownership vehicle - land owners grouped together as one removes complexities and road blocks and allows the focus of the project to be on design quality.
- » Council as master developer - Council has ability to control design quality as master developer and ensure delivery as envisioned.
- » Development partner selectivity - development partners will be selected by the Council, providing an opportunity to work with quality and community-focussed developers who want to create great places and sustainable communities.
- » A Proper Garden Village - the ongoing and long-term involvement of the Council as master developer should ensure the impact of the proposal goes beyond monetary value. The governance structure provides an opportunity to establish and deliver the social and economic structures and mechanisms that must underpin a true garden community, an area where development using the 'brand' often fall down.

Catalyst for Local Economic Development

Local deprivation levels, as summarised on the following spread, are high. A Garden Village in this location must give back to the local area, economy and people. This means engaging them early in the design process, taking them on the journey and providing them with opportunities to develop.

It is essential that Godley Green breaks down local barriers, providing employment opportunities across the lifespan of the project and into the future. New connections will break down the physical barriers created by the trainline, providing existing residents with access to new on site amenities, social and green infrastructure and Werneth Low beyond.

2.2 Planning Policy Significance

This page outlines key policy requirements of the application. For further details, please refer to the Planning Statement.

ADOPTED PLANNING POLICY

The Development Plan comprises the following:

- » Saved policies of the Tameside Unitary Development Plan (UDP) (2004);
- » Greater Manchester Joint Waste Development Plan Document (2012); and
- » Greater Manchester Joint Minerals Development Plan Document (2013).

However, for the purposes of this planning application only the policies of the UDP and Joint Minerals Development Plan are relevant.

Within the Development Plan the site benefits from several allocations, some of which relate to specific sections of land rather than the whole site. These are summarised below:

Green Belt

The whole site, excluding the area to the north of the railway line, is situated within the Green Belt. Within the Green Belt, the construction of new buildings is classed as inappropriate development unless certain exceptions are met. This includes demonstrating that very special circumstances exist.

Sites of Biological Importance

There are two areas on the northern section of the site designated as a Site of Biological Importance (SBI), this being Werneth Brook to the west and Brookfold Wood within the centre of the site. Development should not adversely affect an SBI.

Protected Green Space

The north western edge of the site and the area to the north of the railway line is designated as Protected Green Space. Development is not permitted in such areas unless certain exceptions are met.

Mineral Safeguarding Area

Parts of the eastern, central and western sections of the northern element of the site are situated within a Mineral Safeguarding Area for Brickclay, Sand, Sand and Gravel, and Sandstone, whilst elements of the southern section fall within a Mineral Safeguarding Area for Sand, Sand and Gravel, Sandstone, and Coal. Non-mineral development is not permitted unless certain exceptions are met.

EMERGING PLANNING POLICY

Up until the end of 2020, the Greater Manchester Spatial Framework (GMSF) was being prepared as a joint development plan for the 10 local authorities of Greater Manchester, these being Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan.

As a joint development plan document for each authority the GMSF, once adopted, would:

- » Set out how Greater Manchester should be developed up until 2037;
- » Identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- » Support the delivery of key infrastructure, such as transport and utilities;
- » Protect important environmental assets across the city region;
- » Allocate sites for employment and housing outside of the existing urban area; and
- » Define a new green belt boundary for Greater Manchester.

In all three drafts, the majority of the site, excluding the area to the south of Mottram Old Road, was proposed to be allocated, and in doing so removed from the Green Belt, as a strategic residential-led, mixed-use development for up 2,350 new homes and a range of supporting uses.

However, following the withdrawal of Stockport in December 2020, the GMSF is no longer being progressed and has officially been withdrawn. Instead, the nine remaining Greater Manchester councils have formally agreed to prepare a new joint development plan for jobs, new homes and sustainable growth across their boroughs called Places for Everyone (PFE).

Places for Everyone

Much of PFE, including the spatial strategy, planning policies, proposed allocations and evidence base, are based on the GMSF. This includes retaining the site’s proposed allocation (ref. JP Allocation 31).

The pre-submission draft of PFE is expected to go out for consultation between the 9 August 2021 and 3 October 2021. Following this period of consultation, and subject to no major issues arising, it is intended that the plan will be submitted to the Secretary of State for Examination in Public (EiP); this is a form of public inquiry where an independent planning inspector, appointed by the Secretary of State, will ‘test’ the document to see if it is sound and legally compliant.

VERY SPECIAL CIRCUMSTANCES

Timescales are currently uncertain for the preparation and adoption of the emerging planning policy for the site. Amidst an ongoing housing crisis, the Council has taken the decision to progress a planning application prior to the adoption of the emerging planning policy framework. It is hoped that by doing so development can be realised sooner for the benefit of Tameside’s residents.

In planning policy terms, the development is classed as inappropriate development in the Green Belt. In such circumstances, development can only be permitted where ‘very special circumstances’ are demonstrated.

‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of the development’s inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

The case for very special circumstances is set out in the Planning Statement, supported by the design ambitions outlined in this Design and Access Statement and Strategic Design Code.

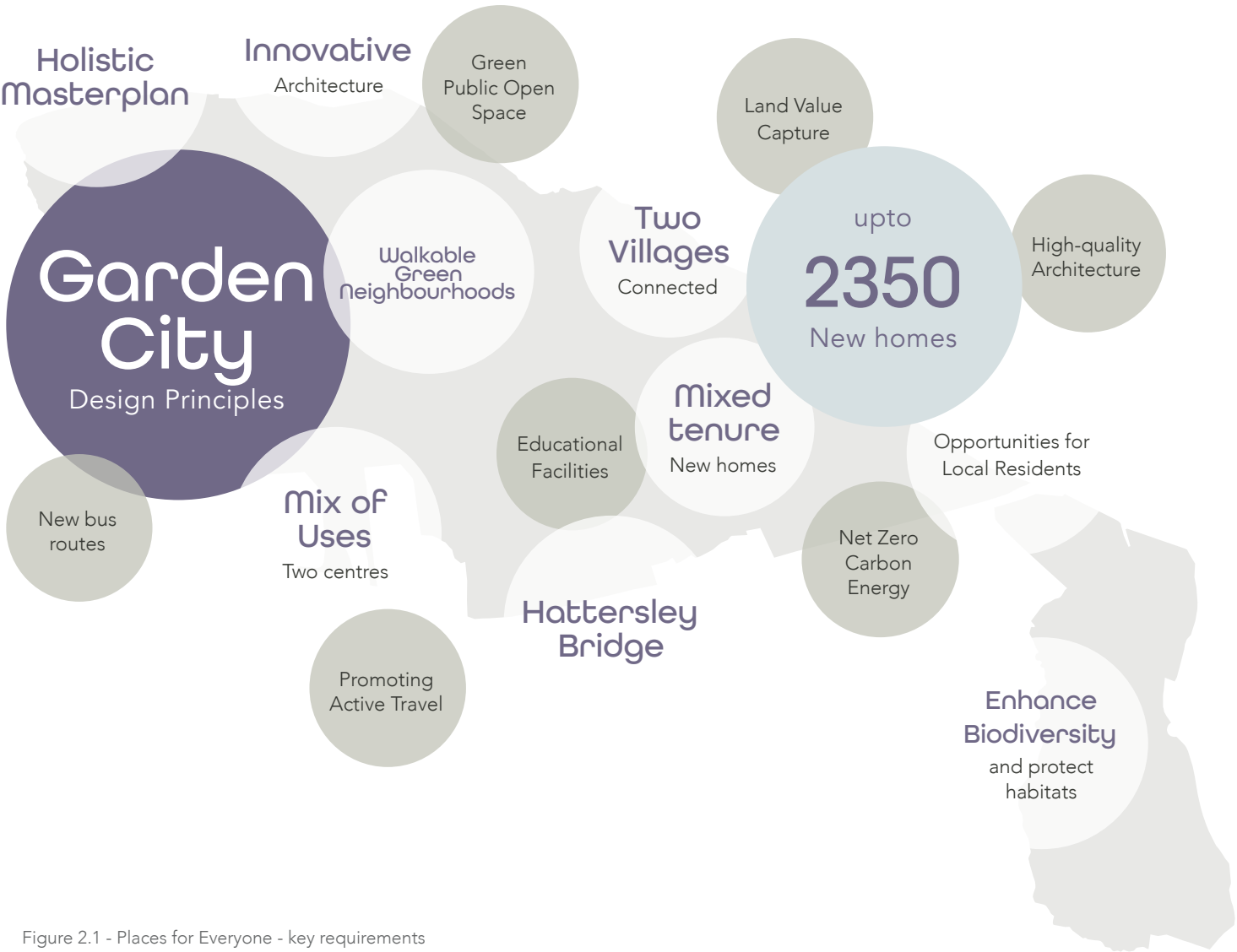


Figure 2.1 - Places for Everyone - key requirements

2.3 A catalyst for local economic development?

Existing Demographics

Much of the area surrounding Godley Green is extremely deprived, with most of Hyde and Hattersley based within the highest decile of the Indices for Multiple Deprivation. In addition, child obesity rates are upto 50% in parts of Hyde whilst the median income in Hyde is between £10,000 and £20,000 below the national median.

It is clear that the local vicinity surrounding Godley Green is in a state of economic decline, failing to provide the essential employment opportunities local people require to support themselves and their families. This in turn has lead to a multitude of additional issues relating to low income, public health and inequality. We witness a locality where extreme wealth, borders extreme poverty.

Giving Back to the Local Area

Godley Green Garden Village must give back to the local area, economy and people. This means engaging them early in the design process, taking them on the journey and providing them with accessible green infrastructure, social infrastructure (including space for new and existing 3rd sector community projects such as the Hattersley Big Garden Project) and future employment opportunities. Godley Green must give back.

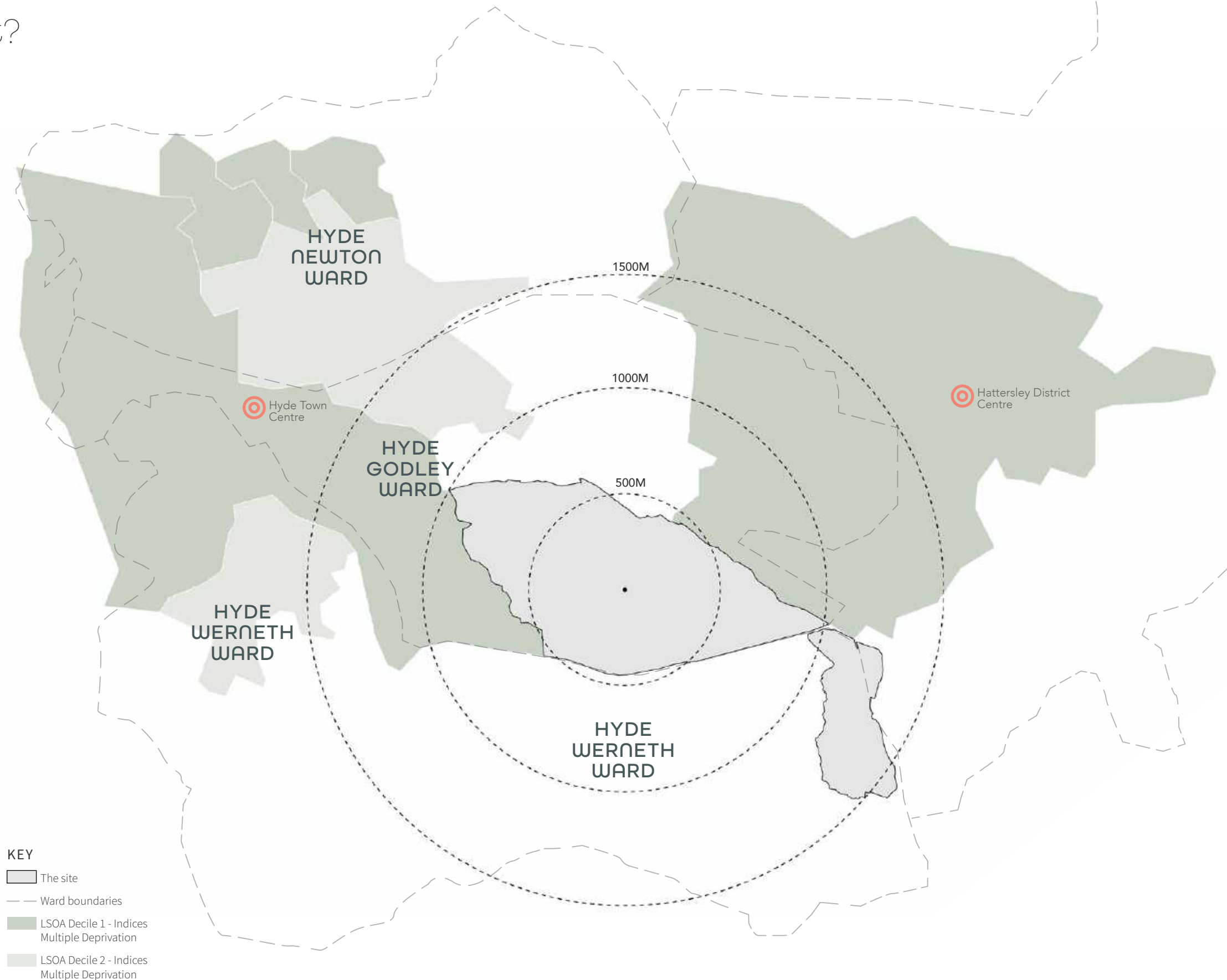


Figure 2.2 - Socio-Demographic Context Plan

THE FACTS

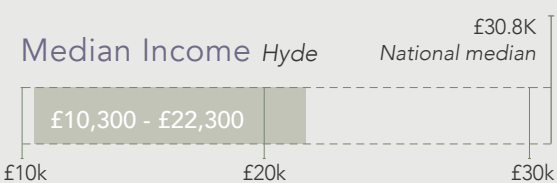
10%

Most deprived in the UK
Pockets of Longendale and Hyde

35-58%
Owner Occupied

30-50%
Child Obesity
Hyde and Longendale

50-92%
Social Rent



2.4 An Accessible Location

The site sits adjacent to key local towns, including: Glossop, Hyde, Stockport amd Stalybridge, as well as Hattersley directly to the north.

Importantly, Hattersley train station is located along the northern boundary of the site, establishing a direct connection between the site and Manchester City Centre along the Manchester-Glossop line - trains running every half hour throughout the day. The A560, or Mottram Old Road, bounds the site along its southern edge connecting it with nearby settlements Romiley and Bredbury as well as the M60 motorway to the north west.

To the east, the Peak District landscape provides a recreational foil to the Garden Village, easily accessible via the existing Local and National Cycle Network.

Strategically, the site offers an extremely accessible destination via road, bus and rail. This will be enhanced as part of TfGM's "Our Network" strategy that will connect Hattersley Station to both Glossop and Manchester City Centre by tram-train.

KEY OPPORTUNITIES

Train Stations
Presence of 2 mainline stations and regular services creates an opportunity to establish sustainable commuting habits to the City Centre and surrounding Town Centres.

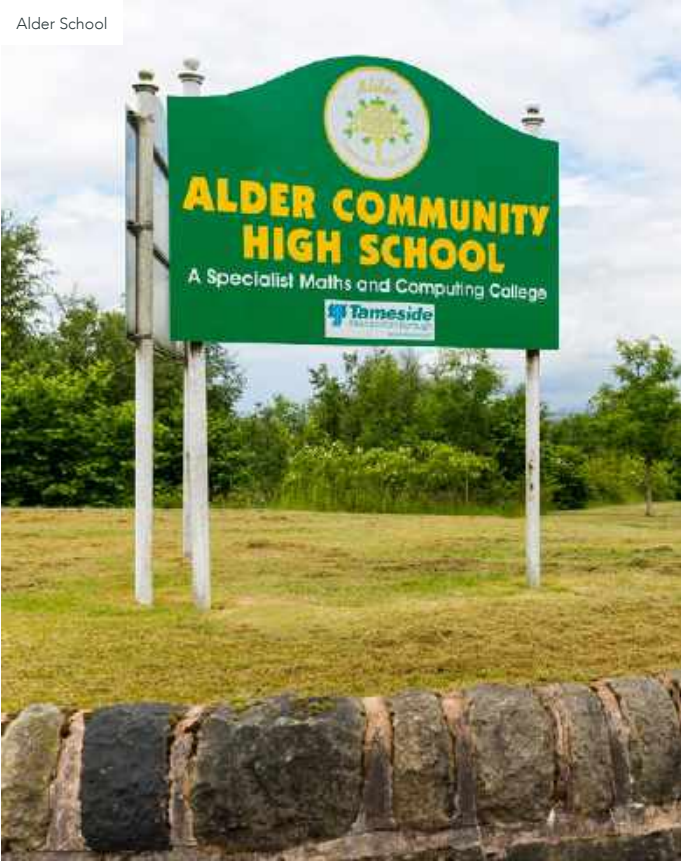
Town Centres
Several Town Centres lie in relatively close proximity to the site. Hyde and Hattersley Centres, including a broad range of everyday amenities and supermarkets, are located within 15 minutes walk of the site.

Stronger walking and cycling links between the site and its neighbouring centres will encourage fewer short car journeys for everyday activities.

Economies and Institutions
There are several opportunities to create new connections (physical and social) to Hyde and Hattersley, connecting existing communities with on-site facilities and amenities and vice versa.

Alder Community High School abuts the sites southern boundary. There is potential to expand and enhance the schools facilities as part of the Garden Village development.

Nature
The proximity of the Peak District and existing walking and cycling links provides an opportunity for new residents to easily connect with nature and the health and wellbeing benefits it brings.



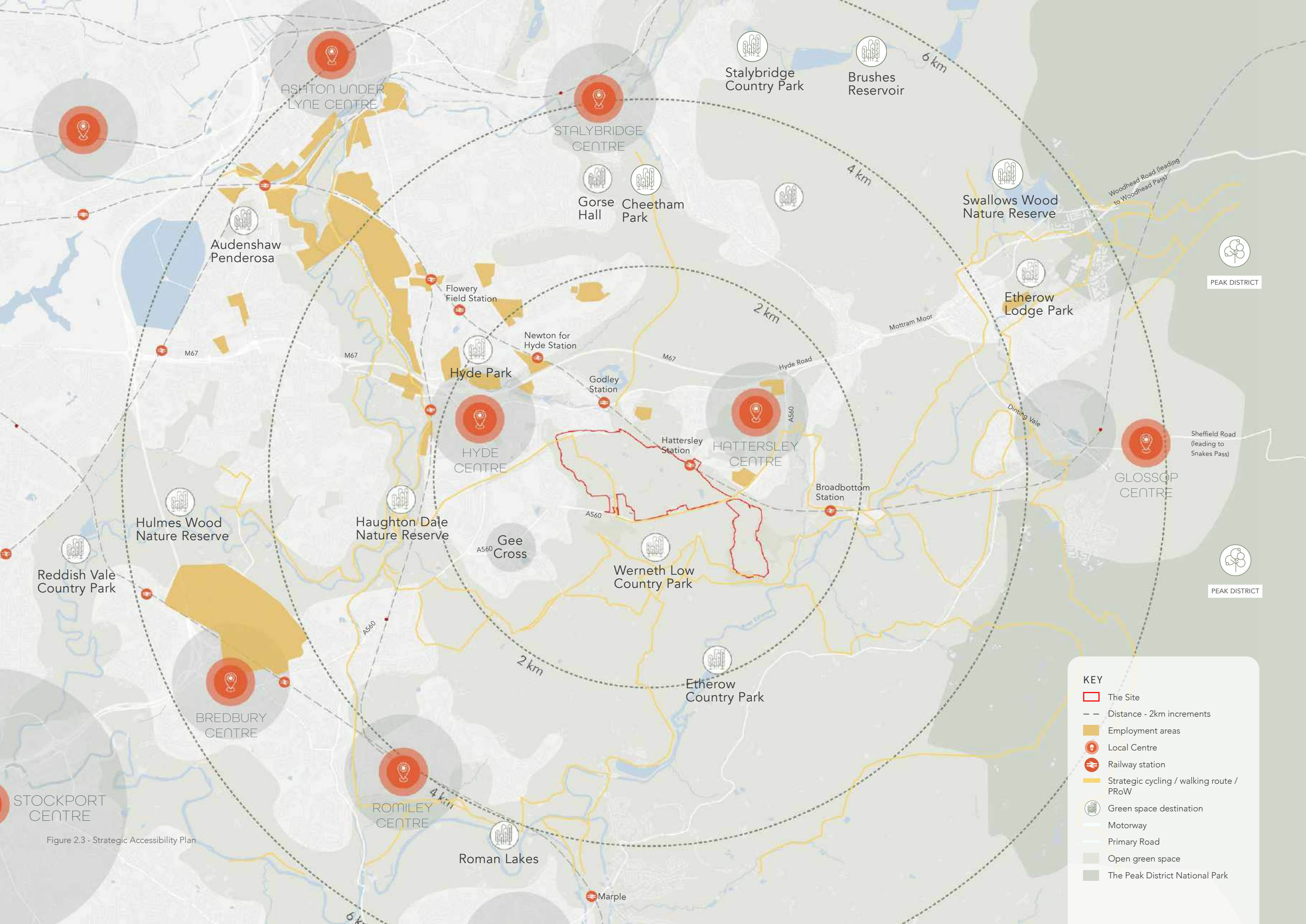


Figure 2.3 - Strategic Accessibility Plan

2.5 Strategic Walking and Cycling

The Peak District is located to the south east of the site, with numerous existing cycling and walking routes linking the site with the landscape asset. Godley Green has the potential to be a cycle hub and sustainable gateway to the Peak District.

National Context

National Cycle Route 62 runs along the disused railway line to the north of the site, and crosses the site on a roughly north-south access, connecting to the A560 Mottram Old Road to the south. National Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

A short section of the route along Mottram Old Road towards Hattersley to the east of the site is defined as 'on-road route not on the National Cycle Network' on the National Cycle Network route map. This is due to this section of the route being on-road, with no segregation for cyclists.

As it continues east, the route opens out from Hadfield onto a traffic-free path through the northern Peak District, heading up the Longdendale valley via the Longdendale Trail to Woodhead and on towards Doncaster.

Regional Context

The National Cycle Route connects with other regional recreational routes including the Tameside Trail, Cown Edge Way, Trans-Pennine Trail, the Pennine Bridleway and the Mid-Shires Way.

The Regional long-distance routes provide connections to green space destinations including; Werneth Low Country Park, Reddish Vale Country Park, the Roman Lakes in Marple to the south, and Stalybridge Country Park to the north.

Long-distance routes also form sustainable connections to surrounding railway stations, which allow connectivity directly into Manchester City Centre to the west, and the Peak District to the east. Regional Context

The National Cycle Route connects with other regional recreational routes including the Tameside Trail, Cown Edge Way, Trans-Pennine Trail, the Pennine Bridleway and the Mid-Shires Way.

Greater Manchester Bee Network

The Greater Manchester Bee Network interacts with the site, with Beeways and Busy Beeways running upto the site boundary and though the site.

There is a real opportunity fora active travel infrastructure on the site to link into the Bee Network, including extending the Busy Beeway that currently terminates at Alder School through the site along the Sustrans Route.

Further, Godley Green could act as s vehicle for improvements to wider cycle infastructure, such as the existing on-road Sustrans route running along the southern site boundary.

THE FACTS



Five

Strategic walking and cycling routes
linking the site with surrounding country



Two

Country Parks
within 5mins cycle



Two

Nature Reserves
within 10mins walk



Community Cafe and Cycle Hub (Northstowe)



Strategic walking and cycling routes on site



KEY OPPORTUNITIES

- » The Peak District is located to the east of the site;
- » Proximity to local centres - opportunity to develop improved cycling and walking connections between the site, train stations and Hattersley and Hyde;
- » Several strategic walking and cycling routes connect Godley Green with regional landscape assets and green space destinations;
- » There is real potential to establish a significant regional cycle hub at Godley Green that will act as the gateway to the Peak District.
- » Extend the GM Bee Network through the site via a network of new and improved multi-user cycle connections.

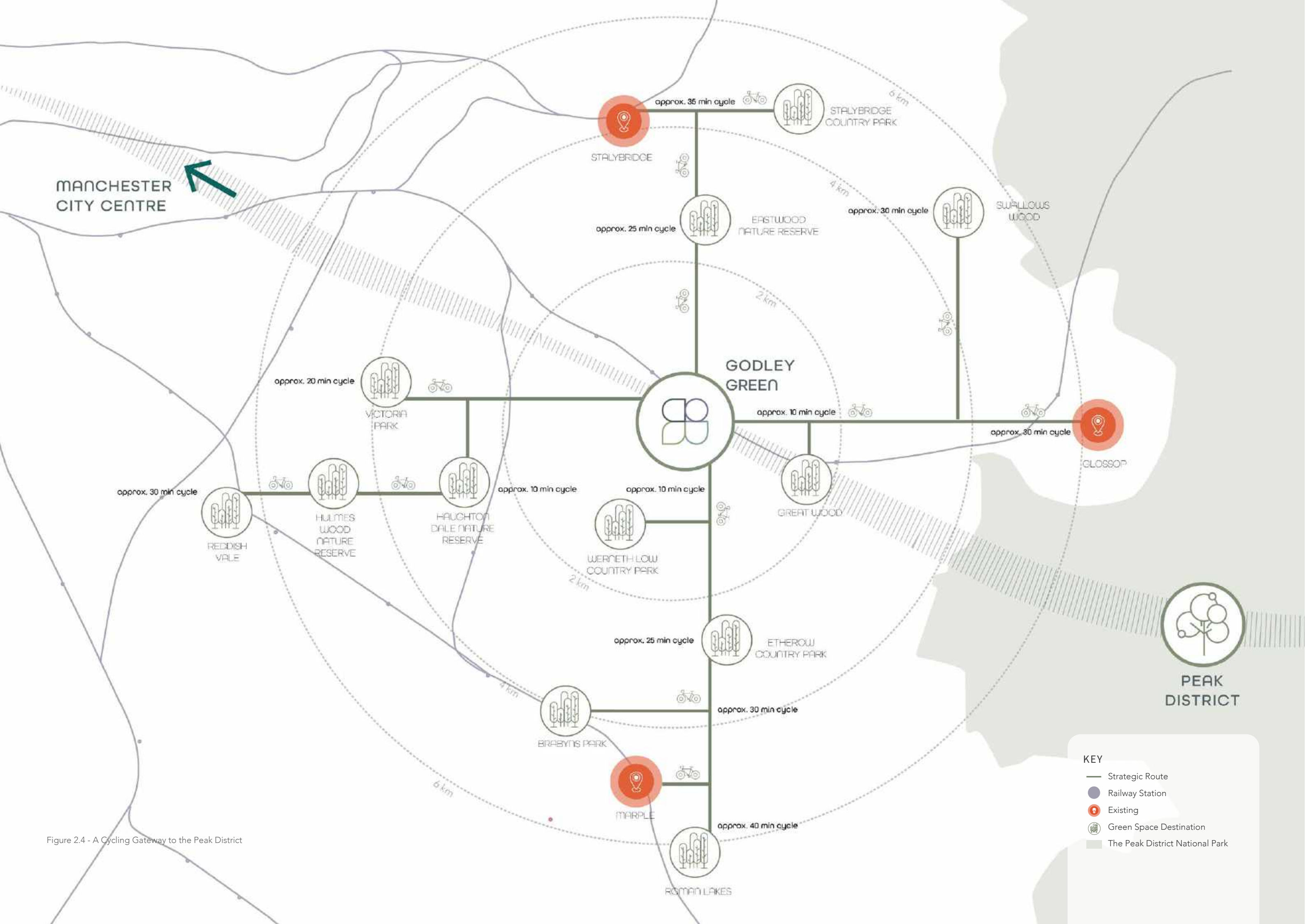


Figure 2.4 - A Cycling Gateway to the Peak District

2.6 Local Infrastructure and Facilities

GREEN INFRASTRUCTURE DESTINATIONS

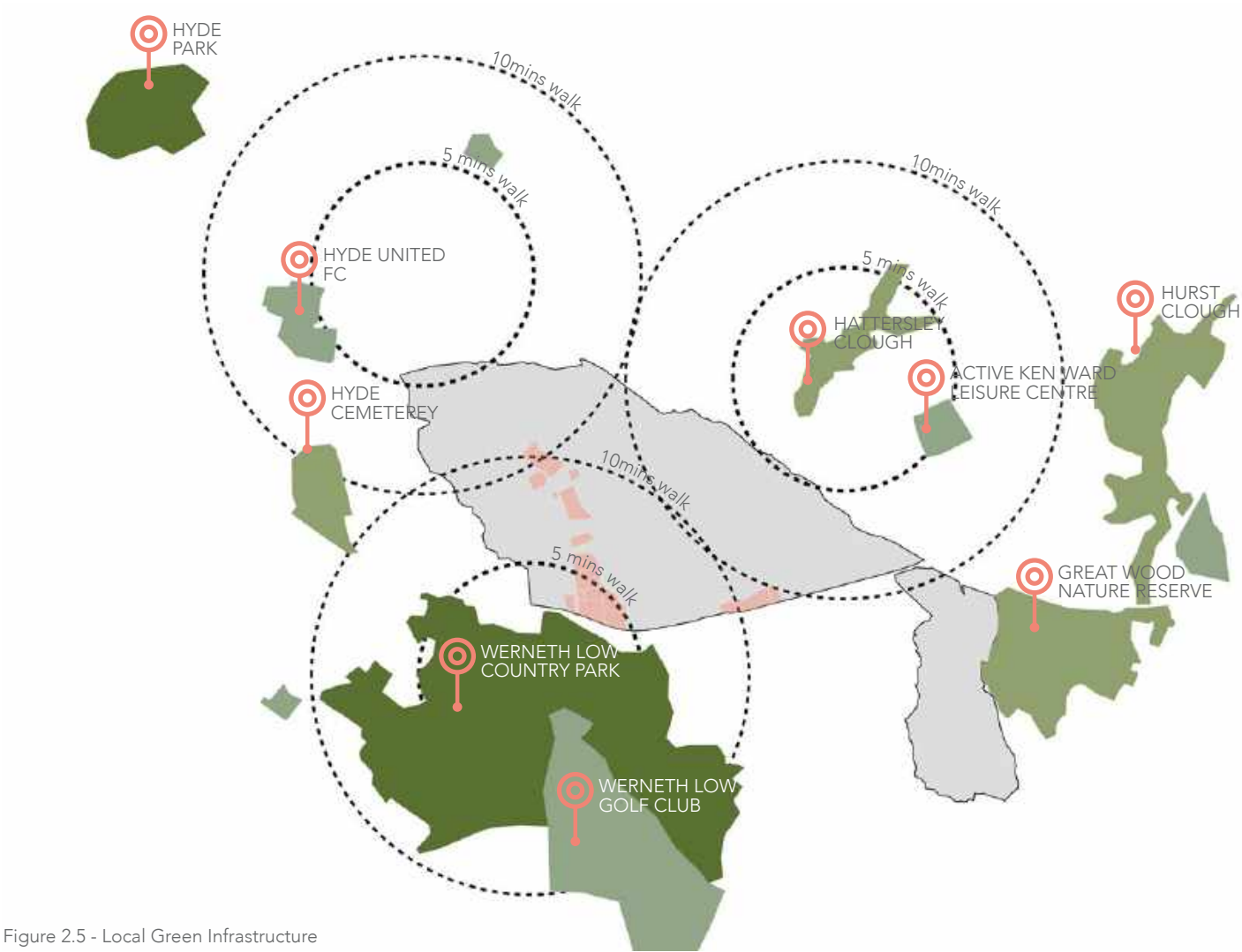


Figure 2.5 - Local Green Infrastructure

Key Findings

The site sits within a wider landscape framework, along the rural interface and well connected to local green space destinations via a network of PRow's and walking and cycling routes.

- » The sites southern boundary sits along the rural interface, abutting the Werneth Low Country Park.
- » A number of Nature Reserves lie in close proximity to the site, including Great Wood to the south east and Hurst Clough to the north east.
- » A number of formal sports facilities lie within ten minutes walk of the site, including two Leisure Centres.

BUS, ROAD AND RAIL

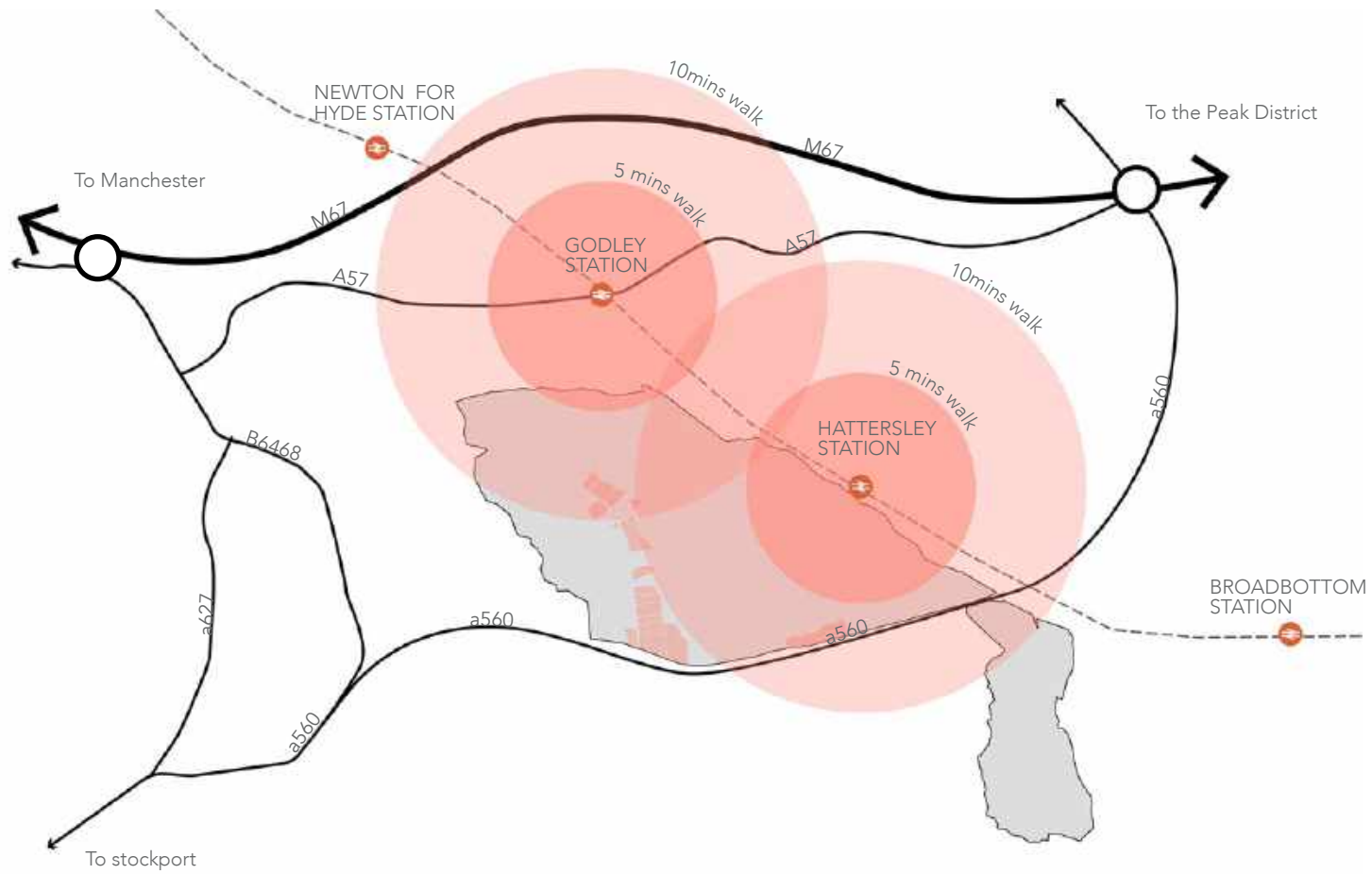


Figure 2.6 - Local Connectivity

Key Findings

The site presents a highly accessible location by both public transport and the wider road network. Connections link the site with local town and village centres, as well as open countryside.

- » Two train stations serve the site, both within 400m of the sites northern boundary.
- » Mottram Old Road provides opportunity for vehicular access to the site, connecting future neighbourhoods with the M67 to the north as well as the wider road network.
- » Bus services connect the site to surrounding towns and villages, as well as the wider countryside to the east.

LOCAL FACILITIES AND AMENITIES

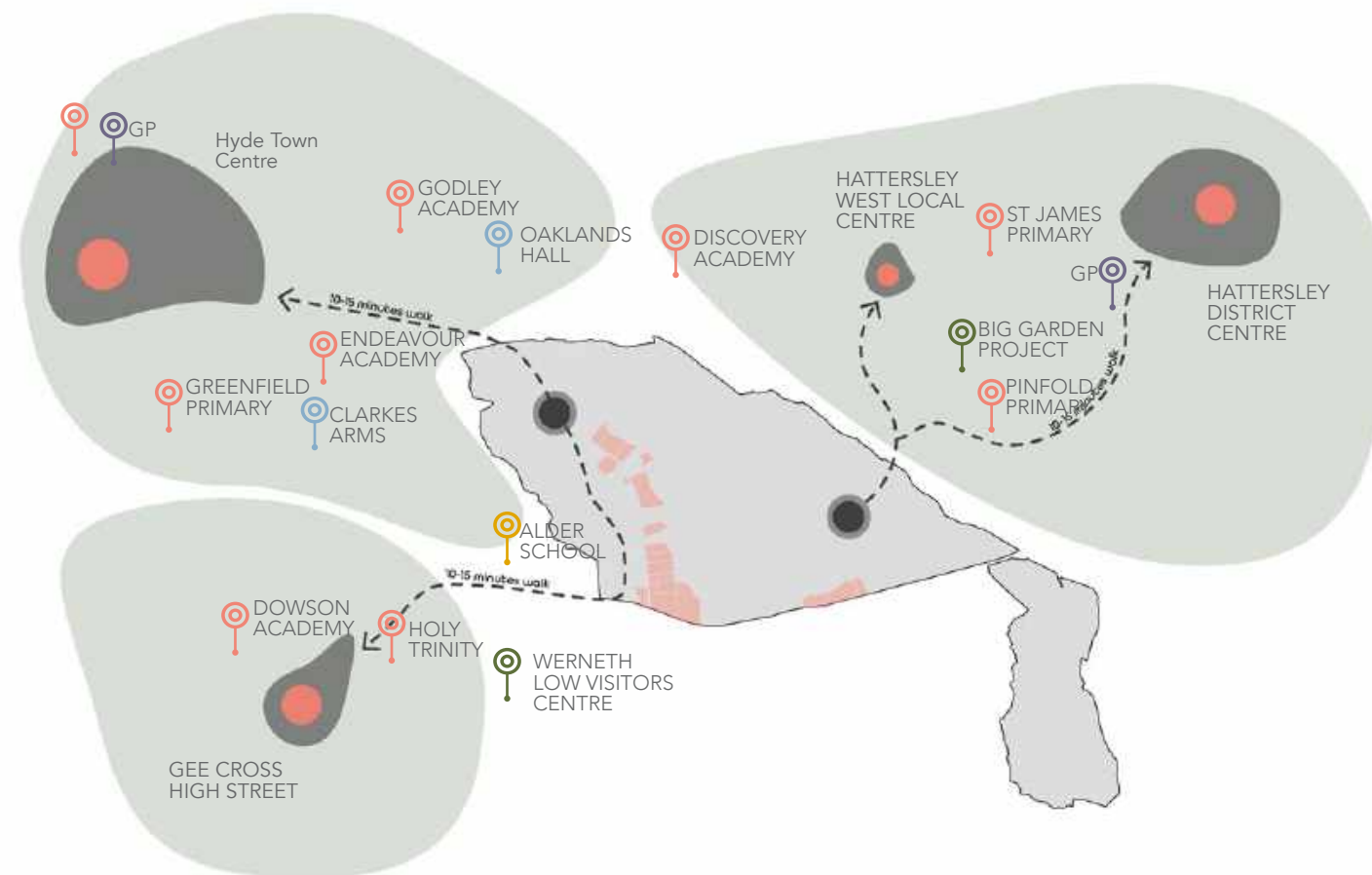


Figure 2.7 - Local Amenities

Key Findings

A variety of local facilities are located in close proximity of the site, including retail, leisure, commercial and social infrastructure. Many of these facilities are situated in the three nearby Town or District centres.

- » Three Town / District / Local Centres located within 15 minutes walk of the site (10 minutes cycle approx.) containing a range of retail and commercial facilities, major supermarket stores and social infrastructure.
- » A number of primary schools are situated within 10 minutes walk of the site, whilst Alder Community High School is located along the southwestern boundary.
- » The site is already supported by substantial amenities locally. Proposals should seek to enhance this offer and establish stronger connections with existing social infrastructure.

KEY

-  The site
 Existing Settlement
 Existing facilities/ amenities hub
 Primary School
 Secondary School
 GP
 Pub
 Community
 Opportunities for future connections (indicative)

WALKING AND CYCLING LINKS

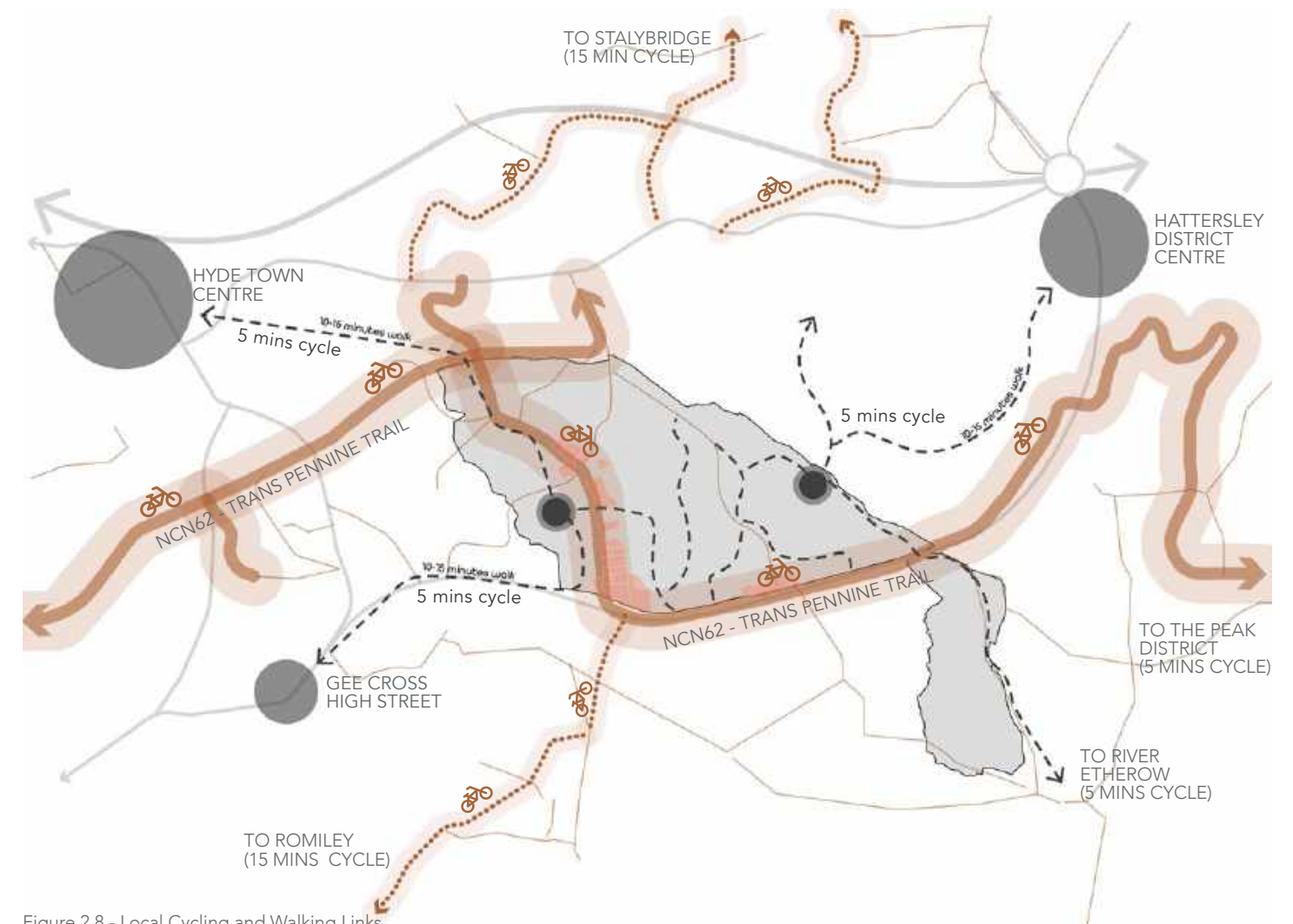


Figure 2.8 - Local Cycling and Walking Links

Key Findings

The site is well connected to local facilities and town centres, green spaces and the wider National Cycle Network via NCN62.

- » NCN62 runs through the site, as well as along Mottram Old Road along the southern boundary of the site.
- » Several Public Right of Way's run through the site and connect it with the wider network, including a bridleway allowing equine movement through the site.
- » Opportunities - several opportunities to connect to the existing National Cycle Network and improve the condition of Public Right of Ways. Dedicated cycle links to Hattersley and Hyde could be established off site, creating improved connections between Godley Green and existing neighbourhoods and facilities.

KEY

-  The site
 National Cycle Network Route 62
 Secondary cycle route
 Public Right of Way
 Opportunities for new strategic cycle connections (indicative)

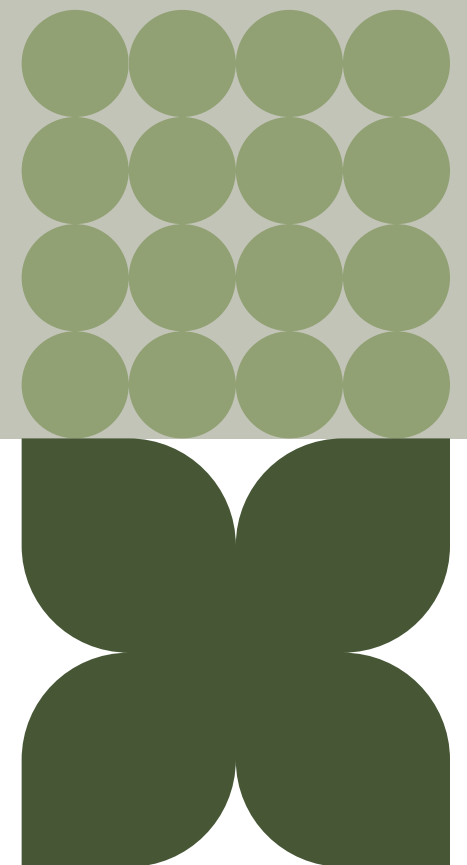
3

Site Consideration

Infomed by detailed survey work and site analysis, the design of the masterplan responds sensitively to the **technical constraints presented by the site.**

This chapter presents a summary of these key technical constraints and considerations, describing the existing conditions before concluding the analysis with a series of implications for the design of the masterplan.

The technical constraints and considerations act as one of the four key masterplan drivers that have underpinned the design process, in this instance providing a set of physical considerations that have dictated the form and structure of the proposals.



3.1 Site History and Heritage

An Archaeological Desk-Based Assessment (ES Appendix 9.1) and Historic Environment Assessment (ES Appendix 9.2) of the site and immediate surrounding area have been undertaken to inform future proposals. A summary of findings is reported here.

Cotton Manufacturing

Hyde and Godley's population grew as a result of the industrial revolution in the 18th century, a booming local cotton manufacturing industry saw as many as 40 operative mills located in the area, with two major mills, 'High Street Mills' and 'Slack Mills' located in close proximity to the site.

Randal Hibbert, a successful farmer-turned-cotton manufacturer, provided jobs to much of the locality. The reservoir used to power his Bone Mill, formerly located along the northwestern boundary of the site, still remains.

Farming

With regards to farming, Godley is recorded as the earliest record of agriculture in Tameside, dating back to 1211. Its history is steeped in arable farming prowess, fuelled by its strong rail connections with regional centres such as Manchester as well as local towns, Hyde and Gee Cross.

Rail

Also of historical significance is the former Godley Junction rail station to the northwest of the site. Before its closure in 1995, the station comprised four platforms and represented the point along both the Manchester and Cheshire Committee lines where electric traction changed to diesel. Its wide set tracks still remain along the site's north boundary, alongside an iconic turntable currently hidden in woodland.

Landscape

The historic landscape character of the site predominantly reflects post-medieval and 19th century enclosure. The development proposals include the retention of a number of historic landscape features, including the majority of hedgerow and treeline field boundaries, historic routeways, and ponds representing former marl pits.

The site is divided into two settlements. Godley Green, a linear settlement made up of farms and historic lodges and agricultural buildings along Green Lane to the west, and Greenside, a small cluster of farmhouses and cottages concentrated along Mottram Old Road to the east. The settlements are linked by a series of paths, preserved as hollow ways (sunken lanes), which indicate they have been in use for hundreds of years.

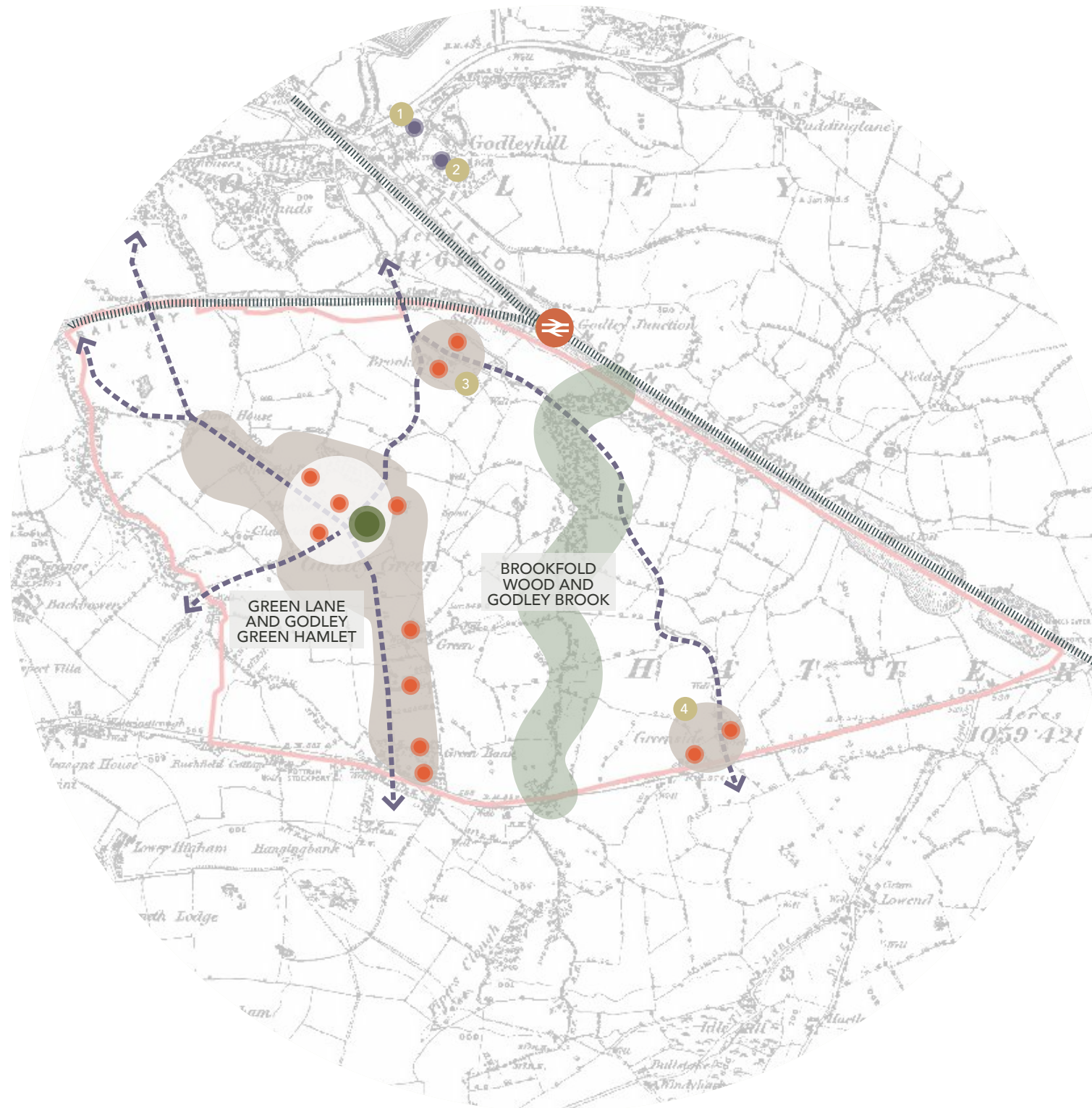


Figure 3.1 - Historic Features Plan (base source: TMBC)

1

Godley Hill War Memorial

Memorial raised at Godley Hill as a permanent testament to the sacrifice made by the members of the local community who lost their lives in the First World War.

2

Godley Hall Public House

Grade II listed pub to the north of the site.

3

Godley Green Farmsteads

The historic farmsteads at Godley Green are considered to be of high local-regional significance.

Brookfold Farm Includes a non-designated cottage and former barn nestled into the hillside. Dense screening of trees, including Brookfold Wood, gives this farmstead a very isolated feel.

Both Albert Farm and Godley Green Farm maintain strong visual connections with the wider rural landscape.

4

Greenside Hamlet

Intrinsic group value with local to regional historical significance

Includes a disused farmhouse and attached barn which have been identified as being of low heritage importance.

The buildings appear to have originated in the mid to late 18th century, but have undergone substantial alterations including the partial re-building of the farmhouse in engineering brick in the early 20th century.

New development should consider buffer zones around the hamlet to maintain a sense of openness

3.2 Existing Dwellings and Land Ownership

There are 24 existing dwellings located on the site who intend to retain their property and land throughout the development process and beyond. All existing residents have engaged with the process, which aims to best protect their private amenity through the development of the Garden Village.

The existing residents and properties located at Godley Green are significant in a number of ways, as listed below.

Setting a rural character

Existing rural buildings and their grounds highlight several rural features that give the site, and wider area, a unique character. This includes materiality, architectural form, and scale and massing.

A historic site structure

Combined with other historic site features, as detailed in the adjacent plan, many of the buildings on the site and their arrangement create a structure for the masterplan to respond too.

Several undesignated heritage assets are situated on site, as identified in the accompanying Archaeology Reports. Whilst undesignated, these features contribute significantly to the rural character of the site and are elements the masterplan must respond sensitively to in order to enhance their setting.

A rural community and way of life

The character and culture collectively set out by the residents on the site sets a benchmark for rural living and community cohesion. The long-term presence of the people that make Godley Green, Godley Green is essential to creating a place that respects and buys into their way of life



Figure 3.2 - Existing Dwellings Plan

Existing Properties Retained on Site

- | | | | | |
|-------------------------|-------------------|-------------------|---------------------------|---------------------|
| 1. Glendarach | 6. Greenfield | 11. Sleepy Hollow | 16. no2 Mottram Old Road | 21. Albert Farm |
| 2. Beechwood | 7. Rushfield Farm | 12. Greenacres | 17. no2a Mottram Old Road | 22. Brookfold Farm |
| 3. Godley Green Farm | 8. Abbotsford | 13. Iddesleigh | 18. no3 Mottram Old Road | 23. Rushfield Barns |
| 4. Godley Green Cottage | 9. The Hawthorns | 14. The Barn | 19. Greenside Farm | 24. Far Meadow Farm |
| 5. Ashwyn | 10. Green Gables | 15. High Bank | 20. Shangrila | |

3.3 Green Lane

Green Lane runs south-north through the site and presents the primary historic route, providing access to historic buildings, farmsteads and agricultural land and linking them to market towns such as Hyde and Stalybridge to the north.

Several Public Right of Way's link to Green Lane running along an east-west alignment, creating historic junctions and nodes along its length. Most notably, a historic "Green" is formed at the junction of Green Lane and Brookfold Lane, representing a historic focal point within the linear settlement surrounded by historic farm buildings, mature trees and villas, many of which are identified as undesignated heritage assets in the accompanying Archaeology Report.

The alignment and orientation of Green Lane establishes a historic spine through the western village, as well as a distinct rural and green character to which future development must respond positively.



Green Lane



Figure 3.3 - Green Lane Context



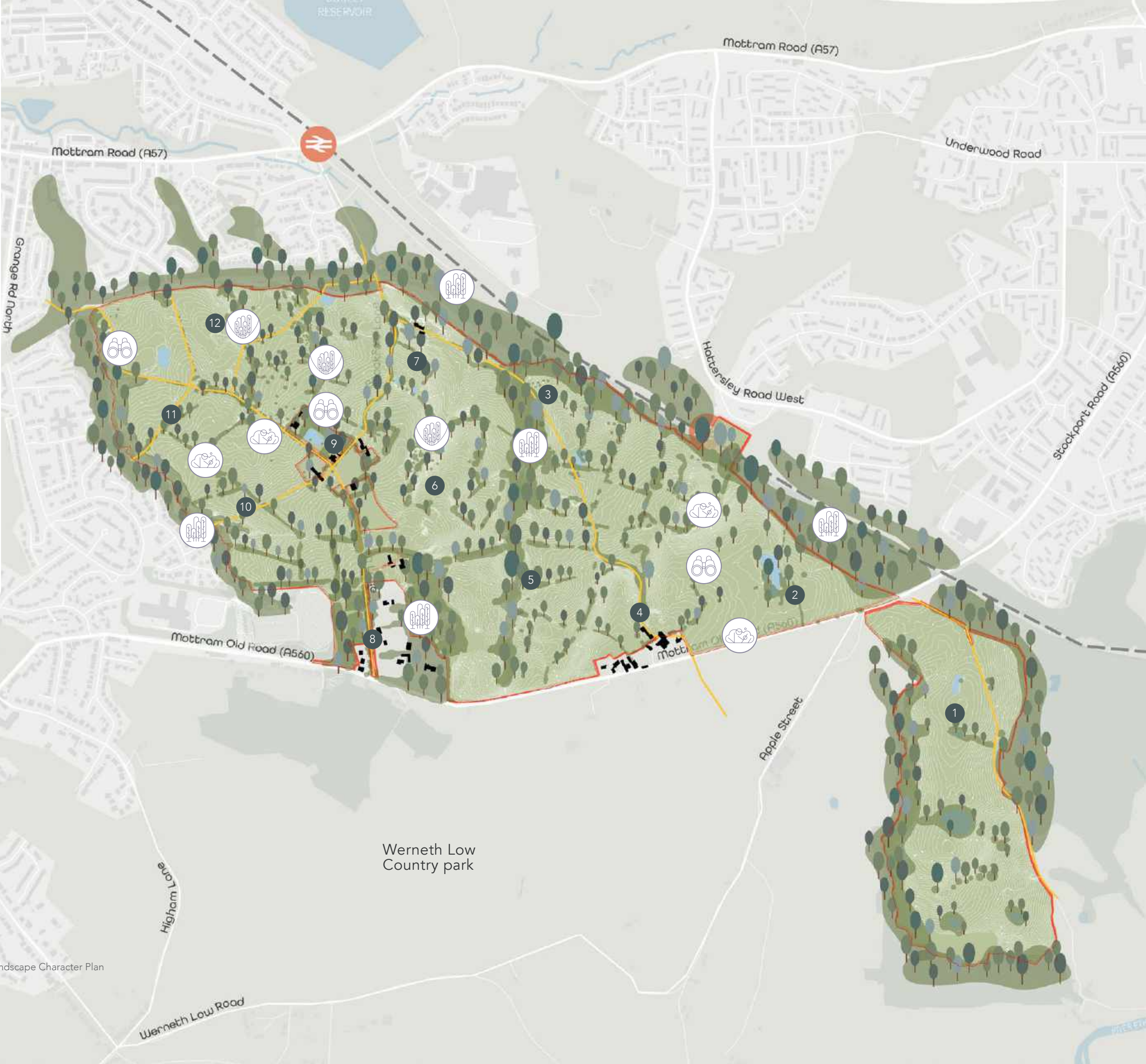
3.4 Landscape Character

The site lies within the Manchester Pennine Fringe National Character Area (NCA 54), occupying the transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and the densely populated urban conurbation of Manchester.

The wider NCA and Godley Green site owes much of its character to its proximity to the adjacent Pennine moors, and the deeply incised, steep valleys that characterise the transition from moorland to urban area.

The site is influenced by recreational use from adjacent urban areas, and by the diversification of farmland into uses such as riding schools and stables. Woodland is concentrated in narrow, steep-sided valleys that cut into smooth shoulders of pastoral land, presenting a range of field boundaries such as dry 'gritstone' walls and hedgerows, characteristic of the wider character area.

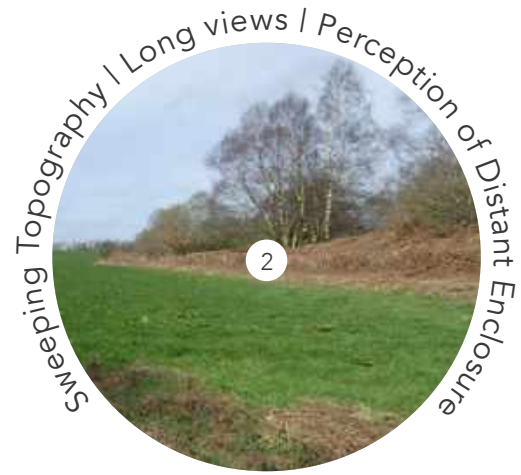
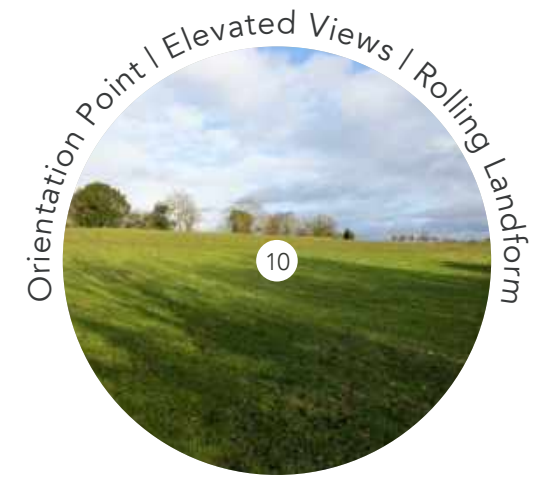
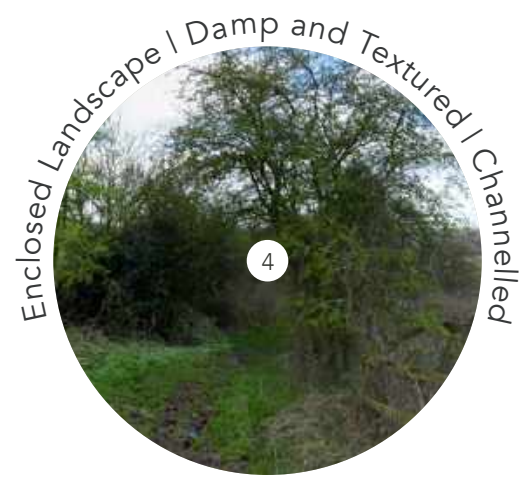
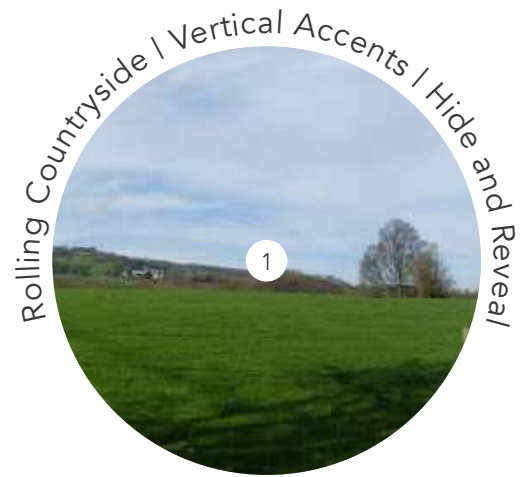
The existing landscape character of the site creates a broad range of experiences for those passing through, from enclosed woodland valleys to panoramic views. These experiences are highlighted overleaf, capturing the special qualities that future landscape proposals will seek to capitalize on and enhance.



- KEY
- Site boundary
 - Contour
 - Water body
 - Watercourse
 - Open fields
 - Woodland
 - Existing buildings
 - Public Right of Way

- Open Fields and Views
- Dense Woodland
- Steep Wooded Valley
- Mature Hedgerow Lines

Figure 3.4 - Landscape Character Plan



3 Site Considerations

3.5 Technical Constraints

ARCHAEOLOGY, HERITAGE AND MOVEMENT

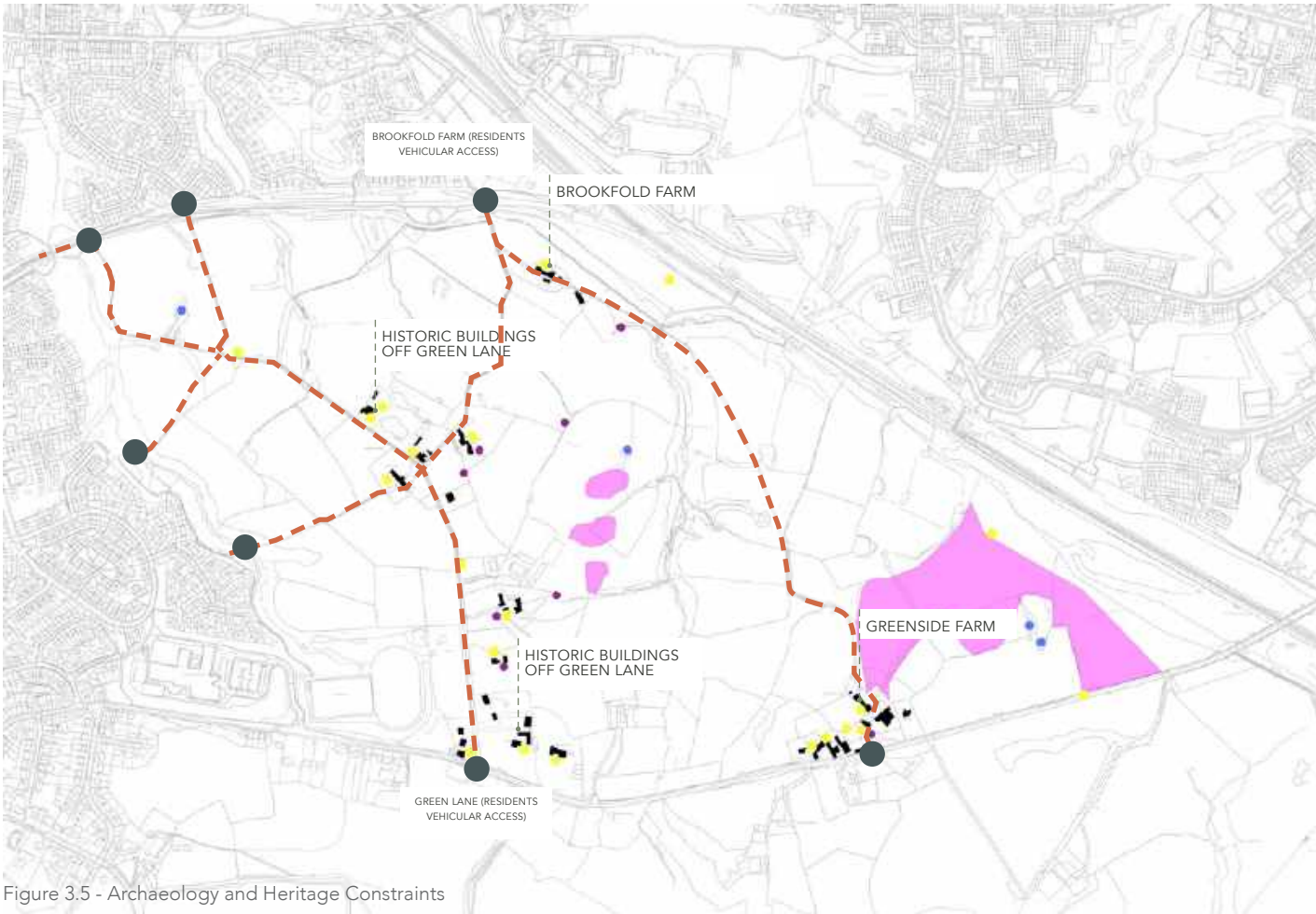


Figure 3.5 - Archaeology and Heritage Constraints

Key Findings

Findings of the Archaeology Report show no designated heritage assets on the site, despite the presence of several undesignated assets. Ground conditions are varied, and are subject to ongoing site investigation and survey work.

- » There are no known archaeological remains within the site. Assessment of the surrounding landscape, as well as the site's topographical and geological context, has identified potential for archaeological remains of prehistoric and / or Roman date to be present, as well as features associated with medieval and later agricultural activity.
- » There are large areas of historic landfill present, with mall pockets located centrally and the largest landfill area located within the eastern village. These areas are subject to further site investigation work.
- » A series of Public Right of Way's (PROW) run through the site, creating a historic movement network connecting the site with wider settlements.

KEY

- The site
- Extent of Historic Landfill
- Existing Buildings (heritage value)
- Historic Wall
- Undesignated Heritage Asset
- Historic Marl Pit
- Public Right of Way
- Pedestrian / cycle / equine access

TOPOGRAPHY



Figure 3.6 - Topography

Key Findings

A complex topography is present, with ground levels fluctuating significantly across the extent of the boundary. Significant cross falls exist, with land broadly falling from south to north.

- » There are several steep sided valleys and associated watercourses are present within the site which will constrain development opportunities.
- » Flatter areas of land are present to the east of the site, north of Mottram Old Road.
- » 50-60m crossfalls are presents across the site, creating a complex development environment and sweeping views of the wider countryside and Peak District from elevated vantage points.

KEY

- The site
- Contours

LANDSCAPE AND ECOLOGY



Figure 3.7 - Ecological Constraints Plan

Key Findings

- The site presents a rich and diverse landscape framework, including a range of high-value habitats, protected species, environmental designations and dense vegetation.
- » The site hosts several tree species, including a range of Category A and B as well as protected Ancient Woodland.
 - » Substantial areas of the site are covered by designated landscapes, including: 2x Sites of Biological Interest (SBIs), 1x Ancient Woodland, along with TPO trees (Tree Preservation Orders).
 - » There are also areas with confirmed high habitat value, with evidence of protected species including bats and Great Crested Newts, as well as Badger Setts.
 - » The landscape and ecological features on the site will help to shape the development. Incorporating them where possible, to ensure that the development will sensitively respond to its ecological and landscape setting. The hedgerows and trees will form a natural basis for green corridors for wildlife, as will retention and enhancement of existing waterbodies.

KEY

- | | |
|-----------------------|-----------------------------|
| The site | SBI |
| Category A Tree Group | Ancient woodland |
| Category B Tree Group | Ancient woodland buffer |
| TPO area | Confirmed bat roosts |
| General woodland | High potential bat roosts |
| GCN pond | Medium potential bat roosts |
| Watercourse | |

UTILITIES INFRASTRUCTURE

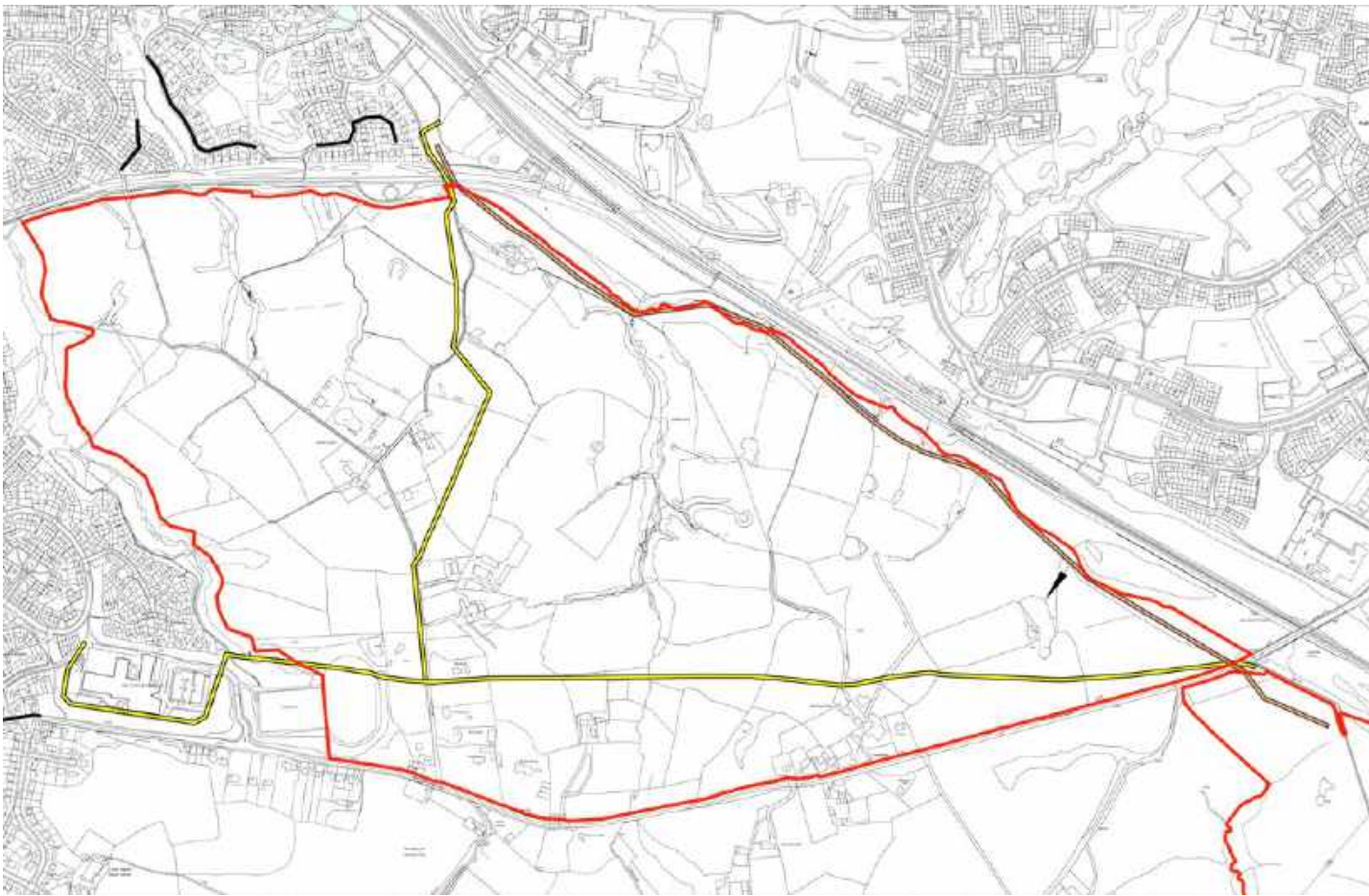


Figure 3.8 - Existing Utilities Plan

Key Findings

- Significant strategic utilities infrastructure has been identified on site, which create statutory barriers and physical constraints to development.
- » A Cadent gas main runs through the site on an east-west and north-south alignment. The exact location of the gas main requires further site investigation work, however the gas main requires an easement of 6 metres.
 - » A United Utilities foul sewer runs east-west parallel to the rain line along the sites northern boundary, including a required easement of 6m.

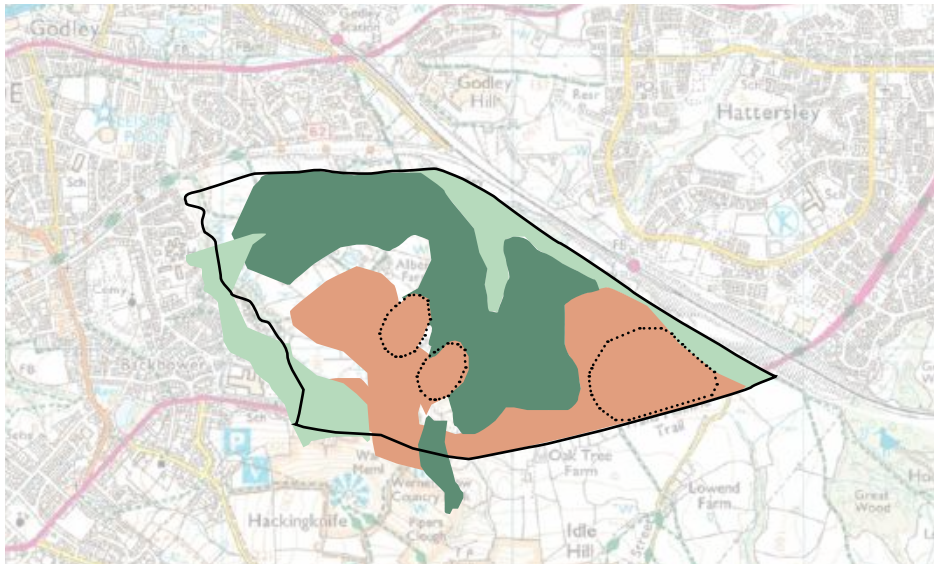
KEY

- | |
|--------------------------|
| The site |
| Gas main (6M easement) |
| Foul sewer (6M easement) |
| Gas main |

3.6 Technical Constraints

Visual Sensitivity

OVERALL
SENSITIVITY MAPPING



Informed by a comprehensive Landscape and Visual Impact Assessment, areas of the site have been categorised in terms of their visual sensitivity. Findings of the assessment are summarised here, and have directly informed the design of the masterplan.

Low Sensitivity

Areas of dense woodland - extensive screening by vegetation and rolling land-form/ valley bottoms.

Medium Sensitivity

Areas of smaller more contained fields which area open, but partially screened to adjacent residential areas and streets by hedge lines/ smaller woodland areas and general land-form. Still sensitive to long range and high levels views and footpaths/ roadways running through them.

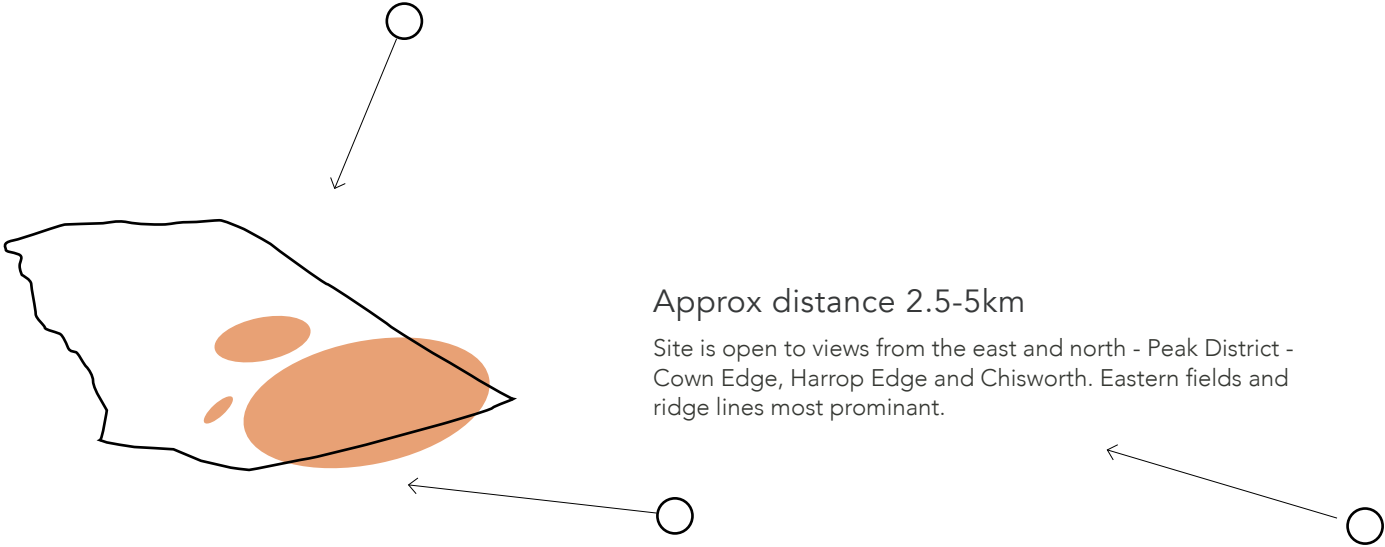
High Sensitivity

Areas of larger field with open field boundaries. situated on high ground and ridges which makes them prominent to views both within and around the site.

Areas of Particular Sensitivity

Areas visible from multiple viewpoints - exposed areas of site, typically ridgelines and open highground.

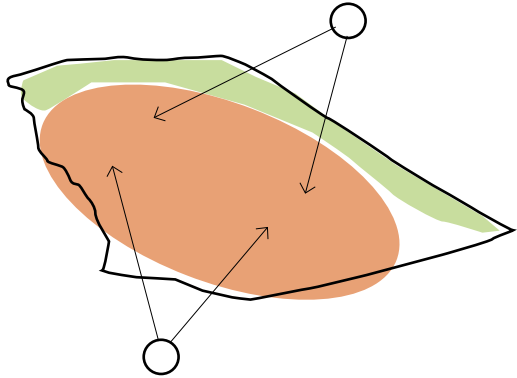
LONG
RANGE



Approx distance 2.5-5km

Site is open to views from the east and north - Peak District - Cown Edge, Harrop Edge and Chisworth. Eastern fields and ridge lines most prominent.

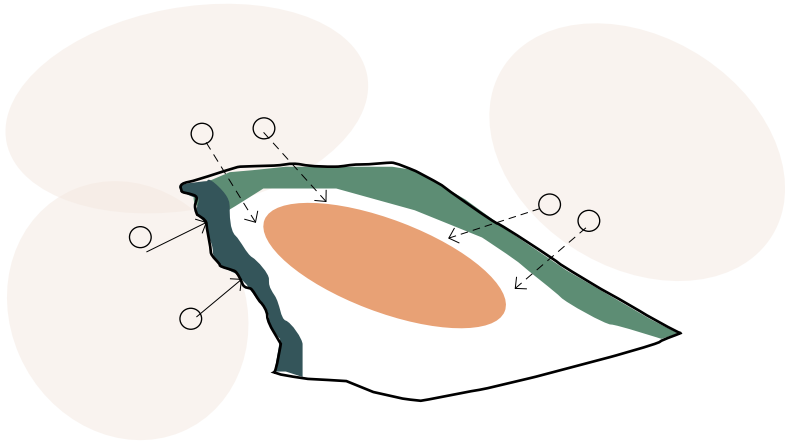
WITHIN/
ADJACENT TO SITE



Approx distance 500m

Panoramic views of the site from Werneth Low Country Park and residential areas in Hattersley - limited screening to lower railway cutting/ woodland area.

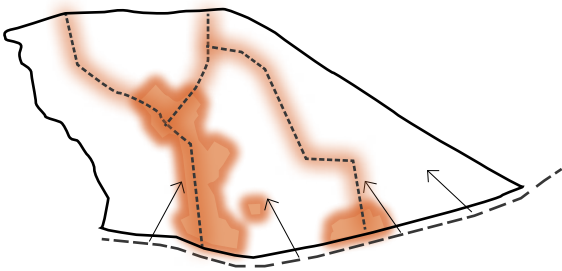
LOCAL /
LOW LEVEL



Approx distance <100m

Partial low level views possible from surrounding residential areas - significant screening from surrounding woodland - higher ridgeline areas prominent in views.

LOCAL/
HIGH LEVEL



On-site views

Internal views across the site are available from footpaths, Green Lane residential area and farmsteads.

3.7 Technical Constraints

Key Views

KEY VIEWS

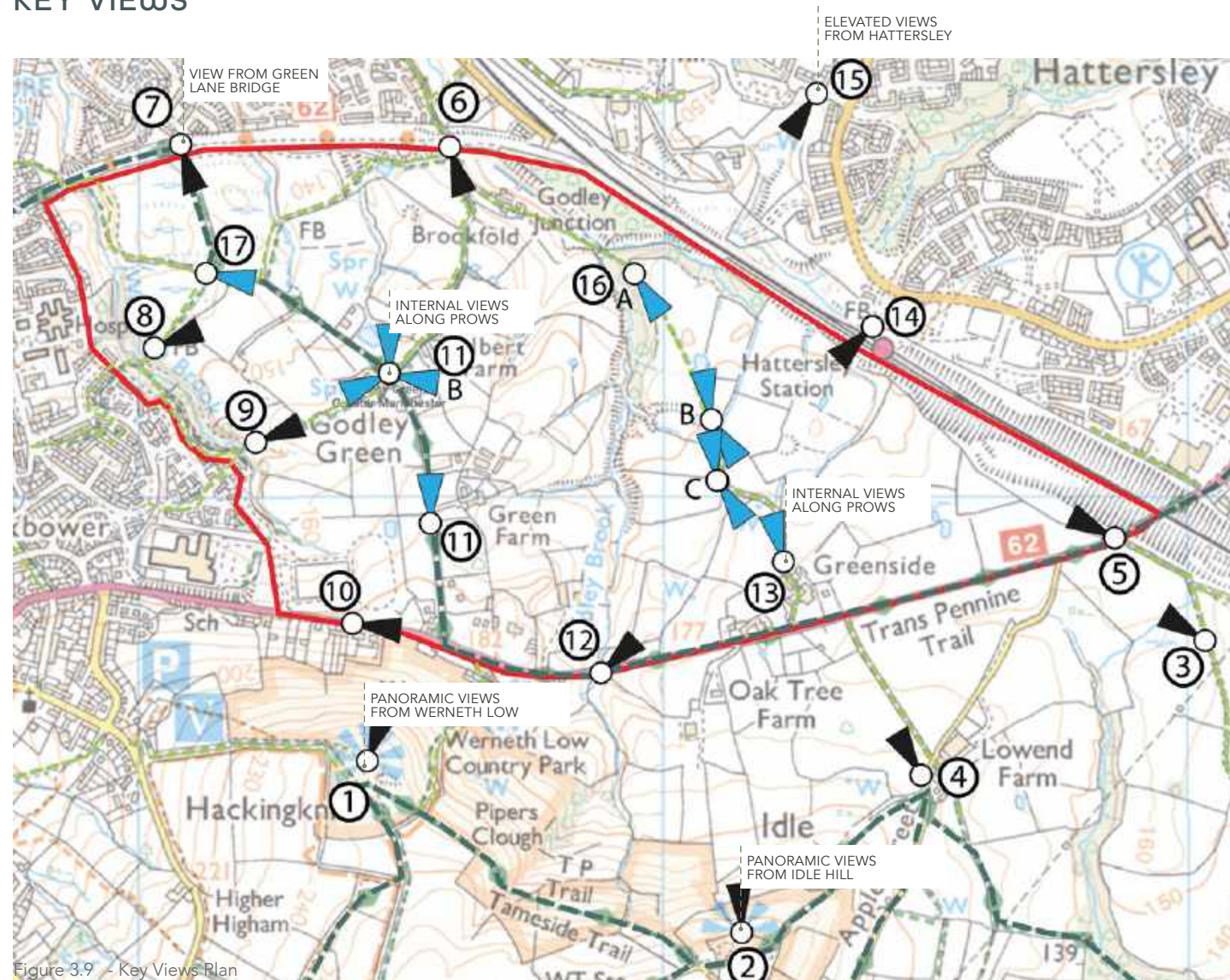


Figure 3.9 - Key Views Plan

Key Findings - Baseline

A total of 24 key viewpoints have been identified and assessed within the Landscape and Visual Impact Assessment (LVIA), in consultation with the Council. There are a high number of key views, where viewers would be considered sensitive to a change in the character of the view.

- » Of the 24 views assessed: 3 views are considered to be 'High Sensitivity', 17 views 'Medium Sensitivity' and 4 views are considered to be 'Low Sensitivity'.
- » This is due to factors including; the substantial site area, the accessibility of the site along footpath and bridleway routes and varied topography which allows elevated views over the site,
- » All landscape receptors assessed are considered to be 'Medium' or 'High' sensitivity, with details on the assessment process available in the LVIA Report.

LONG RANGE VIEWS (KEY VIEWPOINTS)

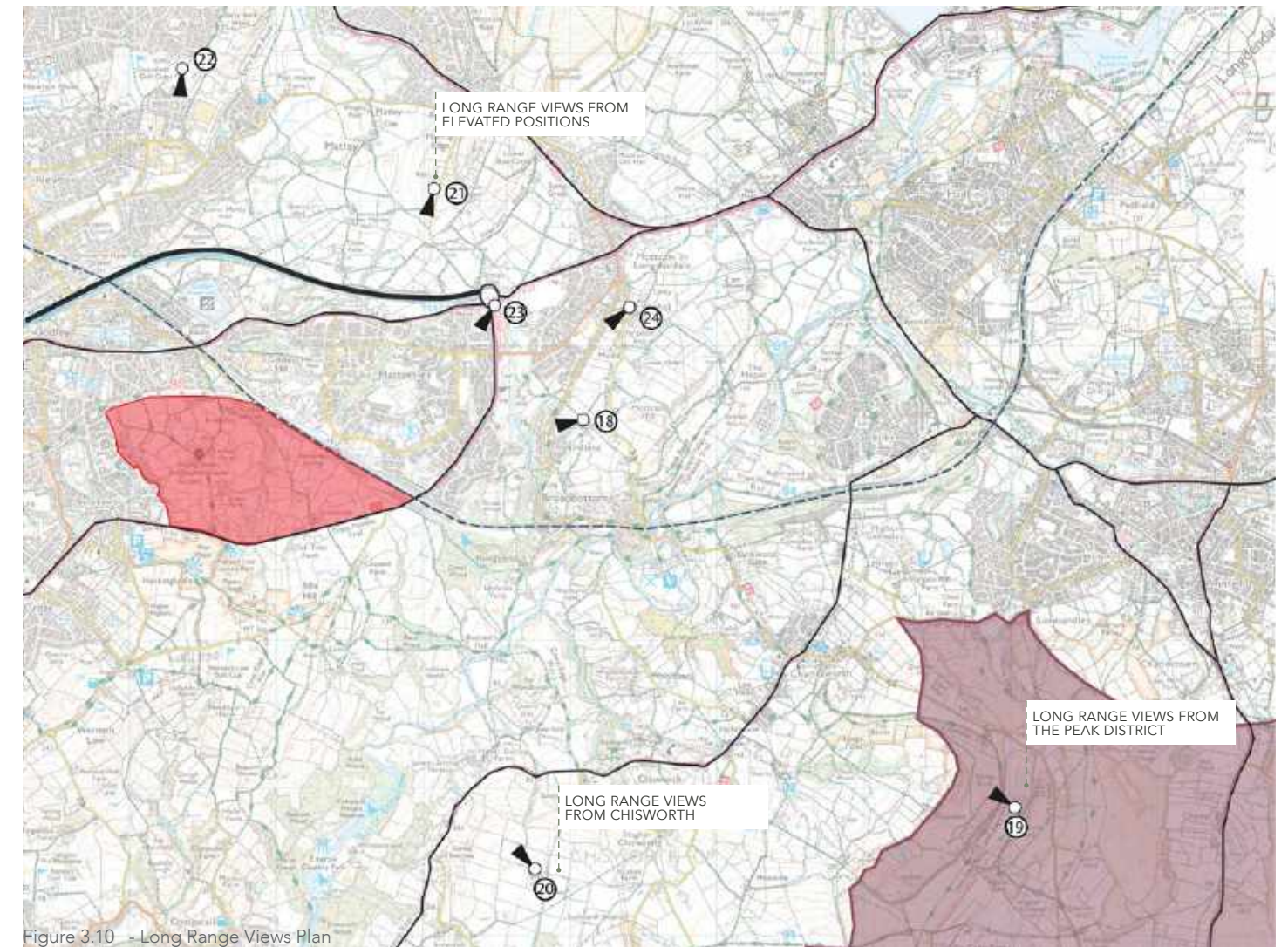


Figure 3.10 - Long Range Views Plan

Key Findings - Assessment

As set out in the LVIA methodology, only effects deemed 'moderately significant' and 'significant' are considered to be Significant in the meaning of EIA Regulations (2017). Those effects that have been therefore considered to be significant are set out below:

- » Construction Phase - several adverse effects, temporary in nature, have been uncovered by the report. Mitigation measures are outlined in the LVIA.
- » Operational Phase - several beneficial changes to both landscape and visual receptors have been identified within the report.
 - Landscape - beneficial changes to movement and linkages, environmental designations and open space and landscape character will occur as a result of development.
 - Visual - beneficial change to a total of 8 views (views 1, 2, 5, 7, 8, 9, 12 and 13) will occur as a result of development, subject to the delivery of mitigation measures.

3 Site Considerations

3.8 Constraints and Opportunities

As outlined in the preceding pages, a number of technical constraints and other considerations are present on site, creating a complex but exciting development environment.

Whilst some of these pose a genuine constraint to future development, many are in fact assets and opportunities for the masterplan to capture, enhance and respond to.

The following summary of key considerations and constraints provides a short description of their potential impact on the masterplan.



Archaeology, Heritage and Movement

- » The masterplan will seek to protect and enhance identified heritage assets, using them as focal points to aid legibility and protect the unique rural character they help to establish.
- » The proposed development presents an opportunity to secure the long-term preservation of these buildings through their renovation and re-use, following a design which responds to their historical character and agricultural form and function. The proposals for the renovation of the buildings will be informed by a detailed assessment of the historic building fabric.
- » Further archaeological investigations, including geophysical survey and trial trench evaluation, will be carried out to clarify the presence, extent and significance of any potential archaeological resource. This will enable the formulation of an appropriate mitigation strategy to secure preservation by record of any archaeological remains within areas of construction impact.
- » The ground conditions will inform the site layout and strategy for Sustainable Urban Drainage (SuDS).
- » A more detailed understanding is required of Historic Landfill to understand potential impact on future development.
- » The masterplan will use existing Public Right of Way's as key pedestrian, cyclist and equine movement corridors through the site, connecting a new network of routes to the existing network.
- » New development should respect the rural setting of Greenside Farm – buffer zones are recommended to retain a sense of openness, as well as approaches that reflect the rural character in height and density This should also consider the transition from the open landscape to the edge of any developments.
- » Design around Godley Green farmsteads should reflect the rural nature of the landscape and consider incorporation of green space, height and density of development and boundary treatments.

»



Topography

- » The sites complex topography provides a framework for innovative design of built form and public spaces, providing opportunity for a visually interesting and locally distinctive townscape.
- » The site topography will significantly influence the layout of proposed connections, as well as the arrangement of development blocks and public open spaces.
- » Ground remodelling and impact on the landform should be minimised to retain the existing landscape character of the site, ensuring the site is developed in accordance with sustainable design principles.



Ecology and Landscape

- » The landscape and ecological features provide a clear framework for future development to respond to. The masterplan will seek to retain and enhance all landscape features of value wherever possible.
- » Hedgerows and trees will form a natural basis for green connections and wildlife corridors, as will retention and enhancement of existing waterbodies.
- » Prominent trees and other landscape features should be used as points of interest within the masterplan, aiding legibility and celebrating the natural history of the place.
- » The current network of public footpaths should be maintained and the character of Green Lane protected as they contribute to the wider rural landscape setting.
- » Ancient Woodland should be managed sustainably and to maximise public benefits. Identifying their ecological potential and how to involve the community in managing and using woodland. Creating community woodlands is considered good practice.



Utilities Infrastructure

- » The proposed development layout will be defined by existing utilities infrastructure, with both assets requiring a 6m easement.
- » The masterplan should respond creatively to the constraints, seeking to establish open spaces and green movement corridors along easements to ensure they do not deter from the quality of the future environment at ground level.



Landscape and Visual Sensitivity

- » The development will create a new settlement which will be visible to a range of sensitive visual receptors from short, medium and long-range viewpoints. Through an iterative design process, the development proposals will need to mitigate against potential adverse visual effects.
- » A total of 24 key viewpoints have been identified, in consultation with the Council. There are a high number of key views, where viewers would be considered sensitive to a change in the character of the view.
- » No significant, adverse effects have been identified by the LVIA, with several significant beneficial landscape and visual effects. This is subject to future design delivering the outlined mitigation measures throughout both the Construction and Operational phases.



Green Belt Requirements

- » 'Places for Everyone' Plan requirement for 'buffer zones' which should retain a sense of openness where new development integrates into the surrounding landscape, particularly along development edges.
- » A sensitive interface should be designed between new and existing development along Green Lane and the historic hamlet of Greenside on Mottram Old Road. Green buffers are required.

3.9 Technical Constraints Composite

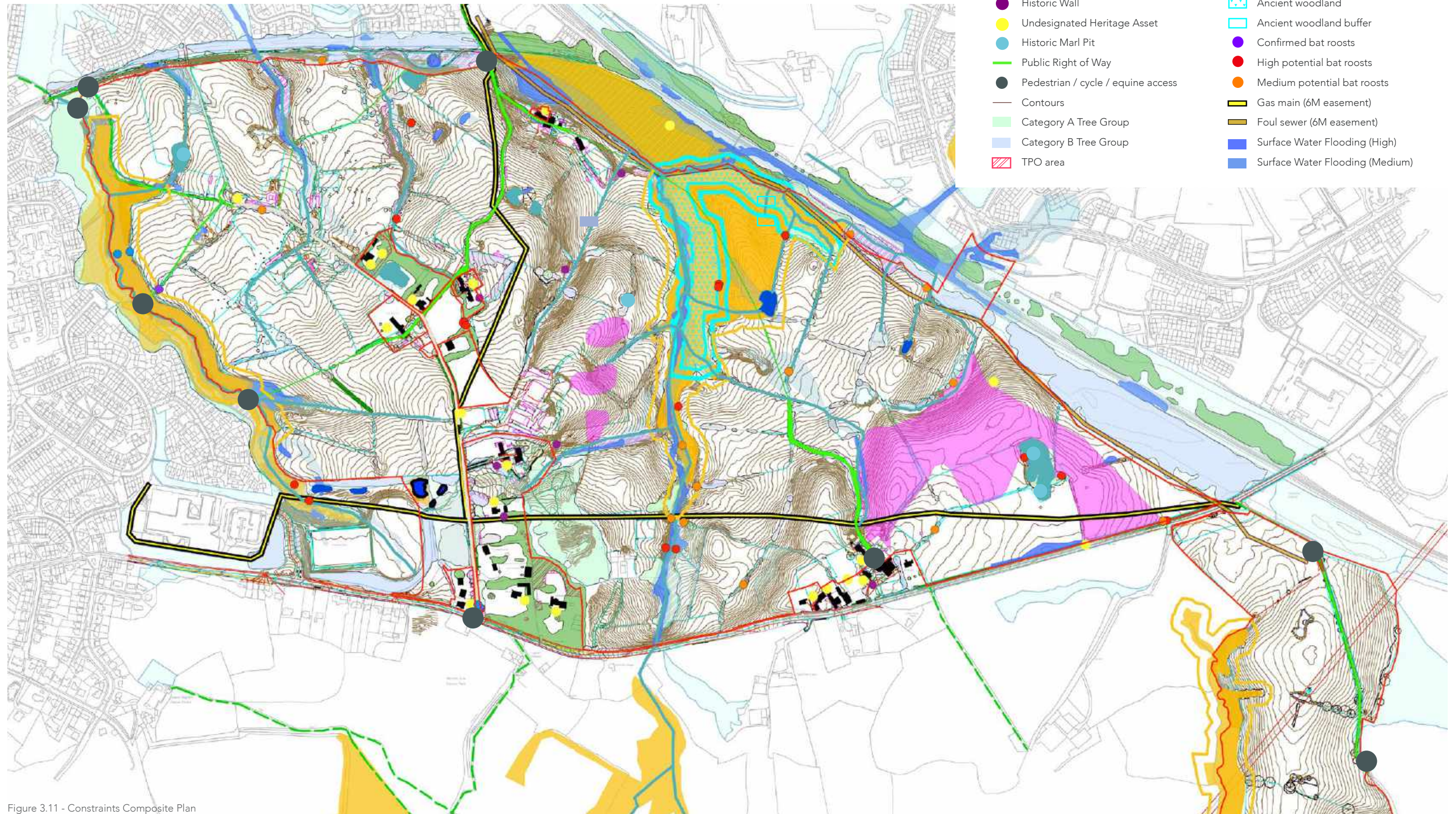


Figure 3.11 - Constraints Composite Plan

4

Godley Green will be an exemplar 21st century Garden Village, capturing the best of local town and country whilst seamlessly integrating into its rural landscape

Broadly, the following principles developed by the Town and Country Planning Association (TCPA) have informed the vision for Godley Green, creating "an indivisible and interlocking framework for good place-making".

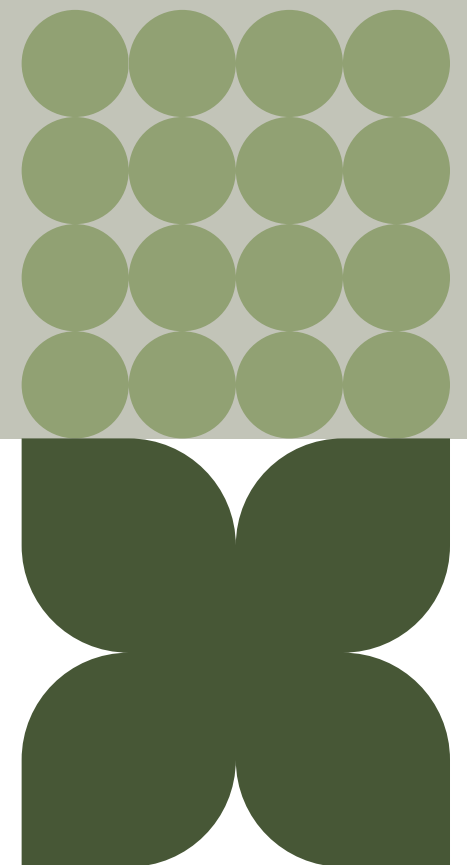
- » Land value capture for the benefit of the community.
- » Strong vision, leadership and community engagement.
- » Community ownership of land and long-term stewardship of assets.
- » Mixed-tenure homes and housing types that are genuinely affordable.
- » A wide range of local jobs in the Garden City within easy commuting distance of homes.
- » Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- » Development that enhances the natural environment
- » Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- » Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Garden Village Vision

The chapter summarises the vision for an exemplar, modern day Garden Village at Godley Green, underpinned by extensive desktop analysis of Garden City literature and policy, as well as Garden Village design principles.

A Garden Village Ethos, presenting a series of statements about the type of place Godley Green aims to become, acts as an overarching steer for future design. This is supported by a summary of Garden Village Design Influences, analysed to provide a set of design components that have informed the masterplan design and strategic design code.

Beyond design, other aspects of the Godley Green project such as governance and stewardship models have been analysed to guarantee the long term social and environmental sustainability of the village. Godley Green has provided an ideal site to test the traditional Garden City concept, allowing the design team to interrogate existing 'Garden City' models, understand their benefits and flaws and develop a Garden Village vision for the future at Godley Green.



4.1 What should a modern Garden Village achieve?

It is a common misconception that "garden cities" must take a particular form; comprising long linear tree-lined avenues, uniform hedgerows bounding front gardens and arts and crafts dwellings tucked away in car-less streets.

The vision for Godley Green goes beyond the empty replication of "Garden City" design features. It is driven by an ethos that design must encourage healthy, proactive and friendly communities, who share the common goal of designing and maintaining a great place to live.

Beyond the Garden City Brand

As stated within the Royal Town Planning Institute's (RTPI) 'Locally-Led Garden Villages, Towns and Cities' prospectus of 2016, there is "no single design template for a Garden Village", and many post-war housing developments have fallen foul of the "Garden City" brand - creating soulless and unmanaged amenity open spaces and housing that looked pretty at the time, but mismanagement has left untenable over a numbers of years.

The landscape at Godley Green, undulating and wild, prevents the replication of the grand linear boulevards witnessed at Letchworth and Welwyn. Whilst there are design elements that are fundamental to creating a green and pleasant environment to live in, some of which can be uncovered through the study of traditional Garden City form, it is the way proposed development responds to the landscape as well as elements beyond masterplan design that will ensure a thriving, sustainable and happy community in the long run and a successful future place.

As summarised overleaf, design at Godley Green will move beyond the Garden City "brand", taking design cues from key influences that combine to inform the vision for future development. Design at Godley Green will capture:

- » The best features of local town and country (towns and villages);
- » The best and most relevant design features of exemplar housing development;
- » Howard's Garden City ethos and principles;
- » Embeds into the existing landscape; and
- » Truly sustainable design that encourages community ownership and cohesion.

A STRONG GARDEN VILLAGE ETHOS

The concept for Godley Green does not seek to reinvent the wheel, and takes cues from the vast array of literature on the "Garden City" movement, undertaken in recent times by professional bodies seeking to interrogate and rethink the concept to make it fit for the 21st century and beyond.

The Garden Village Ethos offers a series of statements about the type of place Godley Green aims to become, bringing together key themes and principles identified in the literature. Overleaf, the *Garden City Influences and Components* outline the essential design requirements for Garden Village development at Godley Green.



Tameside as it should be

Celebrating and harnessing rural and urban Tameside's unique qualities and character with long-term stewardship for the benefit of the community.



A healthier place to live

Encompassing plentiful green spaces, alongside walking and cycling networks; designed with residents' health and well-being in mind.



Working with and for nature

Embracing the natural beauty of the landscape, while enhancing biodiversity for residents, future generations, and the wider world as a whole.



Sustainable, smart and efficient

Delivering a self-sufficient, sustainable transport network, infrastructure and zero-carbon homes that are built to last.



Community always at our heart

Creating a community for all, and a community for life, with affordable mixed tenures, future-proofed infrastructures and new recreational and job opportunities.



Celebrating the farming heritage for a productive future

Respecting and nurturing Godley Green's farming heritage by encouraging community ownership of land to grow local produce.



Design with a difference

Combining design cues from the locality, as well as national best practice, to develop high-quality architecture that captures the best of town and country.



A friendly, connected neighbour

Bringing together the very best of our borough with smart energy-positive technology, new bridges, and 15-minute trains to the city

4 Garden Village Vision

4.2 Garden Village Design Influences

Underpinned by the Garden Village Ethos, five Garden Village Design Influences have been identified to inform the design of the masterplan and reserved matters phases at Godley Green. Each influence, as summarised below, has been analysed to understand the most salient design components to carry forward at Godley Green Garden Village. Results of this analysis and a summary of the components are presented in Chapter 5.

EXISTING PHYSICAL FEATURES

This first set of influences refers to the existing physical conditions of the site and its immediate surroundings. These unique landscape and townscape features ultimately dictate the form of the masterplan proposals - key to ensuring Godley Green delivers a sensitive, contemporary response to its context.

- » A unique local landscape.
- » The best of local Town and Country (Tameside's urban/ rural townscape)

DESIGN ASPIRATIONS

The second set of influences are aspirational design elements that the masterplan proposals will seek to capture and deliver. These elements include features relating to the physical form the village will take, as well as non-physical elements such as stewardship and governance that are essential to delivering a true garden settlement.

- » Exemplar 21st century housing design - studying and understanding the best in modern housing design, extracting the most relevant principles and apply them at Godley Green.
- » Sustainable Design - a hierarchy of sustainable design measures to create a smart and futureproofed village.
- » Howard's Garden City Principles - including physical Garden City design principles relating to form as well as the socio-economic and governance that differentiate a garden settlement from any other housing development.



A UNIQUE GODLEY GREEN LANDSCAPE

The undulating rural landscape, so unique to this edge of Tameside and the Peak District, fundamentally dictates the future form of the village.

- » Ancient Woodland
- » Brookfold Wood SBI
- » Werneth Brook SBI
- » Undulating topography
- » Brooks and waterways
- » Steep wooded valleys and ridgelines



THE BEST OF LOCAL TOWN AND COUNTRY

Godley Green sits at the urban-rural interface, and must combine the best features of local Town and Country to create a locally-distinctive new place

- » Elevated views across the landscape and local villages
- » Raised gardens and terraces
- » Two-level blocks and streets
- » Sloping green spaces
- » Farmstead clusters
- » Hyde's red brick materiality
- » Rural Tameside's gritstone materiality
- » Long rows of stepping terraced housing
- » Hard and soft development edges
- » A distinctive layered townscape
- » Bustling village centres



HOWARD'S 'GARDEN CITIES' & TRADITIONAL GARDEN CITY FORM

The masterplan must create a framework for a genuine *Garden Settlement*. This means delivering the principles outlined in Ebenezer Howard's '*Garden Cities of Tomorrow*' at outline, but also ensuring the wider strategy and long-term approach to development and management creates the appropriate governance structures and delivery mechanisms that establish strong and healthy communities, driven by a shared commitment to the place they live.

- » Land value capture
- » Strong vision, leadership and community engagement.
- » Community ownership of land and long-term stewardship
- » Mixed-tenure homes and housing types that are genuinely affordable.
- » A range of jobs in the Garden City within easy commuting distance of homes.
- » Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- » Development that enhances the natural environment
- » Strong cultural, recreational and shopping facilities
- » Integrated and accessible transport systems



SUSTAINABLE DESIGN

Sustainable design principles must be delivered within the masterplan, and beyond, across a number of scales.

- » Health and wellbeing
- » Active and sustainable transport
- » Biodiversity net gain
- » Zero-carbon homes
- » A productive landscape
- » Renewable energy productions
- » SuDS
- » Smart technology

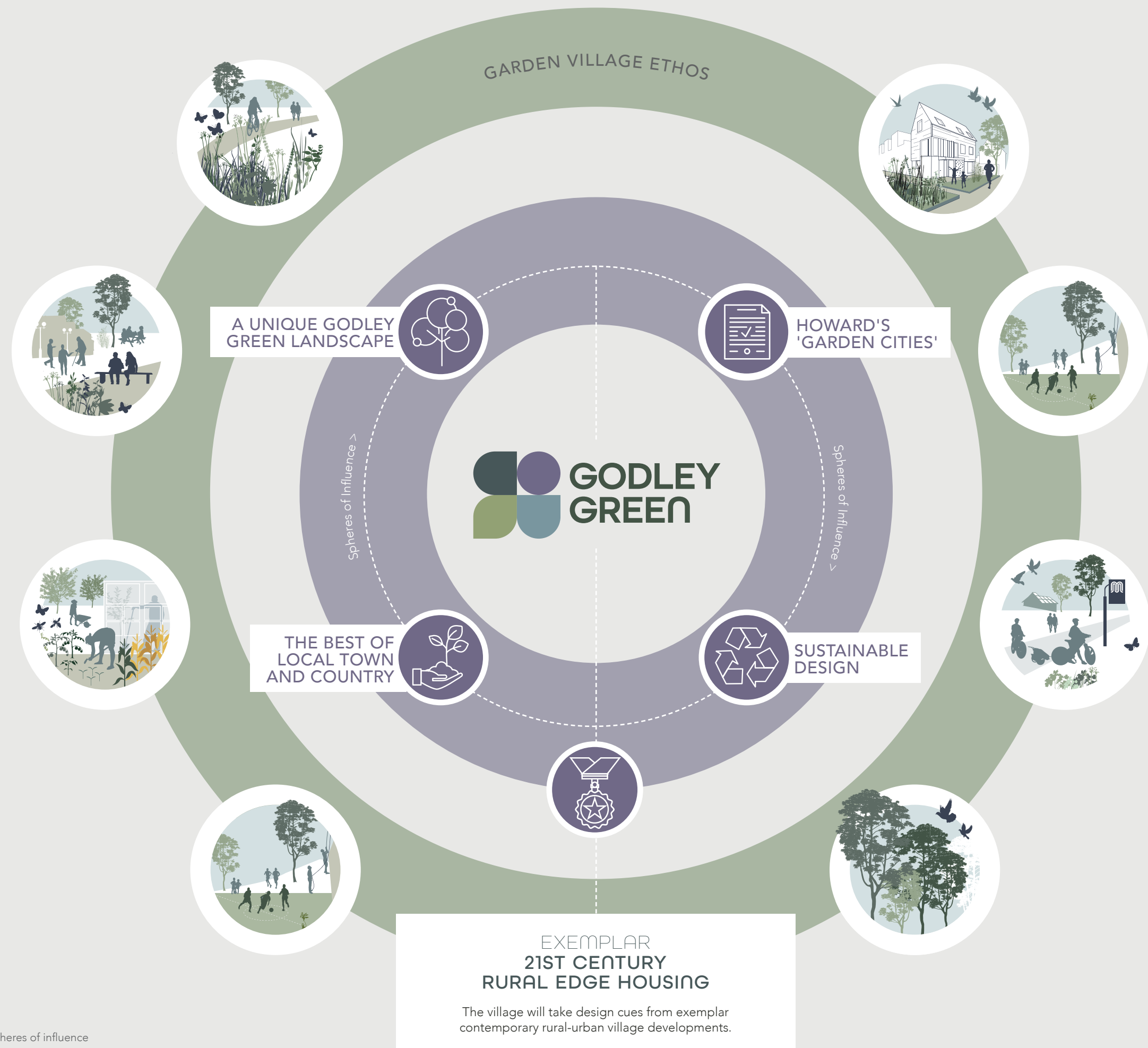


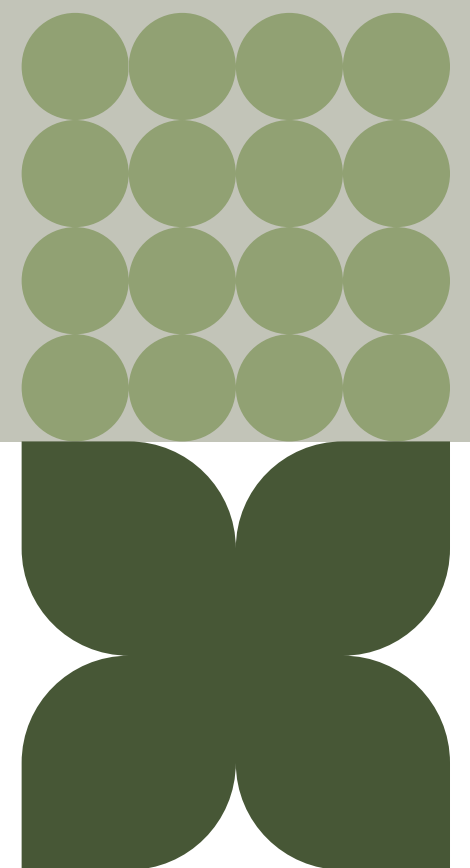
Figure 4.1 - Garden Village Vision - spheres of influence

5

Townscape Influences

The following chapter provides a summary of analysis undertaken of key townscape influences that have driven the form of the Godley Green masterplan, acting as a basis for its development. These influences include: the local towns, villages and rural edges within the wider locality, exemplar 21st century housing design and the features of traditional Garden Villages that have been so successful in creating great places to live.

This chapter provides a narrative on how and why certain elements of these townscape influences have been selected to inform the Godley Green masterplan, presenting a set of clear principles to carry forward.



5.1 Structure of Townscape Studies

The townscape study has provided important insight on "the best of town and country". Guided by the Garden Village vision and influences outlined previously, key design components have been identified that will steer the masterplan and future design.

Research has been guided by the Garden Village vision and influences outlined in the previous chapter, with the ultimate aim to gain a critical understanding of the best features of each and how they can inform future design at Godley Green.

Local Townscape Character Appraisals (p.42-47)

Local Townscape Character Appraisals have been undertaken to capture 'the best of local town and country', picking out influential and distinctive townscape features relevant that should be referenced in the design approach for Godley Green.

Whilst the first stage of the local townscape character appraisals identifies distinctive features, the second provides a critical summary of the findings. This is presented as a series of challenges and opportunities, as described below.

- » Challenges - state why traditional local townscapes, whilst beautiful and distinctive, create practical challenges to modern day and future ways of living.
- » Opportunities - present ways the findings can be worked into the Godley Green masterplan, as well as future development in the Garden Village.

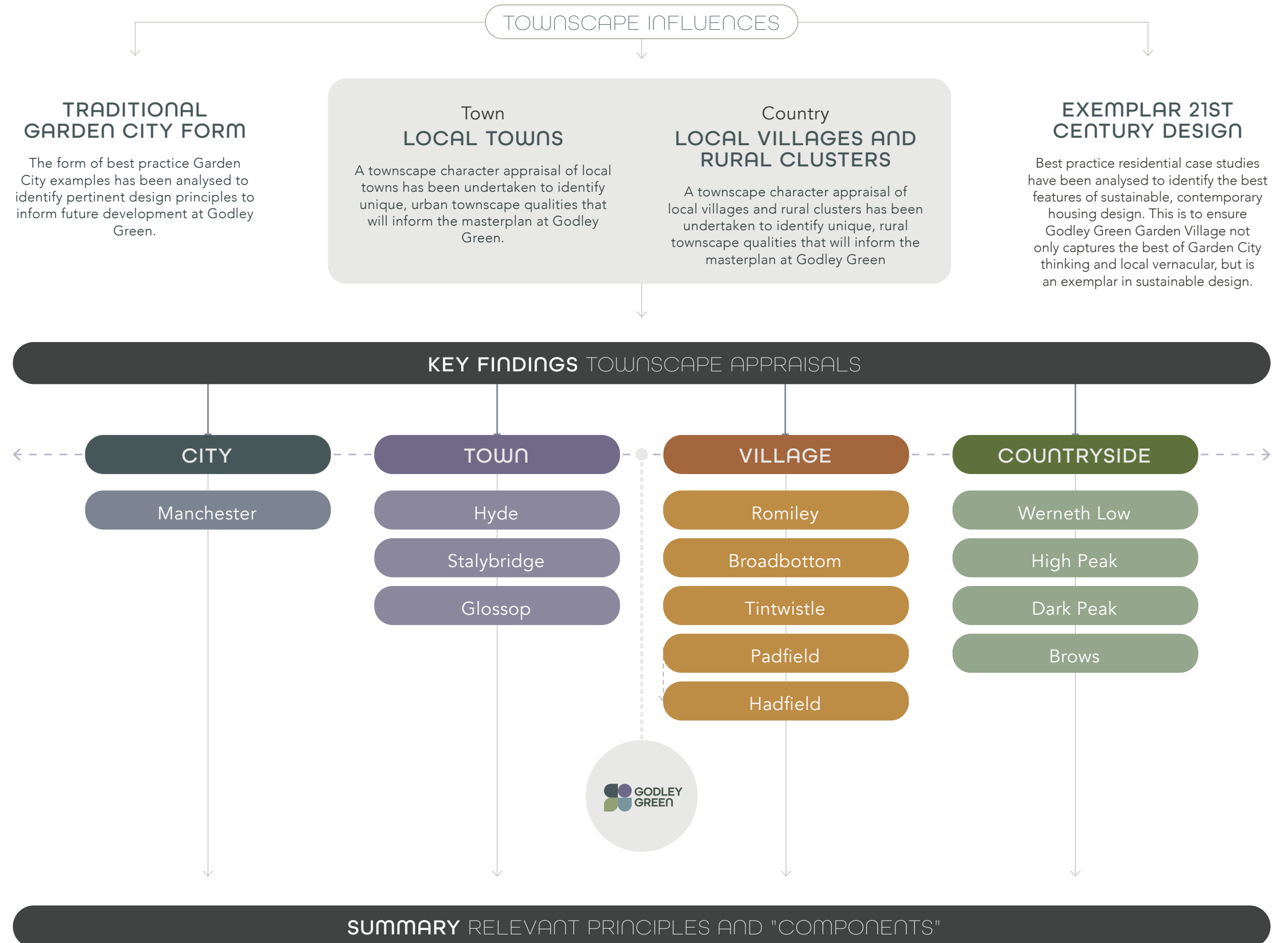
Traditional Garden City Review (p.48-49)

A critical review of traditional Garden City form has been undertaken to better understand the key design features of the settlements.

The report summarises features in terms of their relevance to the Godley Green site, which presents a different landscape to the garden settlements of old. The summary helps to steer the masterplan by highlighting relevant design and successful design principles, whilst summarising how Garden City features pose a challenge to modern living.

Best Practice Case Studies (p.50-51)

The best practice case studies have been selected based on their relevance to the site. They outline design approaches used by modern housing development to overcome the challenges identified in the local townscape character appraisals and traditional Garden City review.



5.2 Local Townscape
Character Appraisals

Local Townscape Character Appraisals have been undertaken to capture 'the best of local town and country', picking out influential and distinctive townscape features that should be applied in the design approach for Godley Green.

The first stage of the local townscape character appraisals identifies distinctive features, the second provides a critical summary of the findings. This is presented as a series of challenges and opportunities, as described below.

- » Challenges - state why traditional local townscapes, whilst beautiful and distinctive, create practical challenges to modern day and future ways of living.
- » Opportunities - present ways the findings can be worked into the Godley Green masterplan, as well as future development in the Garden Village.

The key findings of the local appraisals will be combined with findings from the other studies to inform the design of the masterplan and future development at Godley Green.

TOWNSCAPE TOPICS

The following topics have been explored in the appraisals from the appraisals, ensuring the study covers the key structuring elements of local towns and villages that combine to create the a unique whole.



Form and Structure

Legibility and composition/ street pattern/ urban grain/ density disposition/ edges and interfaces/ POS and development quantums



Local Streets

Primary streets/ secondary streets / sloping streets/ split level streets/ mews/ green streets/ green corners/ linear greens and verges/ boundary treatments and front gardens/ planting



Vernacular

Block typologies/ housing typologies/ landmarks/ detailing/ walls and boundaries/ materiality/ roofscape and views



Local Spaces

Parks/ village greens/ communal street gardens/linear parks/ courtyards/ incidental spaces/ landscape edges



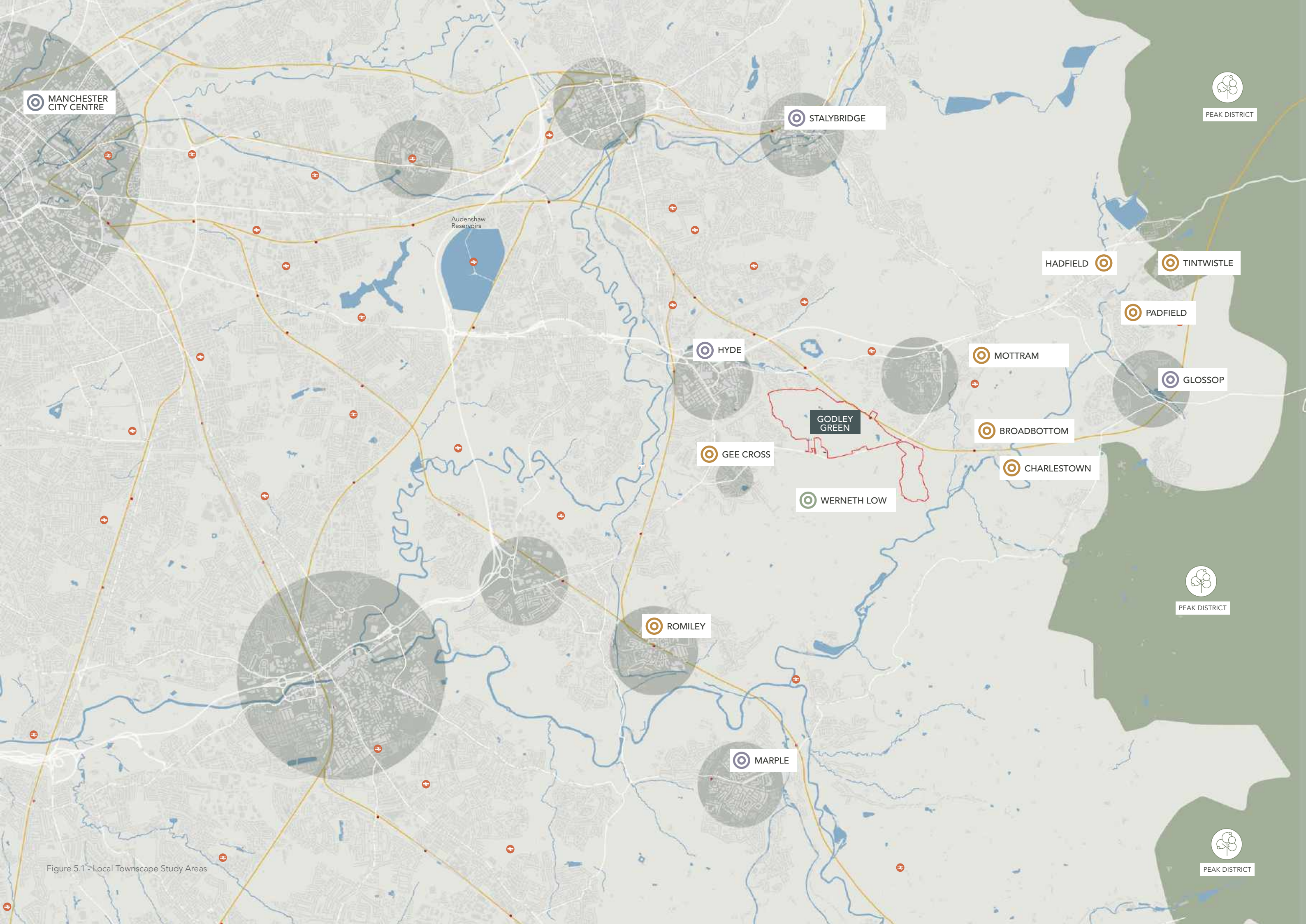
Response to Topography

In gardens/ stepping/ split level housing/ rear gardens/ street greens/ public space

SELECTING THE CASE STUDIES

The adjacent plan presents the study area for the townscape character appraisals, highlighting the towns, villages and rural settlements of focus. They have been selected to provide a broad range of settlement types along the urban-rural transect within the local area, providing responses to a range of landscape forms and constraints.

- » Romiley
- » Hadfield
- » Padfield
- » Tintwhistle
- » Mottram in Longendale
- » Broadbottom
- » Charlestown
- » Hyde
- » Stalybridge
- » Glossop



MANCHESTER CITY CENTRE

STALYBRIDGE

PEAK DISTRICT

Audenshaw Reservoirs

HADFIELD

TINTWISTLE

PADFIELD

HYDE

MOTTRAM

GLOSSOP

GODLEY GREEN

GEE CROSS

BROADBOTTOM

CHARLESTOWN

WERNETH LOW

ROMILEY

MARPLE

PEAK DISTRICT

PEAK DISTRICT

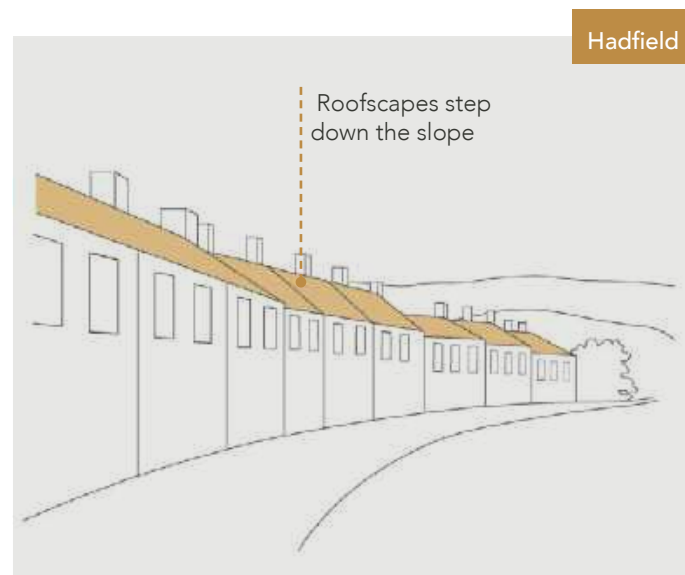
Figure 5.1 - Local Townscape Study Areas

5 Townscape Influences

5.3 The best of "Local Country"

VILLAGE

COUNTRYSIDE



Stepping Terraced Streets

Long rows of terraced housing step up and down sloping streets, contributing to a layered rural townscape.



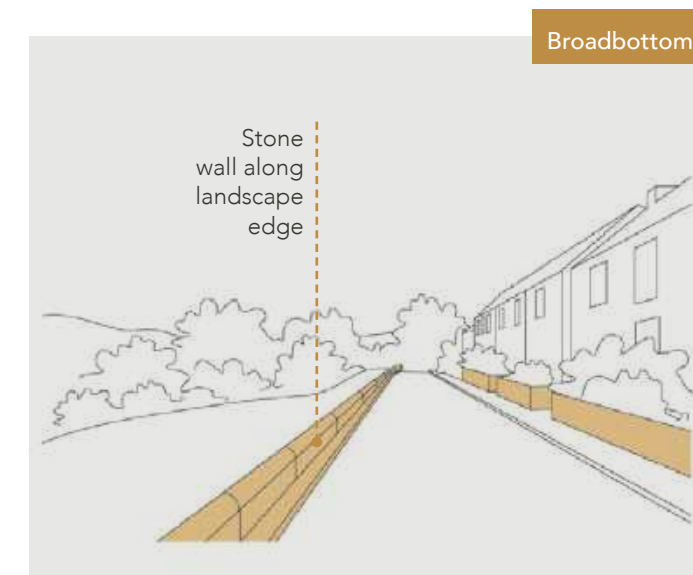
Rural Brows

Steep, winding narrow streets lined by mature hedgerows traverse rural hillsides, providing access to local farmsteads sitting along prominent ridgelines.



Sloping roofscape and chimneys

Unique sloping roofscape tracking the gradient of the street, with consistent stepping chimneys creates rhythm in the streetscape.



Landscape Edge Lane

Elevated lanes run along rural edges, addressed by terraced houses and bound by dry stone walls or hedgerows.



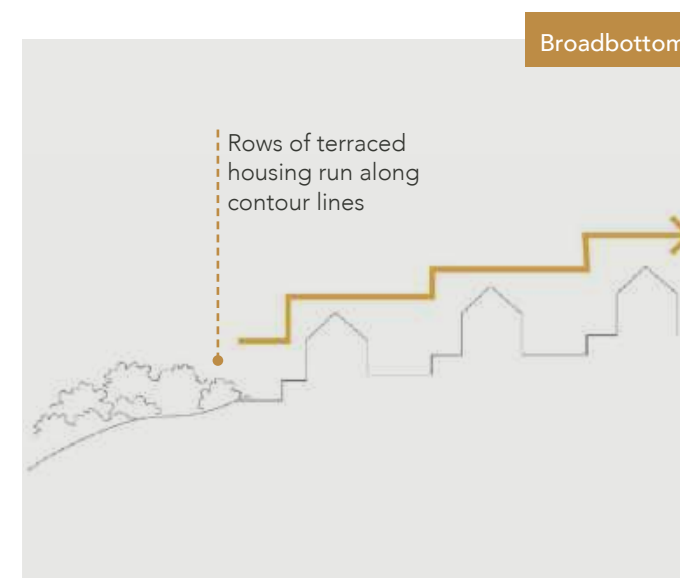
Triangular gables with tall central chimney

Distinctive triangular gable ends often terminate terraced rows and views along streets, with tall central chimneys acting as locally distinctive orientation features.



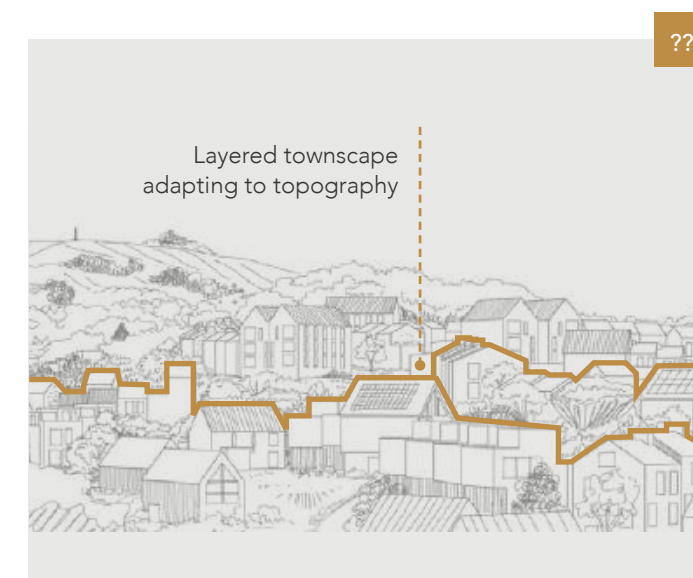
Village Greens as focal points

Village greens are regularly found at the heart of villages, with clusters of amenities and facilities surrounding the amenity space. Greens, of varying sizes, create focal points within rural settlements and their neighbourhoods.



Two-level terraced streets and sloping gardens (Contouring)

Terraced houses have been developed along ridgelines, where level changes are addressed to the rear of properties and within the building footprint itself, creating: two level streets and houses, sloping gardens and raised amenity spaces for individual homes.



Townscape Layering

A combination of the historical development form creates a visually interesting, layered townscape image in many of the local villages.

DEFINING CHARACTERISTICS

The below principles were regularly identified in local villages and rural settlements. They are common design features that combine to create a unique townscape character in the foothills of the Peak District, and act as design cues and reference points for future design at Godley Green.

5.4 Challenges and Opportunities

Godley Green's rural context displays a fascinating townscape, traversing hillsides and using a range of distinctive local materials to create unique urban form.

OPPORTUNITIES

Outline the ways through which future design at Godley Green can embed locally distinctive townscape features in a contemporary response.



Using the local gritstone

The use of gritstone dominates the rural context to the east of the site. Development at Godley Green should utilise gritstone as part of a complimentary mixed materials palette for the site.



Distinctive architectural features that respond to the landscape

Buildings at Godley Green should reference distinctive architectural features identified locally.

Development should not seek to directly replicate traditional form, but deliver a complimentary response that works with the site topography.



Working with the landscape to create amazing public spaces

The masterplan will retain and enhance valuable landscape features, using them to create focal green spaces within neighbourhoods.



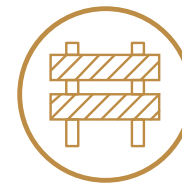
Using level changes to enhance quality of life

As witnessed locally, the built form responds innovatively when dealing with steep level changes.

Development at Godley Green should do the same, creating views of surrounding hills across the stepping rooftops and using topography to create a visually interesting layered townscape.

CHALLENGES

Summarise why traditional local townscapes create practical challenges to modern day living and future needs.



Parking

Local streets fail to provide formal parking arrangements, resulting in cluttered streets and lines of cars parked along pavements and verges. Lack of formal cycle parking encourages private car usage.



Car-dominated Streets

Streets at all levels of the hierarchy are car-dominated, offering few formal cycle lanes, limited green infrastructure or well-integrated parking bays.



Accessibility and Gradients

Lots of steps in front gardens and addressing level changes in the public realm, won't meet 21st century accessibility standards.



Residential Density

Residential densities are generally lower than those delivered in modern housing developments, especially given Godley Green's proximity to two train stations and existing amenity hubs.



Sustainability

Residential design fails to maximise opportunities provided by the natural landscape to enhance biodiversity and create truly sustainable and futureproofed housing.



Waste Storage

Rarely find integrated or communal waste storage solutions, resulting in bin-cluttered streets. Combined with parked cars, this negatively impacts on the appearance of the street and reduces residents amenity.

5 Townscape Influences

5.5 The Best of "Local Town"

CITY

TOWN

Local towns and urban centres provide a breadth of distinctive features, sharing similarities with their village counterparts, but providing an increased scale and density to inform certain aspects of the Godley Green masterplan.

The spread provides a summary of a more detailed townscape study, presented in DAS Appendix 2. The summary identifies the most prevalent of design principles and townscape features, steering the design of higher density neighbourhoods and Village Centres at Godley Green.



Increased scale and density

The scale and density of buildings increases in Town Centres, marking a change from rural to urban. Long rows of terraced houses line streets, whilst modern apartments and historic buildings create taller landmarks within the Town Centres.



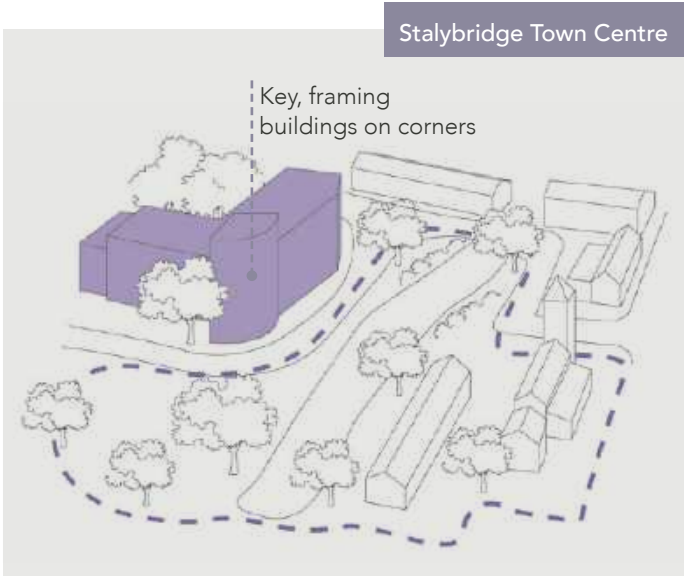
Victorian industrial landmarks

Several mill and warehouse buildings were identified, notably Glossop and Stalybridge to the south east of the site. These buildings present a horizontal and symmetrical form, underpinned by a grid of elongated windows providing rhythm at street level.



Mix of new and old

Historic landmarks are often found converted or extended, with contemporary architecture based in close proximity. The choice of material and form of modern development should compliment heritage to create primacy.



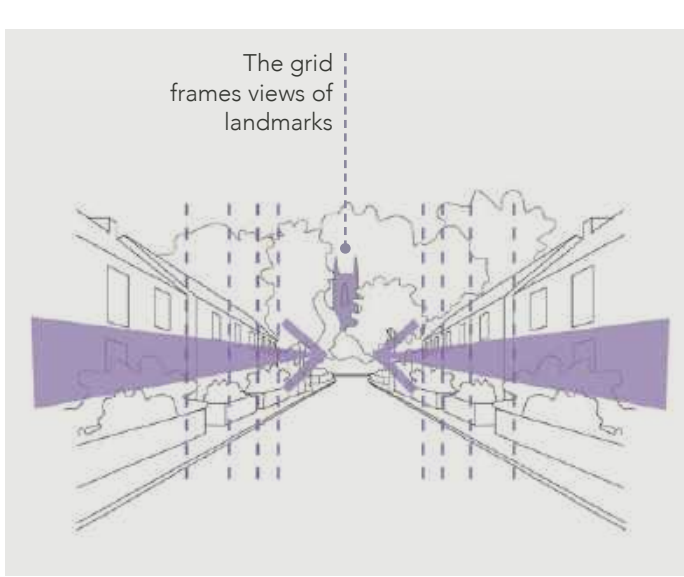
Key public spaces and focal points

Public squares mark points of traction within the wider urban centre, often addressed by a range of land uses, seating areas and historic features. Spaces are often flexible, catering for a range of events or historic markets.



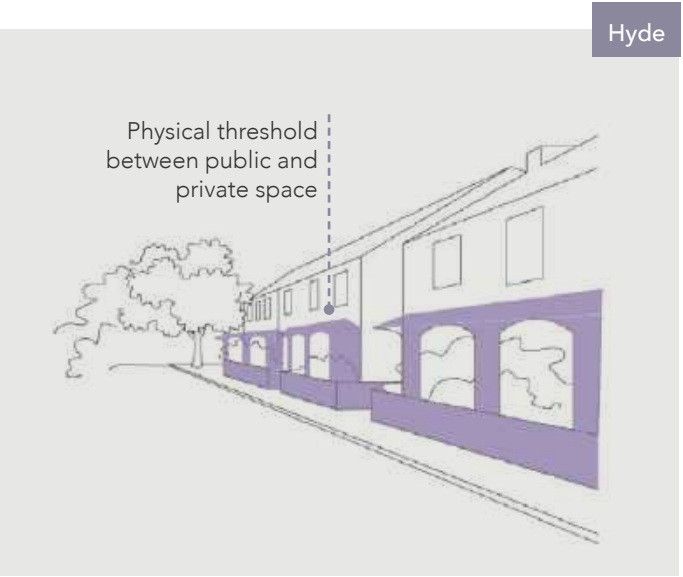
Central urban parks

Local centres often have a green public open space at the heart, connected by a series of footpaths to the wider countryside and fronted by historic buildings. Unlike the urban squares, the parks are often set in a quieter context, bordered by apartments or other homes.



Grids of streets and framed views

The grid-iron-street pattern is the most common differentiator between rural and urban, with a far more formal pattern identified in local towns. The formality of the grid lessens moving east, as the land becomes more undulating and development is forced to respond to steeper level changes.



Bays, arches and low-set brick walls

Historic terraced houses often present several protruding elements, such as arched bay windows and porches. Protrusions add depth to the facade, creating a more visually interesting streetscene and a threshold to the dwelling.

5.6 Opportunities and Challenges

The towns of Tameside and the High Peak provide a breadth of distinctive features, sharing similarities with their rural village counterparts but also providing additional considerations for future design at Godley Green.

OPPORTUNITIES

Outline the ways through which future design at Godley Green can embed locally distinctive townscape features in a contemporary manner.



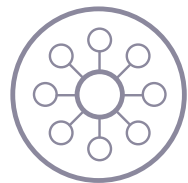
Increased scale and density without impacting character

Modern development in local towns successfully responds to the height datum set by local heritage features such as mills and warehouses, delivering density in a contextually sensitive manner using topography to deliver increased scale in lower areas.



Working (loosely) within a grid

Local towns present a more formal and structured street network, retaining the fine urban grain of local villages but creating strong linear views of local landmarks and countryside along long linear streets. Grids vary in their formality.



Creating mixed-use focal points

Clusters of facilities and amenities around pedestrian friendly public spaces and high streets create points of traction within towns.

Not only do they provide essential everyday services, but create opportunity for social interaction and dwelling, breathing life into the public realm.



Celebrating heritage

Town Centres are the locations where local architecture is at its most distinctive. Unique architectural features, as outlined in the townscape appraisal, should be referenced (but not copied!) in a contemporary manner within village centres and strategic marker buildings.

CHALLENGES

Summarise how the design of local towns and centres create practical challenges to modern day living and future requirements.



Parking and Servicing

Local towns present higher density development along a network of tight-knit, urban streets. Streets and spaces are regularly lined with parked cars, creating a cluttered street environment. Similarly, large areas dedicated to servicing create dead spaces in town centres that detract from the quality of the public realm.



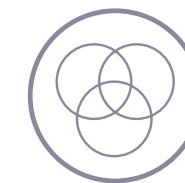
Creating balanced streetscape and public realm

Balancing the needs of multiple street users in small spaces is a key challenge. Often the quality of public space and pedestrian movement has suffered in order to facilitate vehicular access and movement. Creating safe, modally balanced spaces in village centres will be key to achieving a sense of place.



Insensitive modern development

There is consistent evidence of low-quality and insensitive modern development in Town Centres, that fails to complement or reference local heritage.



Single-use retail and commercial buildings

Big box, single-use retail and commercial buildings take up large areas of land (in both building footprint and parking).

Creating compact mixed-use hubs is key to long-term sustainability.

5.7 The Best of Traditional Garden Settlements

The Garden City movement was initiated by Ebenezer Howard in 1898, aiming to capture the primary benefits of both countryside environments and more urban environments while avoiding the disadvantages presented by both.

A number of garden cities have been built in the UK since the inception of the idea, notably: Letchworth, Brentham Garden Suburb and Welwyn Garden City and the concept has stayed influential in the UK ever since. Unfortunately, many of the positive core principles that have driven success in traditional Garden Villages have been left behind over time, leading to the creation of unloved housing estates lacking the community infrastructure or governance mechanisms to empower communities to take ownership of their place.

GARDEN CITY REVIEW

A critical review of traditional Garden City form has been undertaken to better understand the best and most relevant design features of these settlements.

The analysis summarises features in terms of their relevance to the Godley Green site, which presents a more complex and undulating landscape to many of the flatter garden settlements of old.

The summary helps to steer the masterplan by highlighting the best and most relevant design principles, presenting a narrative on how these principles can be adapted to modern living and applied at Godley Green.

Selecting the Case Studies

A series of traditional garden settlements have been selected for the purpose of this study, identified as successful applications of Garden City principles and great places to live. The locations cover a broad mix of population, scales, location and setting to provide a holistic view of Garden City principles.

The following locations have been selected and further detail of each location is provided in Appendix 2.

- 1. Port Sunlight, the Wirral
- 2. Letchworth Garden City, Hertfordshire
- 3. Hampstead Garden Suburb, London



Figure 5.2 - Traditional Garden City Case Study Locations

DEFINING CHARACTERISTICS AND RELEVANT PRINCIPLES

The study has highlighted common features identified in traditional garden settlements. The following list summarises these findings by relevance, outlining key design principles that development at Godley Green must seek to integrate. For further detail on the study, please refer to Appendix 2.

- » **Large central parks and open spaces** are typical of garden settlements, defined by strong hedgerow boundaries and mature tree-lined streets along edges. They include a range of functions and facilities, with a community facility or public institution overlooking the space. These are linked by tree lined streets and pedestrian routes.
- » **Mature tree planting** provide scale to the street scene, helping to define the street hierarchy. **Grand avenues** define primary routes whilst smaller canopies and hedgerow planting create enclosure on minor routes.
- » **Natural and green curtilage boundaries** consisting of clipped hedging and low-set timber fences define private gardens. Hedges and regular gates at entrances to front gardens provide a characteristic rhythm and formality to streets, as well as a green aesthetic.
- » Long linear streets **frame views of key green spaces**, as well as out into surrounding countryside.
- » **Continuous building lines and frontages** frame courtyards and streets. These are arranged around both *green courtyards*, with a central public space at the heart, or along the edges of *large perimeter blocks* containing both long private and semi-private gardens and growing spaces to the rear of properties.



- » Larger detached units create a **horizontal form**, designed to look like many continuous buildings and providing continuous building line along primary and secondary streets.
- » An **informal building line** is achieved in lower density areas by staggering the placement of buildings and varying the orientation of prominent gables along a street.
- » **Green verges** are located along all streets in the hierarchy. The most successful verges include planting of varying maturity, creating depth in the streetscene and visual interest.
- » A **varied roofscape** achieved by gable rooves, projections and protruding pitches enhances the architectural interest of the village. New development may use some of these architectural cues to help *new and old* fit comfortably together.



KEY CHALLENGES IN DELIVERING A GARDEN SETTLEMENT

The first garden settlements were developed in an era where the functional requirements of housing were drastically different to those of today, as well as the future. It is important to outline the limitations of traditional Garden City form, acknowledging that replication poses challenges to modern ways of living. Furthermore, there is no intention to simply recreate traditional Garden City form at Godley Green in a pastiche manner. Critically selecting relevant principles and understanding limitations, combined with findings of the other townscape influences lay the foundation for an exemplar contemporary garden design approach.

Parking and Futureproofing

Parking is a pertinent issue. Traditional garden settlements were designed to accommodate fewer private cars, and as such don't provide sufficient formal parking spaces.

Avoiding the "Garden City Brand"

There is consistent evidence of low-quality modern extensions of garden settlements, presenting value engineered and soulless versions of their historic counterparts.

Residential Density

Traditional garden settlements present a low net density. Huge perimeter blocks consisting of detached homes and large private gardens are land hungry and unsustainable.

Maintenance

Maintenance of green infrastructure presents a key challenge, with limited funds in place. Local associations often manage the areas, in addition to volunteers and 'Friends Of' groups.

Avoiding the "Garden City Brand"

There is consistent evidence of low-quality modern housing development claiming the "Garden City" tag, but actually presenting value engineered and soulless versions of their historic counterparts. These settlements fail to deliver core Garden City principles, as outlined below, all of which must be avoided at Godley Green to achieve high-quality design.

- » **Pastiche housing** seeking to replicate traditional arts and crafts houses.
- » An **overuse of a single building material** creates bland façades and no visual depth or contrast within developments.
- » Green verges and infrastructure **without a function or purpose**, creating little to no biodiversity or recreational value.
- » A **lack of tree, shrub or hedgerow planting** along open space boundaries and in green verges creates a flat landscape. **Green verges are often too narrow**, creating a useless strip of amenity space used for parking cars.
- » Areas claiming to be 'courtyards' that are in fact car parks, providing no green infrastructure or community benefit.
- » **Tall walls and fences** used along property boundaries create dead frontage and prevent overlooking.
- » **Streets are bland** in their design, with overbearing amounts of tarmac and no green infrastructure.
- » **Neighbourhoods that lack focal points** or social infrastructure facilities fail to encourage community cohesion.
- » Recreational open space adjacent to housing may be unattractive to buyers if the correct type of visual and physical separation is not established.
- » Maintenance of green space for many of these suburbs is now a fundamental issue, with little funds in place to manage the significant green infrastructure. Local associations are often in place to manage the areas, in addition to volunteer and 'Friends Of' groups.

ADDRESSING THE CHALLENGES

Case studies have been selected based on their ability to address challenges identified in the previous appraisals, showing how exemplar modern design can be combined with traditional vernacular to establish a sensitive contemporary form.

5 Townscape Influences

5.8 Exemplar 21st Century Design

As well as responding sensitively to local context, Godley Green must draw design cues from the best of 21st century housing development, steering future design towards a holistic, zero-carbon model. Godley Green can't only look the part, it must function efficiently to ensure it meets the needs of residents both now, and in the future.

Included in the next section of this townscape study are a series of best-practice case studies where design-quality, sustainability and placemaking were paramount. This design-oriented ethos from start to finish has ultimately lead to the creation of beautiful places, where residents consistently state their quality of life has increased since moving in.

Specific focus has been given to the following aspirational design topics when selecting case studies, ensuring the design principles identified support high-quality sustainable development at Godley Green.

- » **High-quality design** - quality of housing typologies, built form, streets and public spaces;
- » **Landscape setting** - existing high quality landscape at a rural interface, incorporating innovative and beautiful landscape design at all scales;
- » **Complementary townscape response** - developments that delivered a sensitive and contemporary response to distinctive local townscape features;
- » **Strategic location** - located at the urban/ rural interface adjacent to existing public transport nodes;
- » **Sustainable residential design** - utilising a wide range of methods and approaches to deliver truly sustainable development that enhances the natural environment;
- » **Sensitive density** - delivering a similar density requirement to Godley Green in a sensitive rural-edge context; and
- » **Shared constraints** - high-value habitat features, environmental designations and an undulating landscape (major level changes).
- » **A community-focused place** - a focus on community is at the the heart of the place, at all scales.

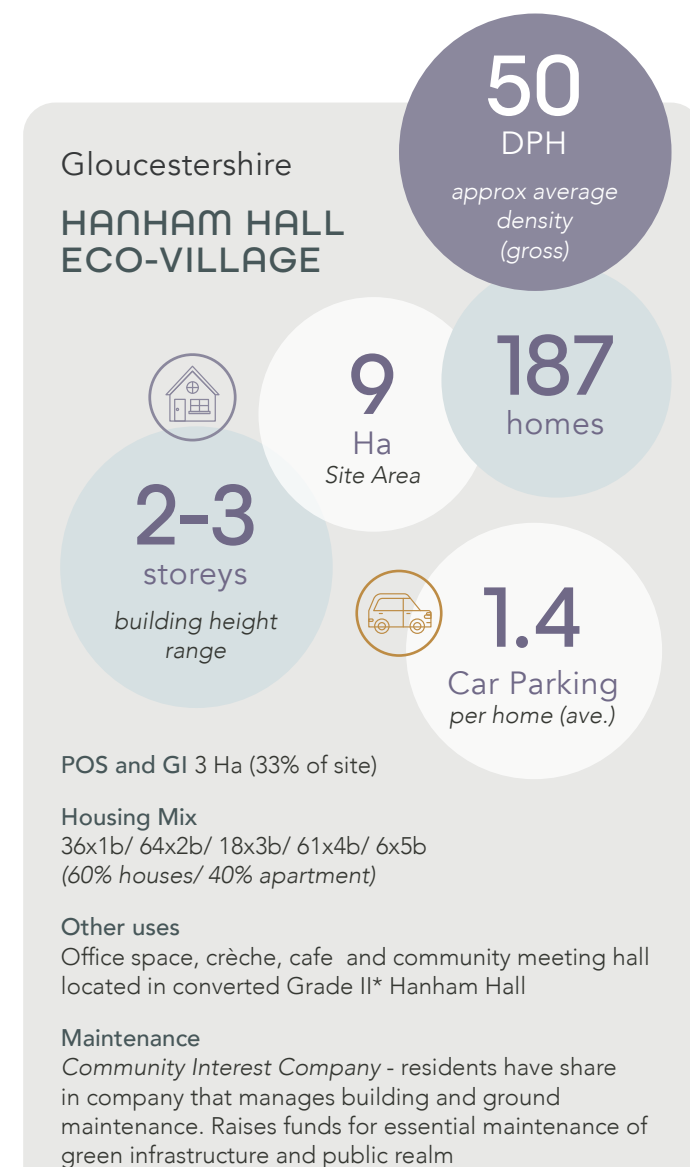


Figure 5.3 - Best Practice Case Study Locations

5.9 Exemplar 21st Century Housing Sustainable Design

Barratt Homes' Hanham Hall is the first housing scheme to be created as part of the Government's Carbon Challenge initiative, which aims to help the house building industry fast track projects that significantly reduce the impact on the environment.

Residents say... have suggested a high-quality of life is driven by physical and visual connection to nature, encouraging active lifestyles. Others stated the design of the place, with most of the dwellings overlooking green spaces which include active facilities like play or allotments and open front porches on the street, encourages interaction between residents. Further, residents have stated that the sustainable elements of the site have provided residents with a shared purpose and goal, as well as more opportunity for interaction.



TRANSFERABLE SUSTAINABLE DESIGN PRINCIPLES

Nature and Biodiversity

30% of the site is green infrastructure
Includes a variety of spaces as well as large areas of wildflower meadow and tree planting.



Integrated green space

Green spaces are prominent features in streets and through the heart of the development, not just edges, encouraging activity and interaction and contributing significantly to a green and rural character.

Wildflower meadows

Significant wildflower planting along the northern and western edge of the site creates a ecologically rich habitat, adding biodiversity value. Creates a natural feel to the site, with visual connections between the meadows and upper storey balconies and habitable rooms allowing residents to feel immersed in nature.

Smart and Sustainable Technologies



Carbon-zero homes

Achieved using a variety of measures including stack and cross mechanical ventilation, large openings, deep roof overhangs, balconies and shutters to avoid overheating. Pretruding timber cladding prevents overheating.

Rainwater harvesting systems

Provide water for toilet flushing and washing machines. Extensive SuDS systems run through green spaces - well planted to create a verdant streetscape character.

Onsite biomass

A combined heat and power plant and materials from previous structure were recycled.

Solar panels and PV cells

Integrated into every building roof, with building oriented to maximise solar collection.

Sustainable Living and Energy Centre Building

Development Layout and Structure



Compact

High-density housing located in close proximity to office, nursery, cafe and community meeting facilities within community hall. Higher residential density allows for more green space and associated play and growing facilities.

Parking

Sensitively integrated into streets, integral garages and small parking courts. Keeps cars away from public spaces

Block orientation

East-west to maximise solar gain and long views of countryside.

Health, Wellbeing and Community



Shared gardens

Located along central green spine, also incorporating play facilities, orchards and swales. These are active spaces filled with community facilities.

Allotments

Every house has a plot in the allotments, which are located close to the homes and at the heart of the place (fosters interaction and conviviality).

Communal greenhouses

Run along one side of primary street and along the entrance green which houses a series of allotments

Generous windows

All oriented to maximise solar collection with shutters.

Large balconies and verandas

Located next to second storey living rooms to create visual connections with amenity gardens and countryside.

Open porches at front of homes

Create sociable, intermediate space within building threshold, providing some privacy but encouraging dwell and community interaction.

5.10 Exemplar 21st Century Housing
Design Quality at Scale

Great Kneighton sets the bar high for design quality and placemaking at scale.

A consistent base material palette and contemporary modern housing design combine with verdant green streets and spaces to create a series of compact neighbourhoods that feel rural in their character.

The masterplan uses strong geometric forms to create efficient plots and long sight lines. Streets are well defined within the hierarchy, using planting and varying width to height ratios to define the hierarchy. Buildings form a positive relationship with streets and spaces, cars are tucked away and thresholds are narrow.

Residents say... *the integration of green infrastructure into the streets and spaces, and large windows to habitable rooms create strong connections with nature. Large windows at upper levels front onto the landscape, further embedding residents in the countryside. The volume and size of windows creates an amazing sense of space and light, allowing residents to connect with the seasons.*

Families have benefited from homes in proximity to new social infrastructure, such as schools and doctors surgeries. Clusters of facilities makes everyday activities such as schools runs and shopping easy.



TRANSFERABLE
SUSTAINABLE DESIGN
PRINCIPLES

Development Layout and Structure

Transition from urban to rural
(density and typology)

Designed as a sequence of spaces, moving from an urban to rural. Begins with terraces/ townhouses and apartments (3-5 storeys) at the entrance, followed by rows of mews homes (3 storeys) in the middle, and then detached barns at the edge (2-2.5 storeys). The number of breakages in the building line increases as you move from urban to rural.

Green spine road (masterplan wide)

Green spine road connects the neighbourhoods. Long rows of 3 storey buildings line the road to create a strong urban frontage, with 4 storey apartment buildings creating markers as you enter each neighbourhood and on key corners.

Neighbourhood transition points (masterplan wide)

Public squares of varying scales break the building line, symbolising a transition point from one neighbourhood to another. Use of apartment buildings and high density around focal points (3-4 storeys) help to emphasize nodes, whilst play features, street furniture, public art and extensive planting encourage activity.

Distinctive neighbourhoods (masterplan wide)

A clear design language binds the neighbourhoods together, specifically relating to a consistent baseline materials palette. However, variations in roofscape, architectural detailing, slight variation on brick shade, additional facade materials and housing typology help to establish difference and distinctiveness from area to area.

Local centre (Hobsons Square)

Based off the spine road linking the various neighbourhoods. 3, 4 and 5 storey mixed-use buildings surround a large square to create a focal point within the wider masterplan. The square subtly blends into the adjacent primary road through the use of a single material palette across the space.



Street and Space Design

Streets design

Clear street hierarchy delivered, with each street along the hierarchy delivering green infrastructure in some form. Car-free, green streets create links between neighbourhoods and significantly contribute to the character of the place.

Green verges

Achieve their desired character due to the level of planting delivered. Verges that contain little or no shrub planting are less successful and less ecologically valuable.

Integration

Green infrastructure is well integrated into the streetscene creating a wild and green character. Materiality is complemented significantly by GI.

Parking

Integral, rear, wrapped parking courts or behind the building line to the side of home. Some allocated in street. Lack of cars in street and at front of homes alongside narrow green thresholds creates positive streetscape, with buildings feeling like integrated 'parts' of the spaces alongside green infrastructure.



Architectural Detailing
A blend of town and country

Materiality assists transition (abode)

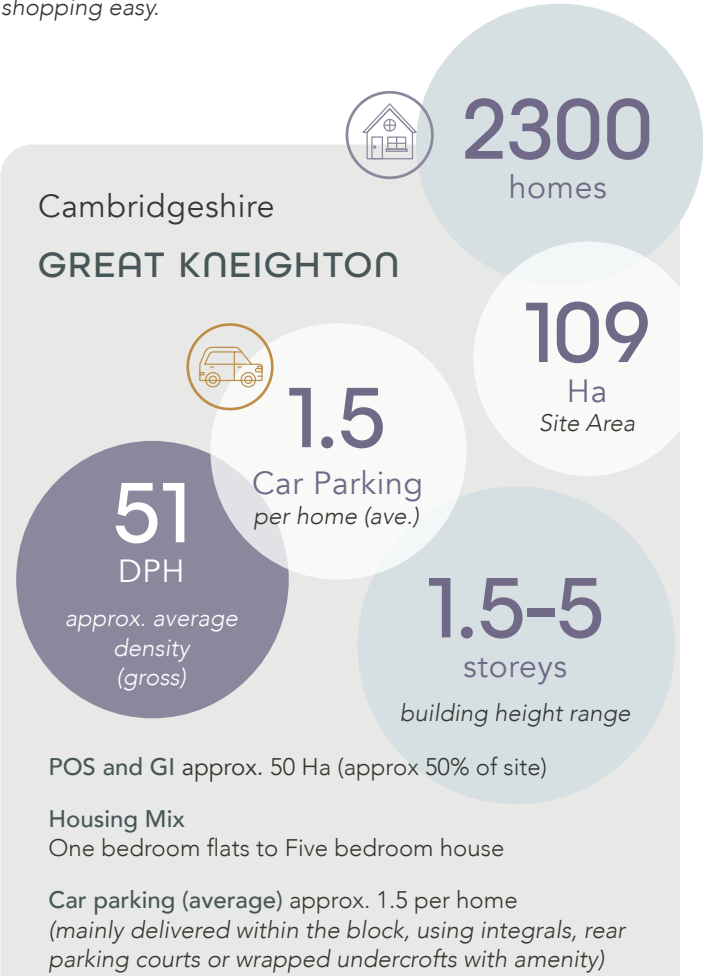
Limited palette of materials used to accentuate transition of spaces. Alternating light and dark brick façades are a consistent base, with perforated aluminium at entrance gradually replaced by timber at edges, contributing to a more rural character.

Brick façades

Predominantly brick façades in more dense urban areas, with a wider range of materials used in façades moving into the edge area. The variation in materiality and creation of depths and reveals in roofscapes and facade changes character.

Architectural features assist transition (abode)

Taller, more rhythmic buildings around gateways create harder urban form. Variation in the facade treatments increases as you move from urban to rural edge, whilst the shapes of roofscape and gable ends vary greatly between areas to signify a transition.



5.11 Townscape Studies
Conclusion

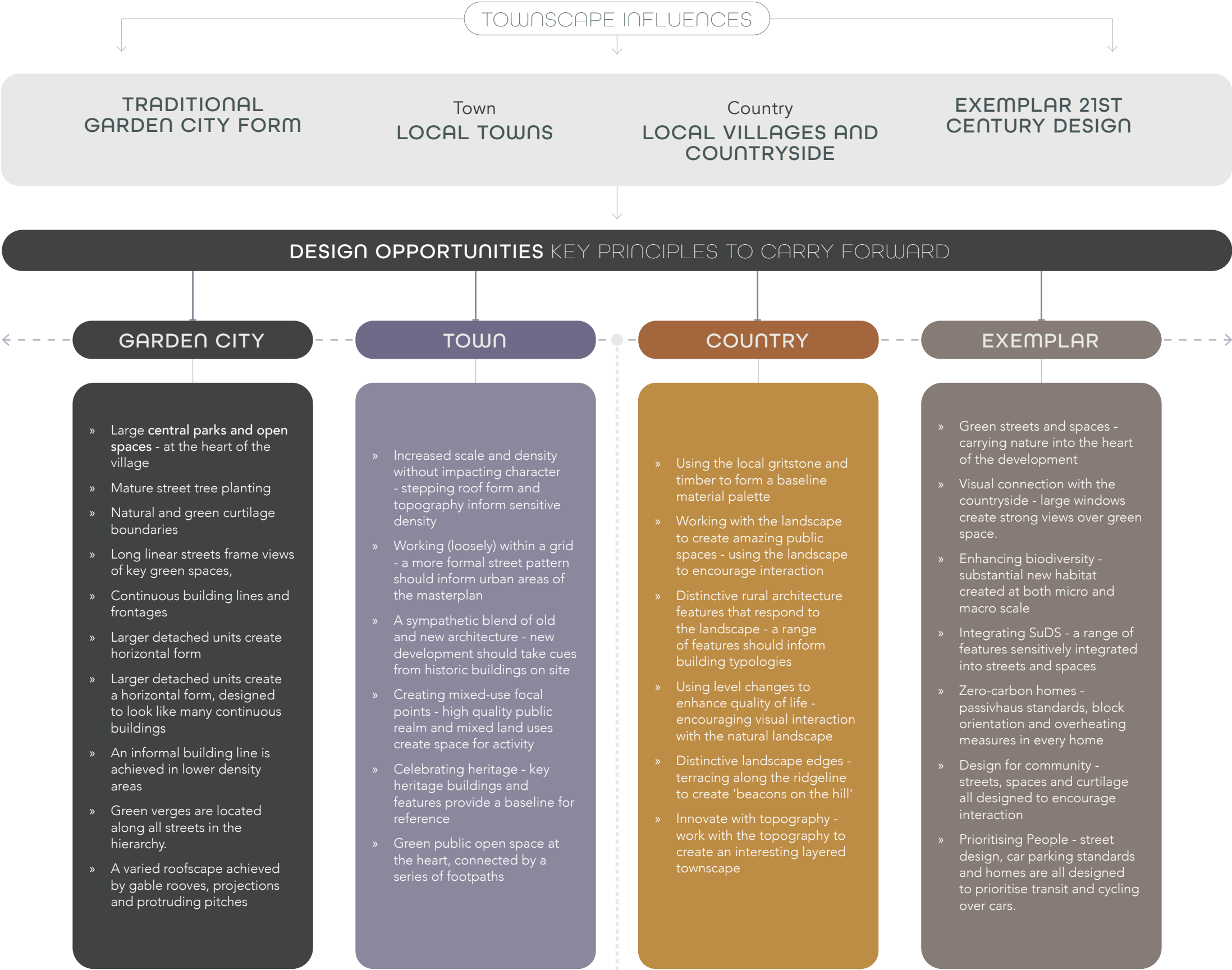
Studying the townscape influences, across a range of scales and locations along the urban to rural transect, has helped to uncover key design principles to inform both the masterplan and future development at Godley Green.

Thinking critically about what works, and what doesn't, within these localities has helped hone in on key challenges we'd expect to come across at Godley Green, based on the physical constraints presented by the site and the complex requirements posed by modern day living. In turn, this has allowed us to tailor best practice research to addressing these challenges, focussing in on big ideas and principles to guide a zero-carbon village of the future.

A common thread emerges from the research - connecting humans with the natural landscape, at every opportunity, creates an amazing place to live. Be it the villages of rural Tameside, where gritstone terraces overlook green valleys, or large windows overlooking open countryside and green streets at Abode and Hanham Hall, physical and visual connections to nature foster strong communities and healthy lifestyles.

Building on this principle, the integration of sustainable design principles identified in the best practice case studies supports the recommendations outlined in the Godley Green Energy Statement Report and Sustainability Statement - working towards a self sufficient, zero-carbon future development. Striking a sensitive balance between local-distinctiveness and exemplar modern design will be critical to achieving a successful modern-day Garden Village at Godley Green, and the findings of this study lay the foundations for achieving this balance.

The following Strategic Design Code and Framework outlines how design at Godley Green will address the challenges and opportunities captured in this study. The code applies findings to the site, where relevant, setting out design detail and strategies to support the vision for an exemplar modern-day Garden Village at Godley Green.



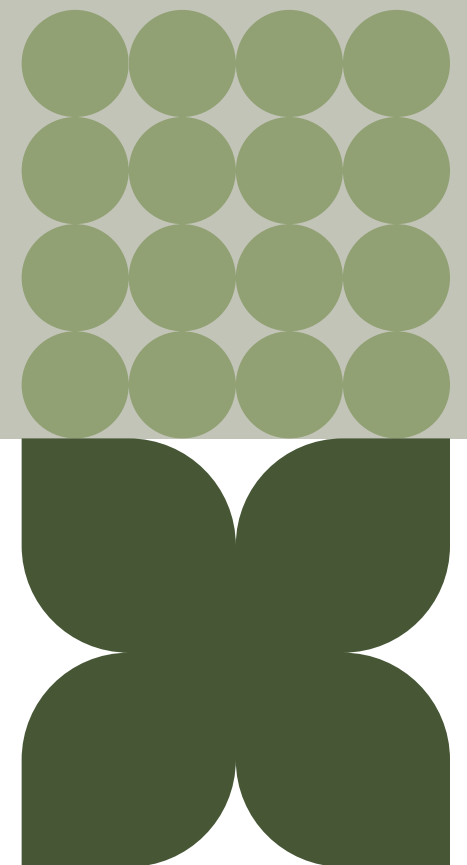
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Masterplan Evolution

The previous chapters have laid the foundations for high-quality garden village design at Godley Green. They outline a clear vision for the site, stating ambitions and providing the key design components to achieve this.

This chapter details the masterplanning process, outlining *how* a 21st century Garden Village will be delivered at Godley Green. A design timeline is outlined, narrating the key stages and iterations to the masterplan in response to technical constraints, changing planning requirements and consultation feedback.

Finally, the Illustrative masterplan outlines the spatial layout of the Garden Village and its key components, responding to the findings of the townscape studies and steered by the Garden Village Principles.



6.1 Design Timeline

The following timeline tracks the progression of the masterplan for the site, detailing key changes through the design development process as a response to consultation feedback and the receipt of detailed survey data.



June 2017 Framework Masterplan (Capacity Study)

June 2016

GMSF Allocation

The site was allocated as part of the Greater Manchester Spatial Framework Draft (2016). The allocation states the site should deliver up to 2350 homes, delivering an exemplar sustainable development ensuring Garden City principles are enshrined throughout.

December 2018

Vision Document

The vision document outlined the vision for a 21st century Garden Village at Godley Green. The document was underpinned by in depth research into Garden City literature, creating a series of modern day Garden Village components that future development at Godley Green must deliver.

December 2018

Stakeholder Workshop Session

Undertaken at Hyde Town Hall, the workshop session was held to further discuss what the idea of a modern day Garden Village was and what it meant for Tameside. The session provided steer on the high-level concept driving the masterplan and included a broad range of statutory consultees and the Godley Green landowners.

June 2017

Site Capacity and Constraints Study

The report summarised the findings of an initial capacity testing exercise, presenting an early framework masterplan underpinned by existing technical constraints information available at the time. The initial capacity was estimated to be between 1871 and 1999 homes.

July 2018

Godley Green Working Group Meeting

Specific Masterplan issues raised included lack of buffer spaces around existing homes, existing homes needed to be added over the plan for clarity, lack of alternative local stables for horses. Next plan to be updated with existing properties shown, and refinement of blocks as part of design process.

6 Masterplan Evolution

The masterplan went through several iterations between 2017 and 2020. The 2017 iteration of the plan, produced as part of the site capacity study, was underpinned by very high-level constraints information, much of which was sourced online or directly from the Council.

Changes to the plan, highlighted in the June 2020 masterplan, were driven by more detailed topographical and ecological survey data, as well as feedback from an independent design review panel. Changes to the alignment of the strategic road network and access arrangements were informed by the more detailed survey data, as well as initial design input from Civil Engineers.

- Key changes:
- » **Primary Road alignment and access** - the primary roads in both villages were adjusted as a response to detailed topographical and ecological survey data. A range of constraints prevent the delivery of a vehicular connection between the two villages through the centre of the site. Please see Appendix 5 for a detailed summary.
 - » **Village Centres** - changed in both villages to align with strategic green links and to create a hub at Hattersley Train Station
 - » **Development area** - refined to align with more detailed site constraints (topography / ecology) information and new movement framework. Development area added in school grass sports facility.
 - » **Sports pitches** - moved to newly acquired southern land parcel across Mottram Old Road. Standards aligned with Fields in Trust guidance due to lack of local plan evidence base.
 - » **Refined private property boundaries**, with existing properties and their private demise removed from the red line boundary.
 - » **Vehicular access** - central access removed due to challenging topography and ecological constraints. Northwestern access point removed and retained as pedestrian access.



June 2020 Framework Masterplan

June 2020

Design Review Panel (DRP)

The proposals were presented to Places Matter Design Review Panel. Feedback on the design was largely positive, however the panel suggested more detail was required to help explain how the masterplan was delivering traditional Garden City principles (both physical and non-physical). The panel also suggested more focus should be given to rural edges and buffer zones between existing settlements. Additional information to be provided within the D&A as the design evolves - further refinement of development edge undertaken.

January 2020

Woodland Trust

Following feedback on likely impacts to the Ancient Woodland, detailed design work on the woodland edges was prepared - introducing a 15m buffer to the woodland - pushing development away from this area, combined with wider buffer planting and management regimes to ensure the protection of the feature.

GMEU

Following consultation, terrestrial habitat connection between eastern pond and adjacent woodland protected by removal of minor roadways and pulling back of development platforms.

Key changes:

- » Primary road alignment - both spine roads alignments amended in response to new topographical survey and private property boundaries.
- » Sports pitches - increased provision required in southern area and 3G added to rear of primary school
- » Further refinement of private property boundaries along Mottram Old Road
- » Removed development from historic green off Green Lane, community space proposed
- » Development area - refined to align with more detailed site constraints information and new movement framework.
- » Vehicular access - new primary route introduced in eastern village connecting to central access point off Mottram Old Road.
- » School - moved position to sit at key intersection of routes
- » Strong green links established east west through various development parcels. Green link through Ancient Woodland/SBI removed to mitigate impact.



January 2021 Framework Masterplan

March 2021 - May 2021

Statutory Consultation and Engagement Period

Formal consultation and engagement sessions were held throughout this time period to gather input and feedback from a range of consultees, community groups and residents on site. The following sessions we delivered through an online forum as a result of the COVID-19 lockdown.

- » Stakeholder Consultation
- » Godley Green Residents Consultation (x2)
- » Wider Public Consultation (x2)

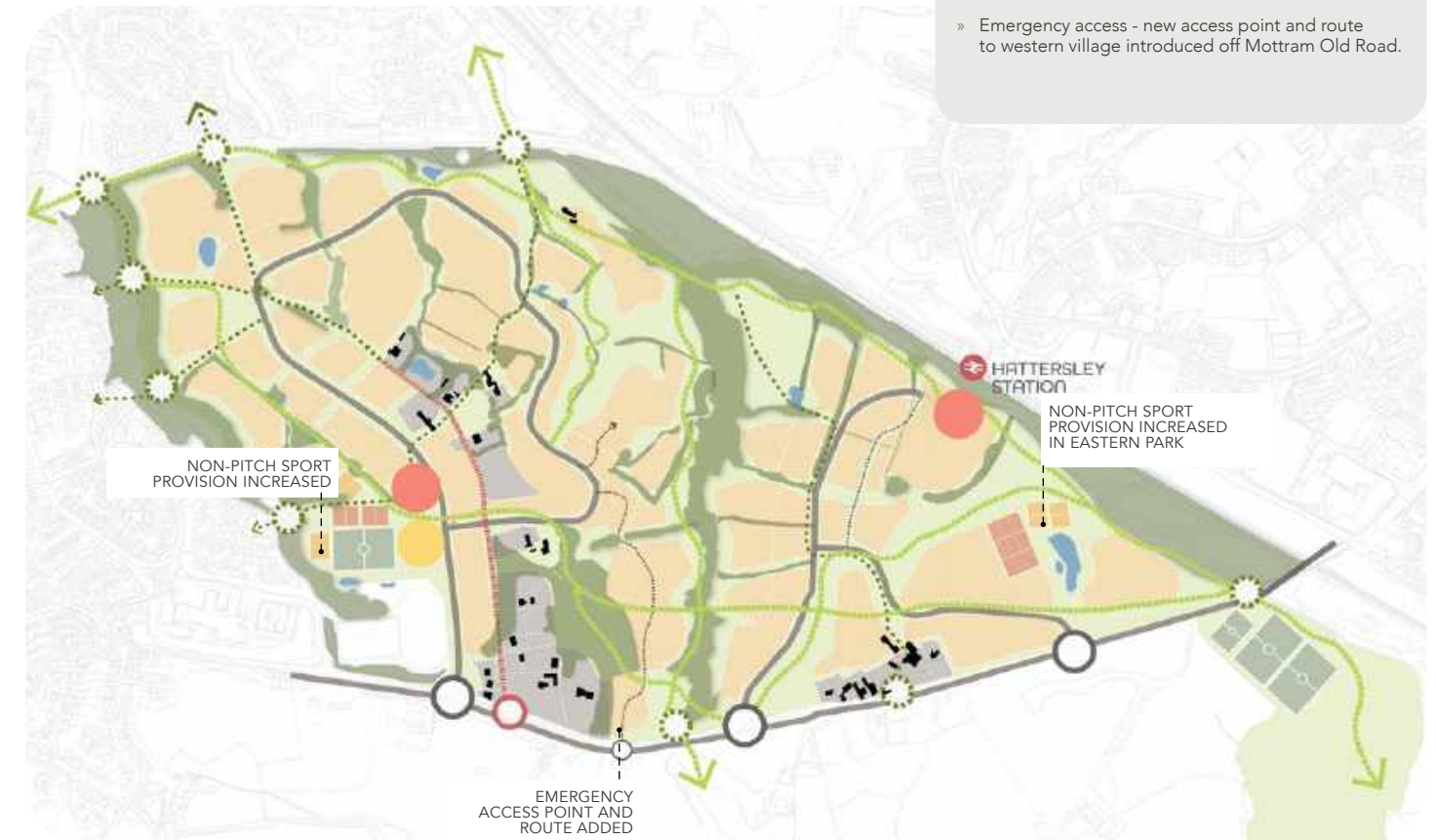
September 2020 - March 2021

Stakeholder feedback and masterplan development

Post-DRP, the design team considered feedback received to date and moved forward with technical design development work. During the same time period, more detailed constraints information was received as well as the design team undertaking several meeting with key consultees, such as the Greater Manchester Ecology Unit, Woodland Trust, Cadent and United Utilities. The resulting information led to a series of changes to the masterplan, as outlined above.

Key changes:

- » Non-pitch sport - large increase in non-pitch sport provided across the plan in line with policy.
- » Development area - amended around eastern pond area, replaced by non-pitch sport provision in eastern and western village.
- » Emergency access - new access point and route to western village introduced off Mottram Old Road.



April 2021 Framework Masterplan

April 2021

Consultation Feedback

Throughout the formal consultation process on the outline application, consultee feedback has been closely monitored. A full Statement of Community Involvement will be submitted with the application that covers the full range of issues highlighted and comments received during this process.

The following key amendments to the masterplan and design material to support it have been made in response to this feedback.

D&A updated to clearly state the range of uses proposed on site. Parameter Plans will show the size of the proposed school building and areas of the proposed amenities.

Design information and Sustainability Strategy updated to clearly set out the energy and low carbon approaches proposed for the site - and how this fits into the Councils declared climate emergency.

Green Lane and existing residents reiterated the need to allow show existing properties on the plan and the likely impacts to them. Specific comments regarding the current poor condition of the lane, the speed of cyclists using it and the worry over rat running along it from the new development.

Additional design information was added to the D&A to set out the potential solutions and approaches to these issues, including traffic enforcement, the design and crossing point of the roadway, and stopping up of Green Lane beyond Glendarach House to motor vehicles.

Key pedestrian/ cyclist and horse routes introduced to the plan to show full permeability to all potential users of the development and green spaces.

In response to concerns over ecological impacts - additional design information included within the website and design information with regard to approach to ecology on the site - enhanced habitat and achieving 10% biodiversity net gain.

6 Masterplan Evolution



June 2021 Framework Masterplan

May 2021

Residents Meetings

The below design principles were integrated into the masterplan in response to concerns over a loss of the site's rural character and the private amenity of residents choosing to remain living in homes on the site.

- » Green buffers - introduced into the Green Infrastructure Parameter Plan around existing private properties who will retain their homes on site throughout the development process - nature and specification of these features to be defined in the D&A as important to ensure they work and are delivered as part of the scheme.
- » Sensitive building heights - buildings proposed at the interfaces with existing properties will drop down to 1.5 storeys. Series of sections and sketches provided to supplement masterplan development.
- » Controlled access - vehicular access off Green Lane will be retained for residents only up to the proposed spine road.
- » Response to historic site structure - development areas have been pulled back at interfaces, with new areas of public open space proposed, to celebrate the sites rural heritage.
- » Where possible views from private residences to be protected.
- » Architecture and materiality - will present a contemporary rural character, referencing locally distinctive features.
- » Frontage and Boundaries - will be pulled back to the existing building line along Green Lane, creating large front garden to newly proposed homes that will contribute to the green character. All vehicular access to homes on Green Lane will be from the newly proposed spine road to the east.
- » Specific Issues for properties - protecting services/ drainage and access.

June - July 2021

Design Freeze and Final Amends

The below design principles were integrated into the masterplan in response to concerns over a loss of the site's rural character and the private amenity of residents choosing to remain living in homes on the site:

- » Green Buffer spaces between existing properties and new development shown on Framework and Parameter Plans.
- » Development areas pulled back to provide offset to existing homes along Green Lane where possible.
- » Development parcels refined to allow views through where possible

Stakeholder responses

Following review by sports Specialist KKP - the quantum of sports provision, type to be provided and location were adjusted - with football pitches provided in both sides on the village, sports hub focused around the new primary school and playing fields and emphasis given to informal sports uses within the expansive landscape.

Following consultation with Greater Manchester Ecology Unit (GMEU) with regards to ecological impacts of the development, several areas of proposed housing located on existing high value habitat have been removed - reducing the overall housing number.

Space around the SBI and ancient woodland has been increased and further ecological and biodiversity improvements proposed included several new on site ponds.

October 2021 - November 2022

Outline Submission, Consultation Feedback and Addendum

An Outline Planning Application was submitted in October 2021, initiating the statutory consultation period for the proposals. During this period key stakeholders and wider public have provided input and feedback on masterplan proposals.

Stakeholder response and masterplan amendments

- » Sustrans and the Trans Pennine Trail highlighted the need for the proposals to show a clear route for the Trans Pennine Trail. A new route is proposed through the site, closely aligning with Sustrans and the Trans Pennine Trail's preferred strategic route through the area.
 - For further detail on the design of active travel links and different sections of the newly proposed Transpennine Trail route, please refer to page 89 of the Strategic Design Code.
- » **Access and Movement** - new locations for pedestrian and multi-user crossing points have been integrated along Mottram Old Road, as well as new multi-user access point along the southeastern boundary of the site in order to access the new Transpennine Trail Route.
 - The design team were asked to further test the feasibility of an inter-village vehicular linkage through the middle of the site. Further detail has been provided highlighting the level of constraint preventing a vehicular linkage being created between the two villages. This detail can be found in Appendix 5.
- » **Sport** - it has been agreed that formal sports (playing pitch) provision will be delivered off-site within the local area, and as such the southeastern sports hub has been removed from the masterplan to the south of Mottram Old Road. The remaining pitch provision to the north has been reduced, and moved centrally to act as a new feature as part of the valley park, in close proximity to children and young people's play facilities.
- » **Development area** - development area has been amended accordingly to incorporate the moving of sports facilities into the centre of the eastern village. The amount of development area removed from the central area of the site has been replaced in the southeastern corner of the plan, fronting a newly proposed grassland / wildflower meadow to the north of the Mottram Old Road.



November 2022
Framework Masterplan

6 Masterplan Evolution

6.2 Illustrative Masterplan

The proposed spatial layout of the Garden Village is outlined in the Illustrative Masterplan, responding to a number of drivers detailed throughout the document upto this point. Here the focus returns to the strategic masterplan objectives and requirements outlined at the front of the document and underpinned by the 'Places for Everyone' allocation, detailing how these requirements will be delivered spatially across the site.

The masterplan has responded to the key masterplan drivers presented throughout the document to date, as detailed in previous chapters and outlined below.

- » Strategic Objectives (Places for Everyone and Planning) (Chapter 1)
- » Technical Constraints and Considerations (Chapter 3)
- » The Garden City Ethos (Chapter 1)
- » 21st Century Garden Village Influences and Components (Chapter 4/5)

The illustrative masterplan and diagrams detail the spatial disposition of key structuring elements and infrastructure required to support upto 2150 new homes on the site. This includes: strategic road infrastructure, active travel links, key public open spaces, mixed-use village centres and education facilities. Combined, these elements create the structure for future development. The purpose of this spread is to detail the proposed whereabouts of the above key infrastructure as proposed, while the following pages and strategic design code add further detail on how design will ensure the delivery of the Garden Village vision and its components.

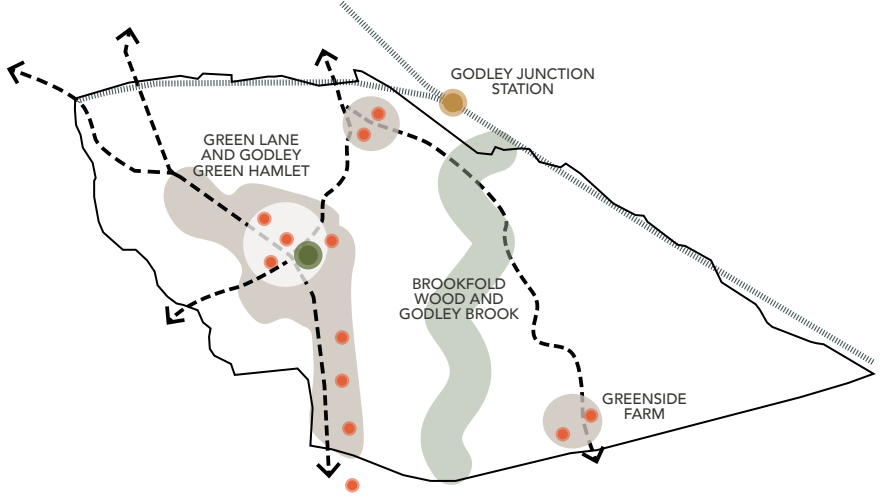
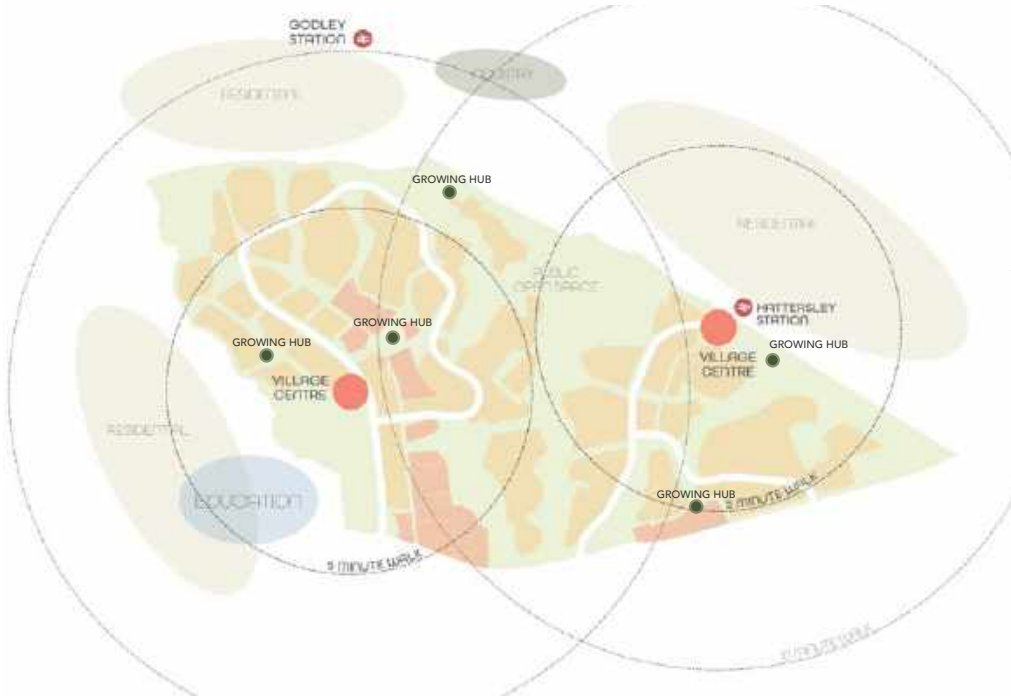


Green Framework

The existing landscape framework has driven the structure and location of development parcels and public open spaces, ensuring future communities form a close relationship with the natural landscape.

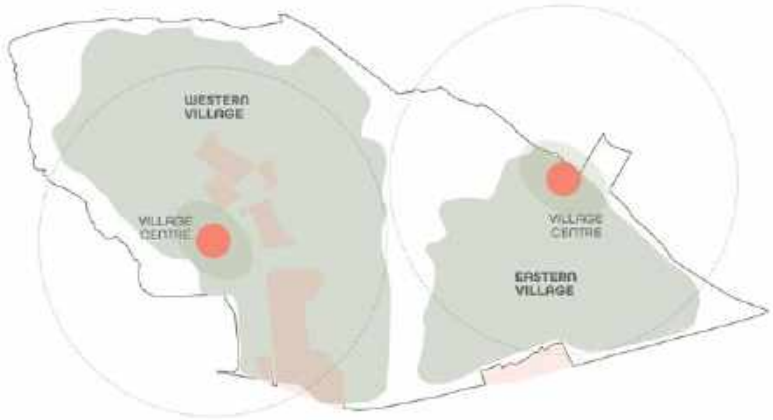
Land Use - Walkable Neighbourhoods

Driven by proximity to existing social infrastructure and surrounding neighbourhoods, the disposition of proposed uses ensures all new homes are in walking distance of village centres, primary schools and neighbourhood growing hubs.



A Historic Site Structure

Key heritage features create a clear historic structure. Green Lane and existing properties will be retained and measures are outlined to protect their rural character and existing residents' private amenity.



Two Villages

Two Distinct villages are proposed, separated by Brookfold Wood and Godley Brook. Both villages will be served by a community heart, comprising of a range of facilities.



Vehicular Access and Movement

Vehicular access to the site will come from Mottram Old Road along the southern boundary. Primary streets run through the site from south to north, providing direct links to Hattersley Station and proposed Village Centres.



Active Travel

A new network of multi-user active travel routes, bridges and pedestrian access points will connect Godley Green with surrounding neighbourhoods, amenities and the wider countryside. Benefits are twofold, connecting existing neighbours to new amenities, public open spaces and sports facilities provided on site.

 Site red line boundary

- | | | | | | |
|---|--|---|--|---|--|
|  | Site red line boundary |  | Proposed new emergency access/ junction |  | Proposed village centres with attractive central squares and a range of new shops and community facilities |
|  | Retained and new woodland with new active management regimes |  | Proposed new emergency access route
<i>Circle marks point where vehicular access will be restricted approximately 220m from Mottram Old Road. The section of the access road leading up to this feature will serve no more than 50 residential dwellings.</i> |  | Key building frontage to help define the new village centres and green spaces |
|  | Retained ponds and water courses including new surface water drainage features |  | Proposed new roadway serving the development - generous tree lined avenue and planted verges - key junctions, spaces and crossing points defined. |  | Proposed secondary education facility (potential sharing of new sports facilities) |
|  | Retained and new grassland and recreation areas with areas of semi natural grassland and wildflower meadow |  | Potential future off-site pedestrian/ cycle links |  | Proposed new play areas
<i>Local Area of Play (LEAP) & Neighbourhood Area of Play (NEAP) distributed around the plan - all homes within 5min walk of formal play areas</i> |
|  | Properties retained on site (see separate key) |  | Proposed pedestrian/ entrance linking to new on site walking/ cycling routes |  | Proposed sports courts & grass pitches
<i>To cater for a wide range of small court sports - tennis, basketball, bowls. Green space network to include running loops (potential 2nd Tameside Park Run route), outdoor gyms, trim trails and event spaces for a variety of sports activities.</i> |
|  | Retained Green Lane roadway
<i>Potential carriageway improvements - red circle indicates restricted crossing point over proposed new roadway.</i> |  | Proposed pedestrian/ cycle pathway | | |
|  | Section of Green Lane retained as walking/ cycling/ equestrian route (no vehicular access) |  | Proposed multi-user pathway
<i>pedestrian/ cycle/ equestrian</i> | | |
|  | Proposed vehicular entrance/ junction from Mottram Old Road |  | Proposed area for attractive new homes set within and around green spaces and woodland | | |

6 Masterplan Evolution

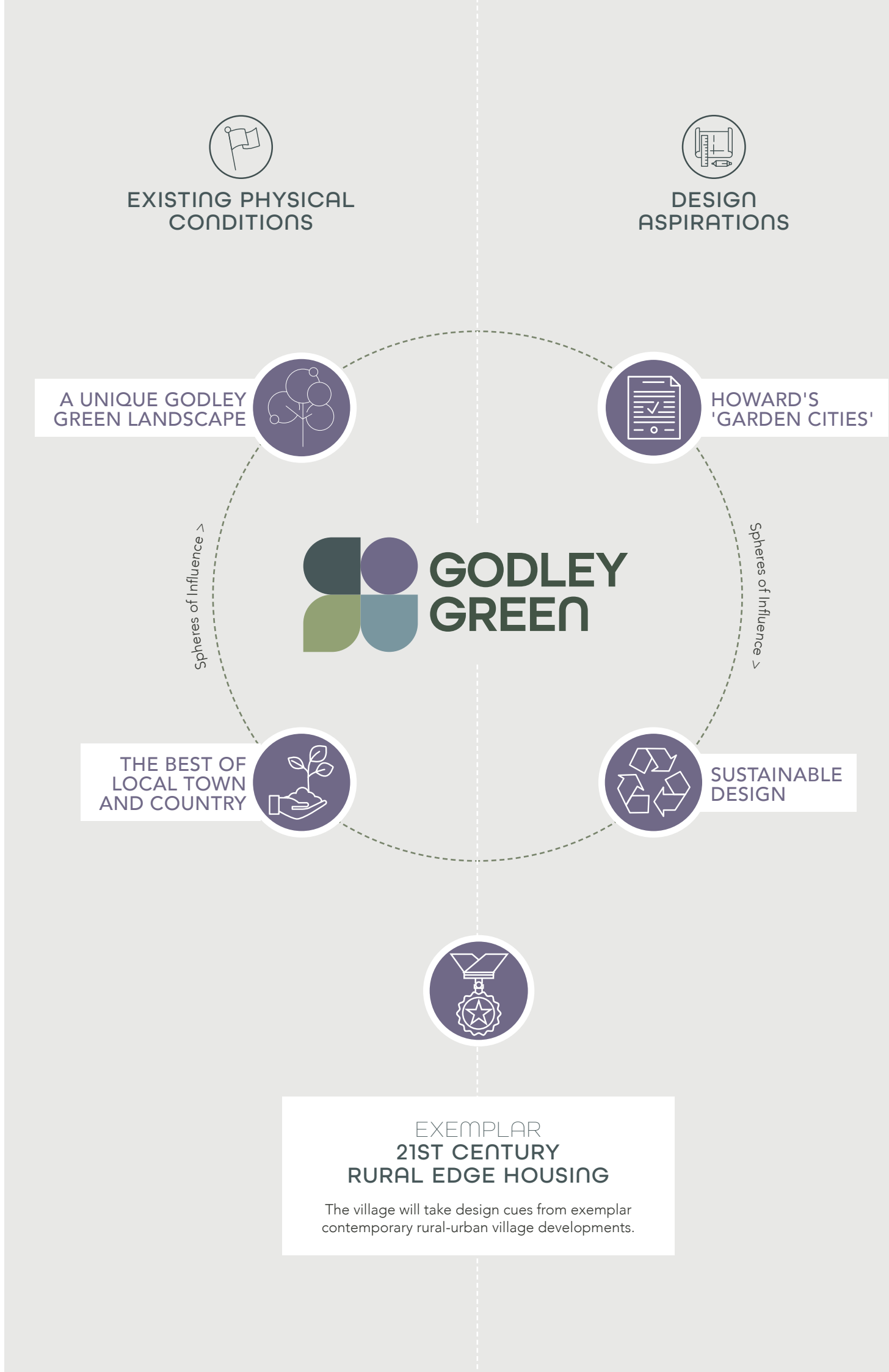
6.3 Delivering a 21st Century Garden Village

Supported by by the Garden Village ethos, the design of the masterplan brings together key components identified in the analysis of the Garden Village influences. Moving beyond the spatial disposition of key infrastructure, this spread begins a narrative on how the Garden Village vision will be realised at Godley Green.

The masterplan aims to tackle the challenges uncovered in the research and analysis process and embed the most salient and important design principles identified in Chapter 5. The approach has been to apply only the most relevant design principles, responding to the sites unique landscape as well as the technical constraints identified in Chapter 3.

This spread details how Garden Village design components are delivered across the site, looking at spatial principles at a more strategic scale. In the following chapter, more detailed design approaches are outlined in Strategic Design Code to ensure finer grain design elements link back to the Garden Village components, protecting high-quality design across all scales.

Figure 6.2 - The Garden Village Design Influences



The below illustration provides examples of how the Garden Village design components and townscape influences have been applied across the site.



EXEMPLAR 21ST CENTURY RURAL EDGE HOUSING

Key exemplar design principles are captured within all of the below influences and designed into the masterplan.

Figure 6.3 - Delivering Garden Village Components (indicative axonometric impression)



A UNIQUE GODLEY GREEN LANDSCAPE

1. Development subtly nestles into existing landscape features
2. Topography dictates the urban form
3. Habitat corridors and active travel links along existing hedgerows
4. Existing ponds retained and used as focal points within the villages
5. Historic hamlets are retained and protected with new buffers



THE BEST OF LOCAL TOWN AND COUNTRY

6. Contemporary rural homes 'hug' contour lines to create a terraced townscape
7. Distinctive 'farmstead on the hill' edges as witnessed along rural brows
8. Rows of contemporary terraces and townhouses along a grid of streets in denser areas
9. Stepping terraced streets work their way up sloping areas, delivering distinctive roof lines



HOWARD'S 'GARDEN CITIES'

10. Green streets including native hedgerow boundaries and integrated SuDS
11. Key central green spaces overlooked by adjacent community facilities
12. Wide development blocks form around community courtyards
13. Communal Growing Hubs and street farms
14. Mixed-use Village Centres including workshop space and social infrastructure



SUSTAINABLE DESIGN

15. Solar panels on south facing rooves and key gables
16. Wildflower meadows and enhanced grassland create new village buffers
17. Substantial new areas of native tree and hedgerow planting
18. Large windows and habitable rooms along south-facing gables and elevations
19. Blocks oriented to maximise solar gain
20. Village Centres have potential to be served by a District Heating Network

GARDEN VILLAGE
INFLUENCES



Locally Distinctive,
Sustainable Materials

Locally sourced materials, including a range of timber, gritstone and textured red brick should be used in buildings and boundaries.



Contemporary Rural
Typologies

Housing typologies should take cues from historic farm buildings, delivering prominent roof pitches, gables and large windows.

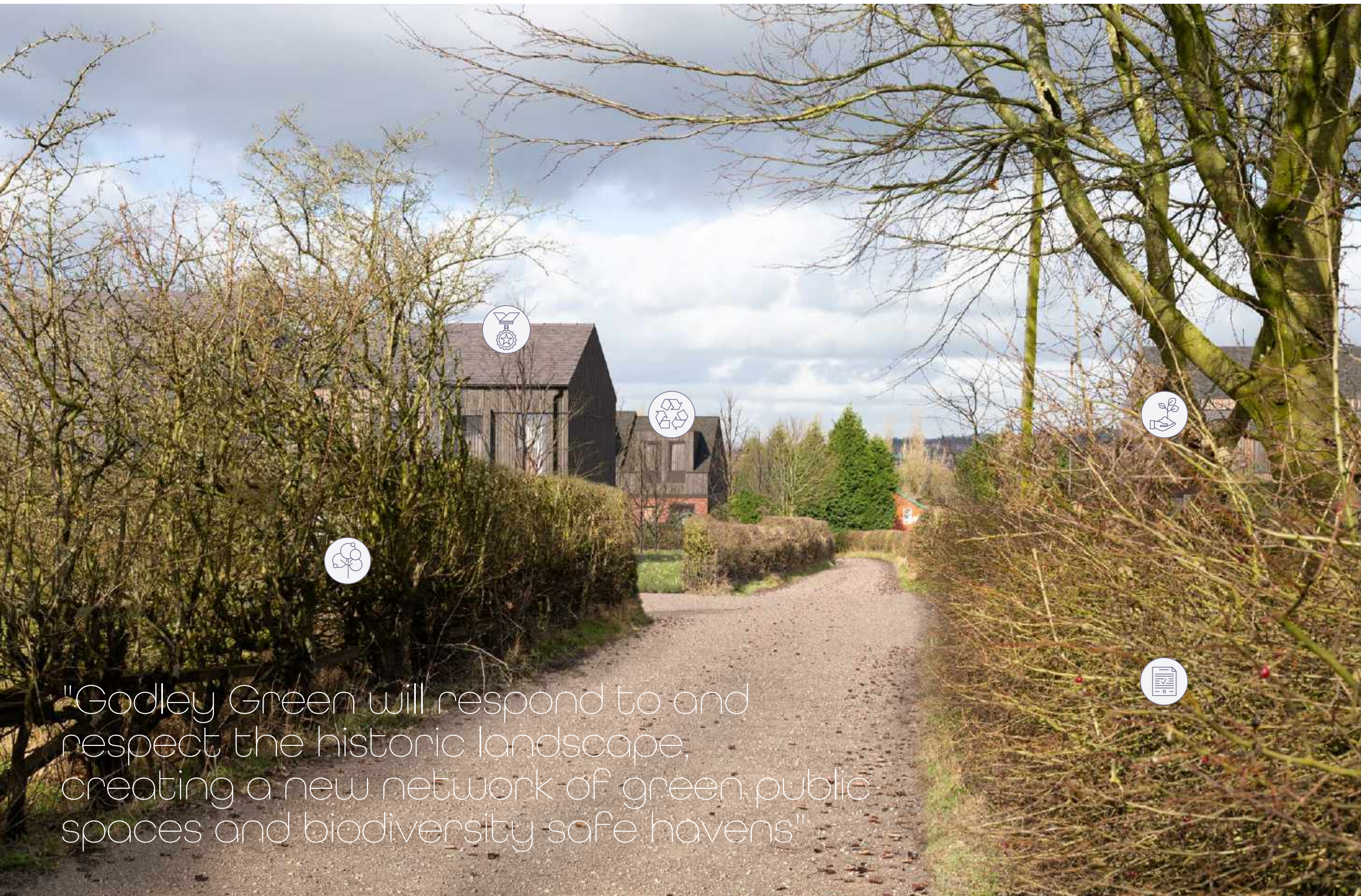


A Green Neighbourhood

Substantial planting in streets and retention of woodland fingers will create a green and biodiverse neighbourhood.

"Godley Green will be an exemplar 21st century Garden Village, capturing the best of local town and country whilst seamlessly integrating into its rural landscape setting"





"Godley Green will respond to and respect the historic landscape, creating a new network of green public spaces and biodiversity safe havens"



Respecting the Hamlet

The Historic Hamlet is sensitively addressed, with significant green buffers and areas of green open space retained around existing dwellings.



Active Travel Links

New links run along valley edges and along green streets, connecting existing PRoW's with Village Centres and new open space destinations.



Supporting Biodiversity

Native hedgerow planting along sensitive green edges, private property boundaries and Green Lane, as well as new and enhanced grasslands create high value habitats.

Strategic Design Code and Framework

The following Design Code has been developed to inform future development and reserved matters applications at Godley Green Garden Village.

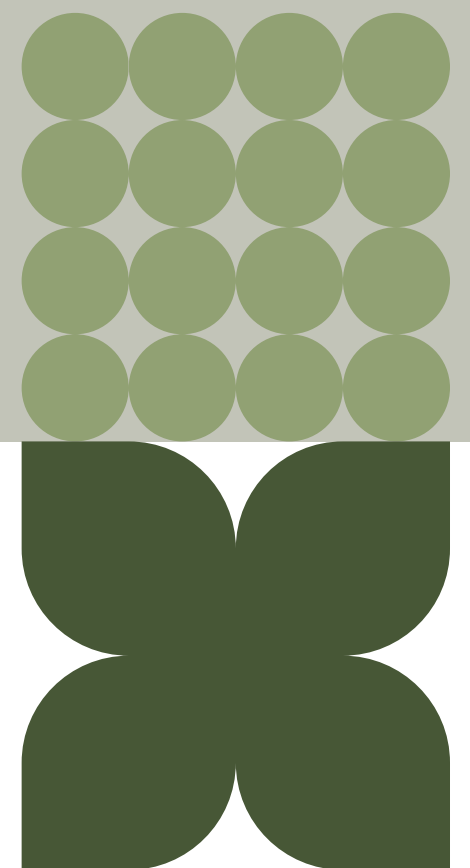
The code adds design detail and rigour beyond the Parameter Plans and the Illustrative Masterplan, acting as a placemaking tool to aid the delivery of the Garden Village vision and design

components, steering future development at Godley Green towards a high-quality, sustainable and contextually sensitive model.

A flexible development framework is outlined, covering both structural and detailed elements fundamental in achieving an exemplar 21st Century Garden Village that moves beyond "the brand". These elements include strategic

infrastructure, landscape design, built form and key movement corridors.

The approaches outlined, and the delivery of design as envisioned, will make the difference at Godley Green, providing a necessary attention to detail required to ensure the site delivers its high-quality design ambitions.



7.1 The Structure

The Strategic Design Code (SDC) focuses on the delivery of the Garden Village Design Components, rooted in achieving a locally distinctive, truly sustainable and high-quality design at Godley Green.

Design Code is organised into two tiers throughout, as summarised below.

Primary Code (Mandatory)

Primary code is mandatory, and as such, future development must adhere to the code as detailed. Mandatory Code often relates to strategic elements outlined in parameter plans, such as the delivery and location of development or open space quantum.

Primary Code appears in orange boxes throughout.

Secondary Code (Advisory)

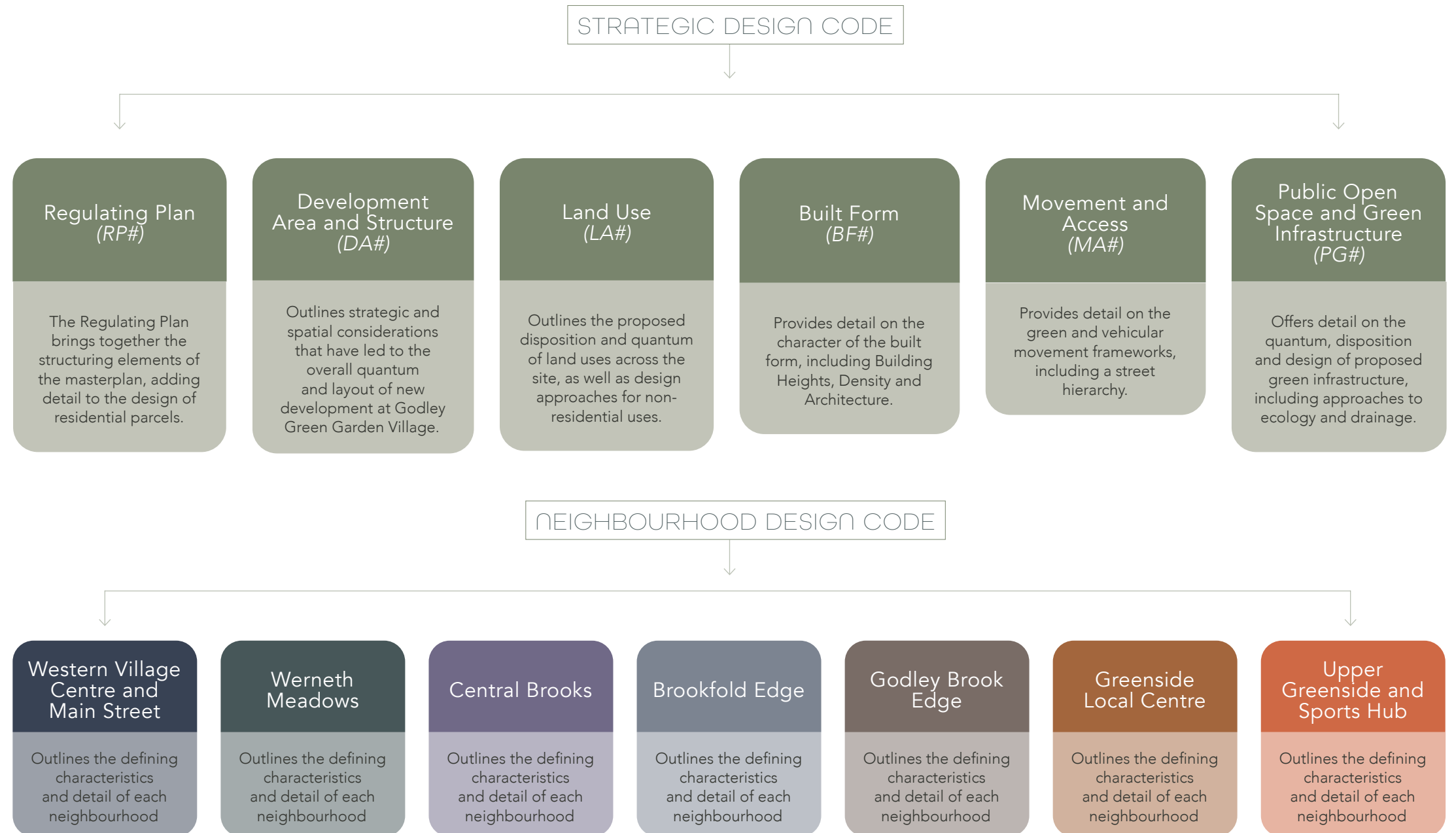
These cover slightly more detailed design approaches and principles that will be used across the site. They outline design detail that is deemed essential to ensure the delivery of an exemplar modern Garden Village as envisioned in this document. Although advisory, future development must provide clear justification to suggest why the secondary design code cannot be delivered.

Secondary Code is any subheading and associated design principles that do not appear in orange boxes.

Whilst the Strategic Design Code covers site-wide design approaches, the following chapter provides Neighbourhood Design Code (NDC). NDC provides further detail on each of the seven neighbourhoods, setting out key design principles and features required to achieve a specific character within each.

Neighbourhood Design Code provides a summary of the most relevant Primary and Secondary Strategic Design Code to each area. Where additional detail is required on specific neighbourhood character, it is provided alongside this summary.

Together, the tiers of code have been developed to add design rigour beyond the parameter plans and illustrative masterplan, providing a flexible but ambitious design framework to support the future delivery of the Garden Village Components at Godley Green.



7 Strategic Design Code and Framework

7.2 Urban Design Framework
(Regulating Plan)

The Regulating Plan acts as the 'glue' that binds the structuring elements of the masterplan proposal - ensuring they come together to form a legible and coherent future settlement. The Plan is not prescriptive, but outlines key relationships between built form, roads and landscape.

The Regulating Plan and its key elements are Primary Code.

Public Realm Hierarchy

- Primary Urban Node**

Primary urban nodes present focal points of activity within the villages - often sitting at the interface of key strategic or historic connections along the primary routes.

Clusters of structural design elements, such as: marker buildings, active ground floor uses and open space destinations, are established around the node to enhance their prominence within the wider settlement and encourage activity in the space.

The design of public realm at primary nodes should establish a pedestrian priority environment, as detailed in SDC on p.74.
- Secondary Urban Node**

A series of 'pedestrian priority squares' or 'neighbourhood greens' form focal points within the residential parcels, breaking up the built form and creating points of interest to enhance legibility. These spaces were identified regularly in local villages and are deemed essential to achieving a village character.

Spaces may contain pocket green spaces depending on the intended character of the neighbourhood, as identified in local townscape character appraisals. Neighbourhood green spaces should include native species tree and shrub planting, as well as SuDS features in appropriate locations to enhance their biodiversity value.

Secondary urban nodes should be addressed by marker buildings in appropriate locations, terminating key vistas created by detailed residential layouts. Building frontages should positively address the public realm, with entrances, terraces and large windows overlooking the space.

The design of secondary urban nodes should present a balanced streetscape, adhering to design principles outlined in SDC on p.74/98. The spatial position of secondary urban nodes in the Regulating Plan is not fixed, but represents a mandatory principle to deliver key spaces within the development parcel.
- Residential Courtyard**

Smaller, domestic scale spaces that facilitate parking and residents amenity should be designed in accordance with SDC on p.98.

The spatial position of residential courtyards in the Regulating Plan is not fixed, but represents a mandatory principle to deliver courtyards within a similar location in the development parcel.

Built Form

- Primary Frontage**

A continuous building line should be developed to establish a strong sense of enclosure and a formal quality to the street along the primary street. Primary frontage will define urban nodes and key junctions, where buildings should step towards the curtilage line as well as stepping up in height. Separation between buildings should be minimised.

Buildings along primary frontages should present a visually interesting roofscape and facade image, referring to local vernacular and creating depth and reveals to avoid a flat frontage. Buildings should also present large windows and entrances addressing the street.

Primary frontages located within Village Centres should deliver a mix of uses at ground floor level in key locations, delivering the quantum outlined in Figure 7.3 (p.72). A high glazing-to-wall ratio should be achieved on active frontage.
- Informal Primary Frontage**

Whilst buildings should retain a strong visual connection with the street, the consistent building line should be broken and housing can sit back in to the development plot to create a more informal and rural character along the street.

A higher degree of separation between individual buildings will further contribute to the informality and gable ends will be permitted to address the primary street. Where gable ends address the street, they must deliver an active gable which could include large windows, juliette balconies and an architecturally distinctive facade.
- Residential Development Parcels**

Will deliver a range of residential densities, tenures and typologies to achieve the quantum outlined in Figure 7.8 (p.76). Design of residential parcels should accord with SDC on p.77-79.
- Village Centres**

To contain a range of land uses as well as pedestrian friendly public realm. Village Centre features should be designed in accordance with SDC on p.73-74.
- Marker Buildings (Primary and Secondary)**

Marker Buildings help to foster legibility within the villages, helping to mark key areas by drawing the eye towards a distinctive townscape feature.

They are used within the masterplan in a number of ways, to: define gateways and transition points between neighbourhoods, hold key corners and nodes, permeate the skyline in key locations to create visual interested and terminate vistas.

Marker Buildings should increase in scale (Primary up to 4 storeys / secondary up to 3.5 storeys with pitched roof) and should deliver high-quality and distinctive architectural detailing and roofscape, referencing local vernacular (as outlined in the townscape character appraisals) in a contemporary manner (SDC on p.84-85).

(Mandatory)
★ PRIMARY CODE

- RPP1**

Create a coherent and legible new Garden Village, delivering the principles outlined in the Regulating Plan and Key (below and overleaf);

RPP2

Provide a clear structure for future development to respond to;

RPP3

Create a framework that is not overly prescriptive but sets out guidelines to ensure future design quality at Godley Green Garden Village.

Green Infrastructure

- Key green space destination**

Includes Parks and Gardens, Allotments and other public open spaces acting as key recreational spaces and points of interest within the villages. Key green space destinations must be designed to encourage social interaction and healthy lifestyles, in accordance with SDC on p.102-109.
- Key Green Node**

Includes smaller destinations within larger parks and recreational areas such as playgrounds, sports facilities or communal growing hubs. These should be located along strategic walking and cycling connections and act as focal points within the wider green space destination.
- Sensitive Landscape Edge**

Represents a sensitive interface between proposed development and landscape. A range of edge treatments should be delivered in accordance with SDC on p.110-111 to ensure development forms a harmonious relationship with the natural landscape.
- General green open space**

Represents structural green infrastructure on the site, containing a range of habitat types. Development must protect and enhance valuable habitats, achieving a biodiversity net gain on site.
- Existing waterbodies**

Open spaces surrounding existing waterbodies should be designed encourage interaction with the water, creating spaces for dwelling as well as enhancing biodiversity.
- Retained vegetation**

Existing trees, hedgerows and other habitats that must be retained as part of development. Prominent features such as mature trees should act as focal points within the public realm wherever possible.
- Proposed nature ponds**

Proposed ponds tucked into the existing landscape, offering new areas of habitat value. To be delivered in line with the accompanying Ecology Report.
- Proposed structural, native species hedgerow and tree planting (indicative shape)**

Areas of proposed native species planting to enhance and reinforce existing habitat connections, as well as creating new habitat zones. Structural planting is proposed for several reasons, including visual impact mitigation and shielding, to create new areas of high biodiversity value and to immerse new homes in a green, wooded setting.

Movement and Access

- Primary Vehicular Access**

To be delivered in accordance with Figure 7.22 (p.86). Primary access points should be designed to create an appropriate sense of arrival to the villages and establish a pedestrian priority street environment.
- Emergency Vehicular Access**

To be delivered in accordance with Figure 7.22 (p.86). The design of emergency access should accord with detailed Highways Drawings within the Environmental Statement (ES).
- Pedestrian / Cycle / Equine access**

Trans Pennine Trail Access and Crossing

To be delivered in accordance with Figure 7.22 (p.86). Some access points will need to create a multi-modal access for equine users, and a pegasus crossing will be delivered at the TPT access point from Mottram Old Road. The detailed design of multi-modal access points will be agreed at Reserved Matters.
- Primary Street**

To be delivered in accordance with Figure 7.22 (p.86). The design of primary streets should accord with SDC on p.92-93, using the approaches to deliver variation in character and visual interest along the length of the street.
- Secondary Street (indicative)**

Should be delivered to connect residential parcels with one another and to the primary street. The design of secondary streets should accord with SDC on p.94-95.

The location of secondary streets in the Regulating Plan is not fixed, but represents a mandatory principle to deliver a connecting street through residential parcels.
- Active Travel Links (ATL)**

Trans Pennine Trail Route

A network of footpaths, cycleways and multi-modal equine routes connect across the site to form a coherent active transport network. ATL are located to maximise enjoyment of the natural environment, connecting proposed neighbourhoods with surrounding green infrastructure. Active Travel Links should be designed in accordance with SDC on p.90-91.
- Key Crossing Points**

Development must deliver safe and attractive crossing points where Active Travel Links intersect road carriageways, areas adjacent to play spaces and junctions where secondary routes intersect with primary routes. Key Crossing Points should use tactile and contrasting surface materials to highlight the crossing, tying into the material palette for the site. The carriageway should be raised to kerb level to create an even surface, whilst the visual contrast in material between carriageway and crossing ensures drivers are aware of potential pedestrian activity.
- Existing Public Right of Way**

All existing routes will be retained and enhanced, with some re-routing proposed. For details, please see Figure 7.22 (p.86).

Figure 7.0 - Regulating Plan Key



Figure 7.1 - Regulating Plan

7 Strategic Design Code and Framework

7.3 Development Area and Structure

Here Strategic Design Code (SDC) outlines the key spatial considerations and drivers that have led to the overall quantum and layout of new development at Godley Green Garden Village.

RESPONSE TO SENSITIVE FEATURES

The proposed development area and structure responds to sensitive existing features identified on the site, notably the existing landscape framework and historic development and movement framework.

Green Lane and existing properties

Green Lane itself and properties along it will be retained and enhanced, with mitigation measures outlined to protect resident's private amenity and respond sensitively to the existing rural character. For detail on designed mitigation measures protecting residents amenity, please refer to SDC on p.108

Landscape Framework

As a rule of thumb, the masterplan retains valuable landscape features on the site wherever possible, using them as a structure around which development will be integrated. Existing landscape features are used as key features and orientation points in proposed public open spaces and streets.

STRATEGIC SPATIAL CONSIDERATIONS

A series of key constraints and subsequent strategic design principles have driven the overall form and structure of the village, creating clear developable areas and areas to avoid.

Site's of Biological Interest (SBI) and Ancient Woodland

Key environmental designations have been identified, with 15m protective buffers proposed around their edges. For details of designed mitigation measures please refer to SDC on p.112-113.

Settlement Buffers (creating a gap)

Key existing features along the sites edges, such as: woodland, topography and the trainline provide obvious edges to future development. Buffers have been established along edges to ensure significant space between Godley Green and existing settlements, preventing the merging of settlements and creating an obvious point of transition (visual and physical) between one place and the next. This feeling will also be enforced by a distinct change in character between existing settlements and Godley Green.

Two Villages

Responding to the strategic masterplan objectives, two villages are proposed, each with its own distinctive character and separated by Brookfold Wood and Godley Brook. The masterplan will deliver a minimum 60m gap between the two proposed villages.

Key technical constraints and considerations that have driven the quantum and form of the overall development area.

Where necessary, specific mitigation measures are proposed and detailed throughout the design code.



Green Lane and Historic Structure



Landscape Framework and Environmental Designations



Existing Properties and Amenity



Preventing Urban Sprawl - Village Buffers

★ (Mandatory) PRIMARY CODE

DAP1

Deliver two distinct villages, including a range of land uses as detailed in Figure 7.3 (p. 70);

DAP2

Deliver strategic development buffers in line with Figure 7.2. The buffer signifies a gap between proposed development and existing development surrounding the site.;

DAP3

Deliver a minimum 60m green buffer between the two proposed villages along the central north-south axis of the site;

DAP4

Deliver 15m green buffers (SDC - p. 108) between development and environmental designations, including SBI and Ancient Woodland. For details on designed mitigation measures please refer to relevant SDC (p. 112);

DAP5

Retain and enhance Green Lane in line with feedback from the residents consultation (Appendix 3); and

DAP6

Deliver green property buffers around private property boundaries in line with SDC on p.108).

OVERALL DEVELOPMENT AREA

The adjacent plan illustrates the location and minimum dimensions of strategic buffers proposed on the site. Together, the buffers provide strategic mitigation measures to ensure the strategic considerations outlined previously are delivered.

1. St Peters Buffer (minimum 45m) consists of:
 - Existing sustrans route along former rail line and associated dense woodland
 - Sloping semi-natural open space proposed along northwestern development edge
2. Backbower Buffer (min. 70m) consists of:
 - Werneth Brook SBI and major level change along western edge of the site
 - Proposed semi-natural open space and SBI buffer zone along western development edge
3. Hattersley Buffer (min. 100m) consists of:
 - Train line and associated woodland buffers
 - Proposed semi-natural open space along northern development edge
4. Brookfold Wood and Godley Brook Buffer (min. 60m) separates proposed villages, consisting of:
 - Brookfold Wood Ancient Woodland and buffer zone
 - Godley Brook SBI and buffer zone
 - Semi-natural open spaces and wildflower meadow along the western development edge

KEY

- Site Boundary
- Proposed Village Area (gross)
- Existing properties and private land (outside of red line)
- Site of Biological Interest (SBI)
- Ancient Woodland
- Ecological Buffer Zone
- Development Buffer (indicative)
- Existing residential neighbourhood



Figure 7.2 - Overall Development Area Plan

7.4 Land Use

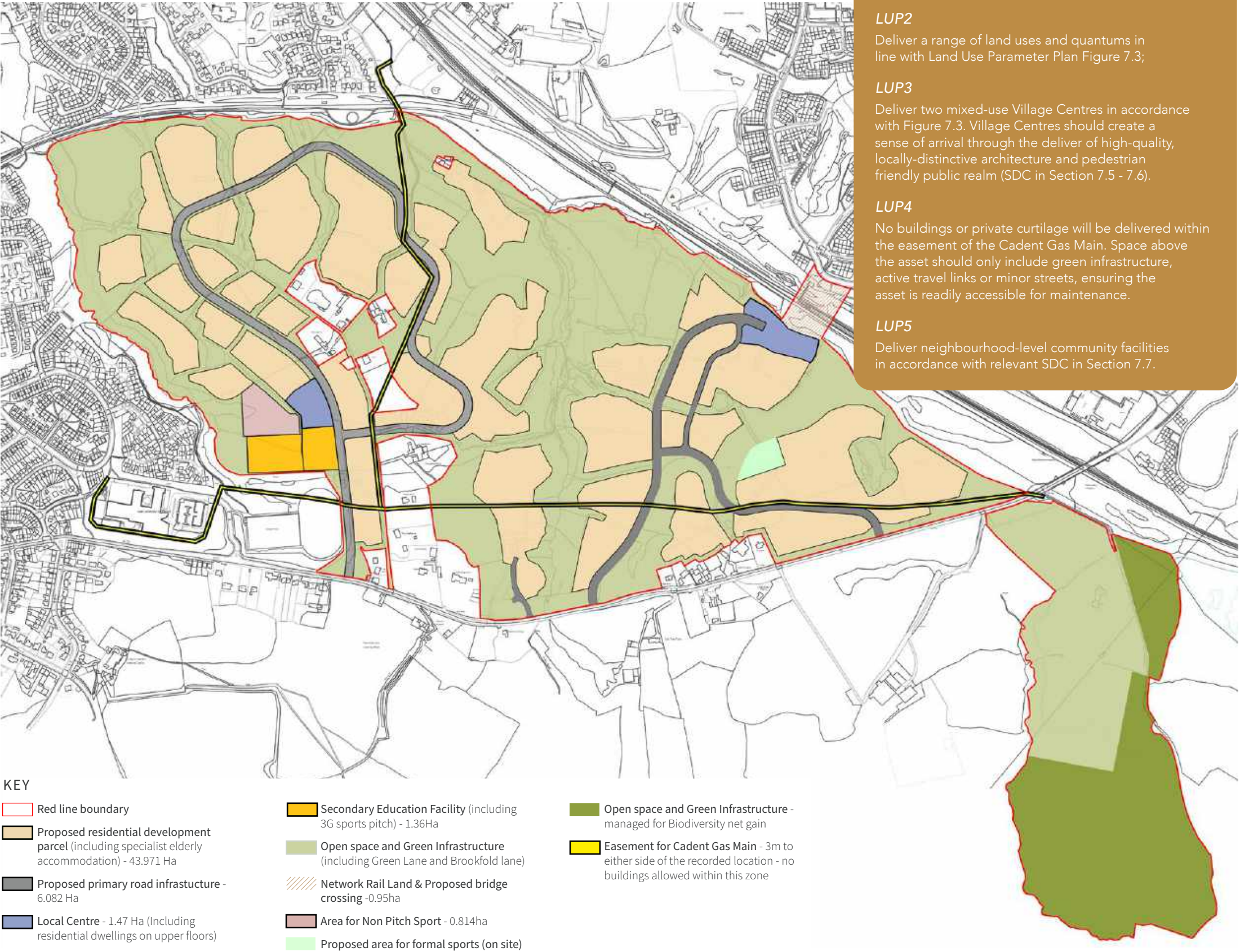
The land use framework describes the disposition of land uses across the masterplan. SDC outlines the quantum of different uses on site, their location in relation to each other and more specific design approaches regarding proposed non-residential areas.

The masterplan proposes a broad mix of uses, with larger residential neighbourhoods supported by mixed-use village centres. In line with various masterplan drivers, the masterplan also proposes significant areas of green open space, forming a symbiotic relationship with proposed residential blocks and providing communal growing hubs to support productive future communities. Further detail on the design of residential blocks and built form is presented in the next set of SDC.

Topics Covered

Land Use SDC provides detail on the following topics:

- » Land Use Quantum and Disposition
- » Village Centres
- » Godley Green Garden Primary School
- » Neighbourhood Community Facilities



★ (Mandatory)
PRIMARY CODE

LUP1
Deliver upto 2150 mixed tenure homes. Housing mix will be defined at Reserved Matters;

LUP2
Deliver a range of land uses and quantum in line with Land Use Parameter Plan Figure 7.3;

LUP3
Deliver two mixed-use Village Centres in accordance with Figure 7.3. Village Centres should create a sense of arrival through the deliver of high-quality, locally-distinctive architecture and pedestrian friendly public realm (SDC in Section 7.5 - 7.6).

LUP4
No buildings or private curtilage will be delivered within the easement of the Cadent Gas Main. Space above the asset should only include green infrastructure, active travel links or minor streets, ensuring the asset is readily accessible for maintenance.

LUP5
Deliver neighbourhood-level community facilities in accordance with relevant SDC in Section 7.7.

Figure 7.3 - Land Use Parameter Plan

7.5 Village Centres Eastern Village



1 Parking and Servicing

A mixed parking approach is proposed in Greenside Village Centre, including:

- » Rear parking along southern edge of mixed use village centre area
- » Some discretely integrated on-street parking and servicing bays located at front of mixed use buildings. Servicing and parking bays should feel like integrated elements of the public realm when not in use, as detailed in Section 7.21.



2 Public Realm

The carriageway must feel part of one space - with no drop kerbs along edges. Subtle changes in surface material will be used to demarcate zones, such as parking, carriageway or cycleway.

Public realm should be multifunctional, providing space for events and spillout areas for businesses to utilise without stemming a smooth flow of movement.



3 Cycle Hub

A regional Cycle Hub will deliver a new active gateway to the Peak District.

The facility is proposed adjacent to strategic cycle links, directly linking the hub with the Peak District (only 5-10 minutes cycle).

The Hub should include a range of facilities, including a cafe/ restaurant space, a community meeting venue and cycle workshop space addressing the public realm.



4 Hattersley Bridge Link

A pedestrian, cyclist and equine bridge will be delivered linking Godley Green with Hattersley Station and Hattersley.



Figure 7.4 - Eastern Village Centre (indicative artist's impression)

★ (Mandatory) PRIMARY CODE

LUP6

Deliver upto 2150 mixed tenure homes. Housing mix will be defined at Reserved Matters;

LUP7

Deliver a range of land uses and quantum in line with Land Use Parameter Plan Figure 7.3;

LUP8

Deliver two mixed-use Village Centres in accordance with Figure 7.3. Village Centres should create a sense of arrival through the deliver of high-quality, locally-distinctive architecture and pedestrian friendly public realm (SDC on p. 73-74);

LUP9

Deliver a secondary education facilities in accordance with relevant SDC (p. 75); and

LUP10

Deliver neighbourhood-level community facilities in accordance with relevant SDC (p.75).

7.6 Village Centres Western Village

The village centres are located on the main village streets, accessible via a range of strategic connections. They will create focal points within the development, comprising a mix of uses as detailed in Figure 7.3 (p.72).

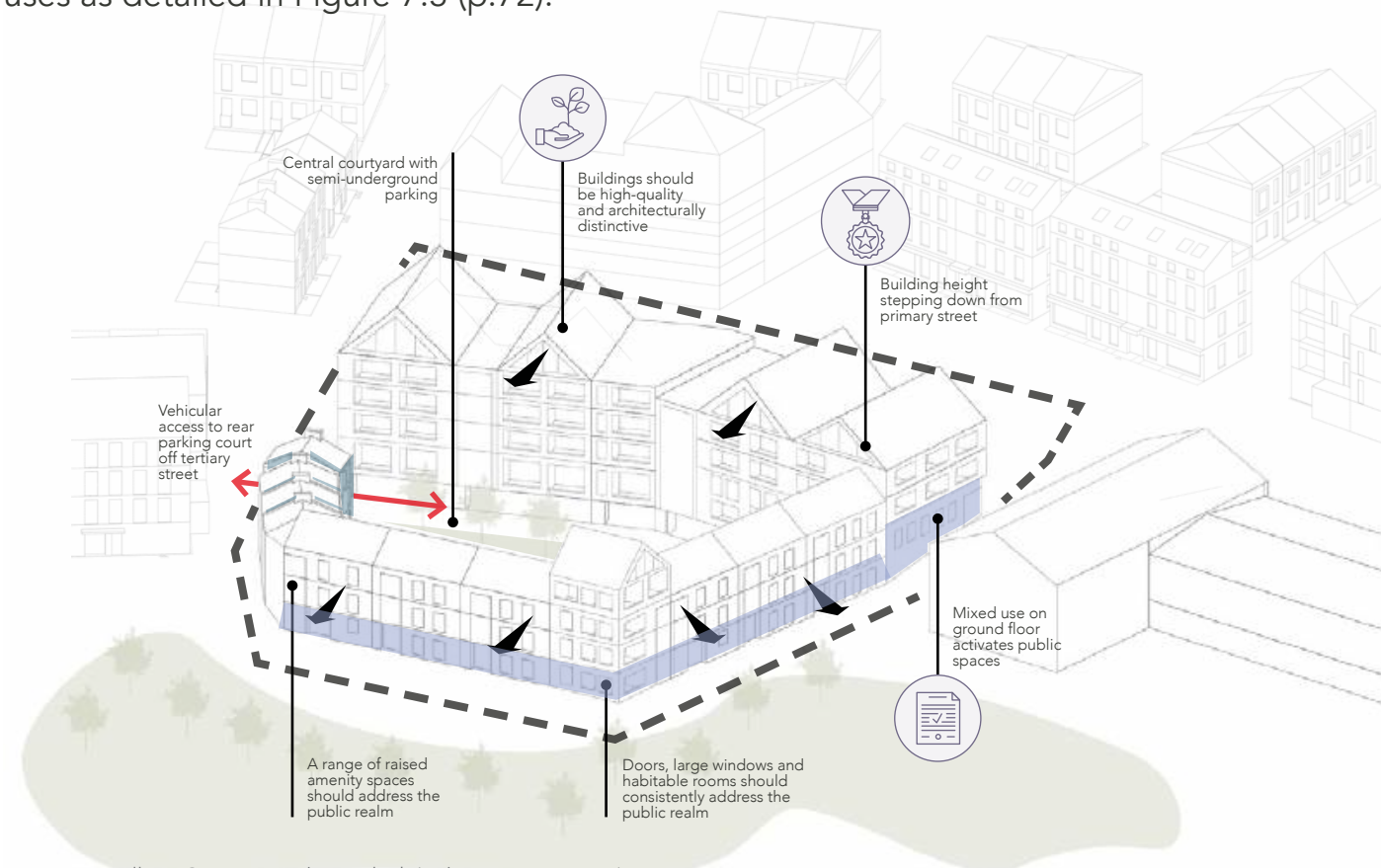


Figure 7.5 - Village Centre Mixed-Use Block (Indicative Impression)



PEDESTRIAN PRIORITY SPACES

The public realm setting should be of a high-quality, creating safe and green environments that prioritise the experience of pedestrians over vehicles.

- » A subtle change in surface material and a small level change stepping up from the carriageway should be delivered at the Village Centre, making the carriageway feel like part of one public space. Pedestrian desire lines at crossing points should be demarcated using a subtle change in surface material and drop kerbs should be avoided.
- » Large areas of seating and planting should be sensitively integrated within the public realm, including SuDS features.
- » Space should be provided to allow appropriate businesses to spill out into the public realm without stifling pedestrian movement.



BUILT FORM

Buildings will be of a taller scale than elsewhere in the masterplan, and should be architecturally distinctive in order to create a sense of arrival and a focal point within the village.

- » There is potential to reference locally distinctive buildings, as identified in the local townscape study.
- » Create a sense of arrival to the Village Centre through a series of measures, including a sensitive increase in scale and high-quality, architecturally distinctive buildings that offer a contemporary take on existing local vernacular



Active Frontage

- » Buildings addressing the public realm should deliver active frontages, including large windows and entrances.
- » A mixture of non-residential uses should be delivered at ground floor level in appropriate locations.
- » Balconies and raised terraces should address the public realm to maximise overlooking from above.



Landscape

- » Create opportunities for seating and dwell within the public realm.
- » The Village Centre should feel green, including extensive tree and shrub planting and integrating SuDS features.
- » Establish pedestrian priority.



Parking

- » Combined residential and visitor parking and access to rear of mixed-use apartment buildings. Access should be located off lowest street within the hierarchy.
- » Some on-street parallel parking sensitively integrated into the street scene. A subtle change in material should demarcate parking bays (avoiding white painted lines).



Figure 7.6 - Western Village Pedestrian Priority Square (indicative impression)

7.7 Godley Green Garden School

Godley Green Garden School, comprising of secondary education facilities, will form part of the Western Village Centre, helping to establish a key node within the wider masterplan.

The school will be highly accessible, located at the interface of several proposed walking and cycling routes as well as strategic road links. The design of the school building should be ambitious, utilising sustainable design features and referencing distinctive local architecture in a contemporary manner.

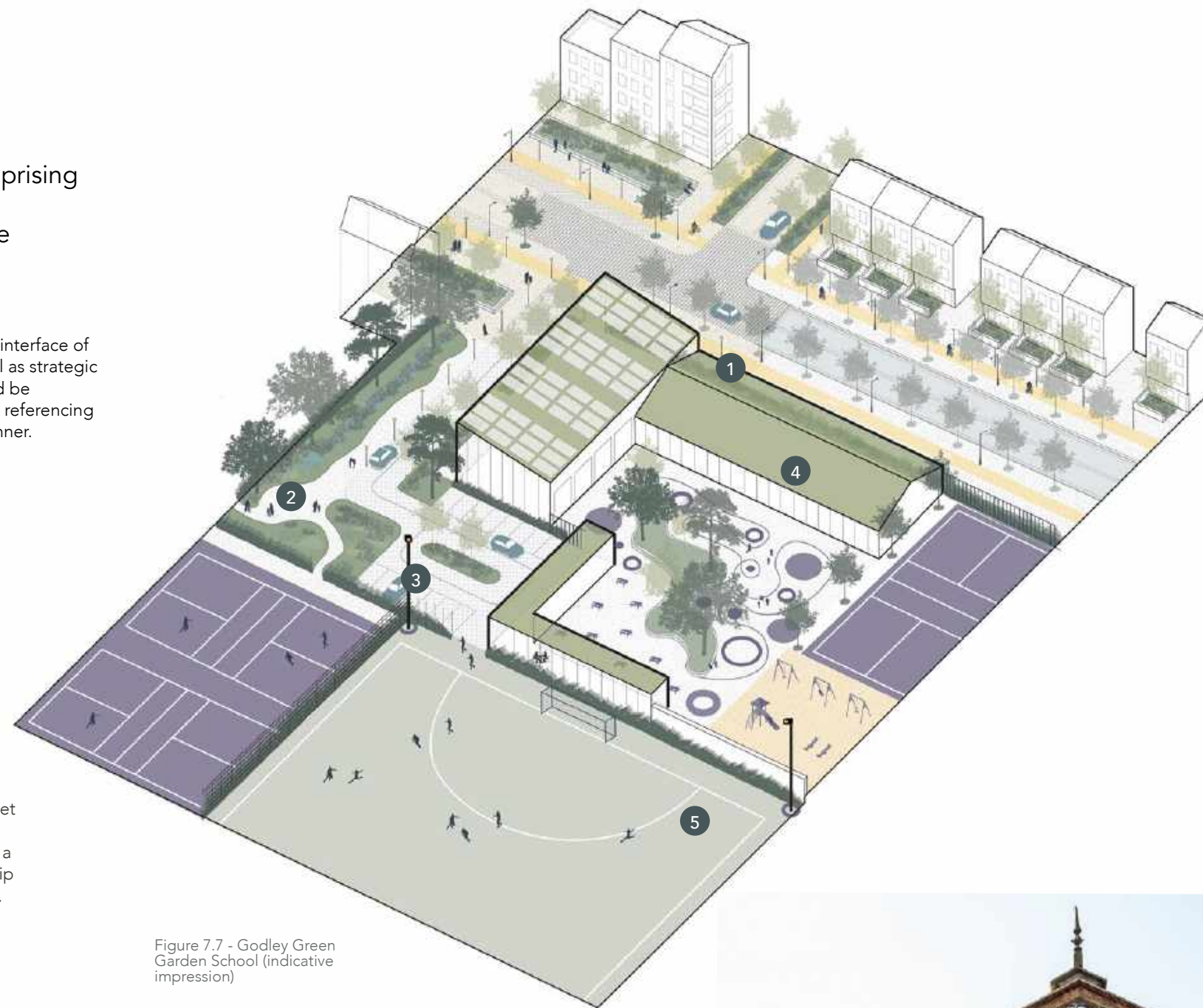


Figure 7.7 - Godley Green Garden School (indicative impression)



1 Key active frontage

Large windows and active rooms should address the street. The building must activate the street and create a positive relationship with the natural environment around it.



2

Public realm setting

The school should be set in a high-quality public realm setting and form a strong visual relationship with the Village Centre.



NEIGHBOURHOOD COMMUNITY HUBS

- » Utilise retained buildings of character on the site to create neighbourhood community hubs outside of the Village Centre setting.
- » Hubs could include facilities such as communal greenhouse facilities and semi-permanent structures offering semi-indoor gathering spaces.
- » Hubs will be located adjacent to prominent green space destinations, such as allotments or play facilities, and be accessible to residents in the individual neighbourhood (within five minutes walk of all housing?).



Re-used shipping containers could be used to provide community gathering facilities within key green spaces



Communal greenhouse buildings in allotments and amenity spaces create shared facilities and encourage stewardship and group ownership



3

Access and Movement

The main pedestrian access to the school should address a new square and public realm adjacent to the primary street.

Car parking facilities will be located to the rear of the school complex, with drop off facilities integrated along the primary street adjacent to the school.



4

Building form

- » Maximise opportunity for solar gain in the orientation of roofscape.
- » Naturalistic materials and large windows should address public realm and primary street.
- » Building entrance and key facade addressing Village Centre frontage should create strong sense of arrival.



5

Communal sports facilities

- » Will be located to the rear of the school complex, including a full size contained 4G pitch and a range of non-pitch sport facilities.
- » Facilities, including on site changing facilities, will be accessible outside of core school hours to maximise community use. A management strategy will be required at Reserved Matters.



Historic agricultural buildings should be retained and repurposed as new community facilities to serve a wide range of functions

7.8 Built Form

The proposed built form at Godley Green seeks to capture the best of local town and country, bringing together distinctive local vernacular with exemplar sustainable architecture.

Strategic Design Code demands the best of future design, creating guidelines that support a compact development form that responds sensitively and harmoniously to the natural landscape, addressing key components identified in the analysis of the Garden Village Influences.

The built form at Godley Green Garden Village will be fairly dense in its nature, with development parcels tucked into the existing landscape, permeated by woodland, open space and valley features. Much like its local context, rows of terraced houses step down or run along contour lines in compact, stepping development blocks.

A Note on Density

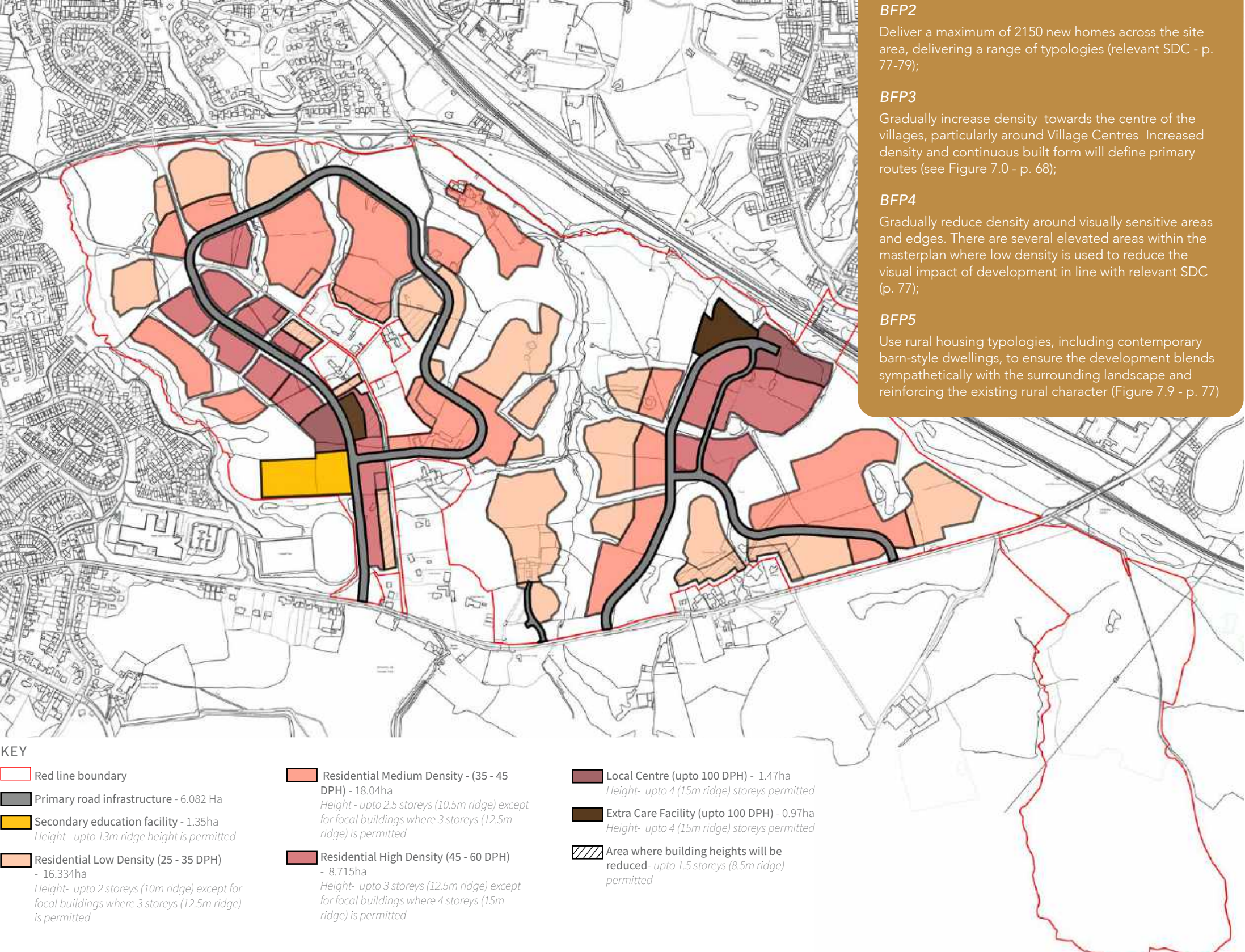
Developing at higher residential densities allows for a compact development, locating more people within walking distance of the amenities that will serve their daily lives and local train stations. Further, denser development blocks allows the retention and enhancement of valuable landscape features.

- » Density will gradually increase towards the centre of the villages, particularly around the village centres. Increased density and continuous built form will define primary routes.
- » Densities will gradually reduce around visually sensitive areas and edges. There are several elevated areas within the masterplan where low density is used to reduce the visual impact of development.
- » The use of rural housing typologies, including contemporary barn-style dwellings, ensures development blends sympathetically with the surrounding landscape.

Topics Covered

Topics covered by Built Form SDC include:

- » Density and Block Design
- » Building Heights and Transitions
- » Responding to Topography
- » Architecture and Materiality



★ (Mandatory)
PRIMARY CODE

The masterplan will:

- BFP1**
Deliver residential density brackets in line with Figure 7.8 and relevant SDC (p. 77-79);
- BFP2**
Deliver a maximum of 2150 new homes across the site area, delivering a range of typologies (relevant SDC - p. 77-79);
- BFP3**
Gradually increase density towards the centre of the villages, particularly around Village Centres. Increased density and continuous built form will define primary routes (see Figure 7.0 - p. 68);
- BFP4**
Gradually reduce density around visually sensitive areas and edges. There are several elevated areas within the masterplan where low density is used to reduce the visual impact of development in line with relevant SDC (p. 77);
- BFP5**
Use rural housing typologies, including contemporary barn-style dwellings, to ensure the development blends sympathetically with the surrounding landscape and reinforcing the existing rural character (Figure 7.9 - p. 77)

Figure 7.8 - Density and Building Heights Parameter Plan

LOW DENSITY

25 - 35 Dwellings Per hectare (DPH)



Appropriate low density precedent

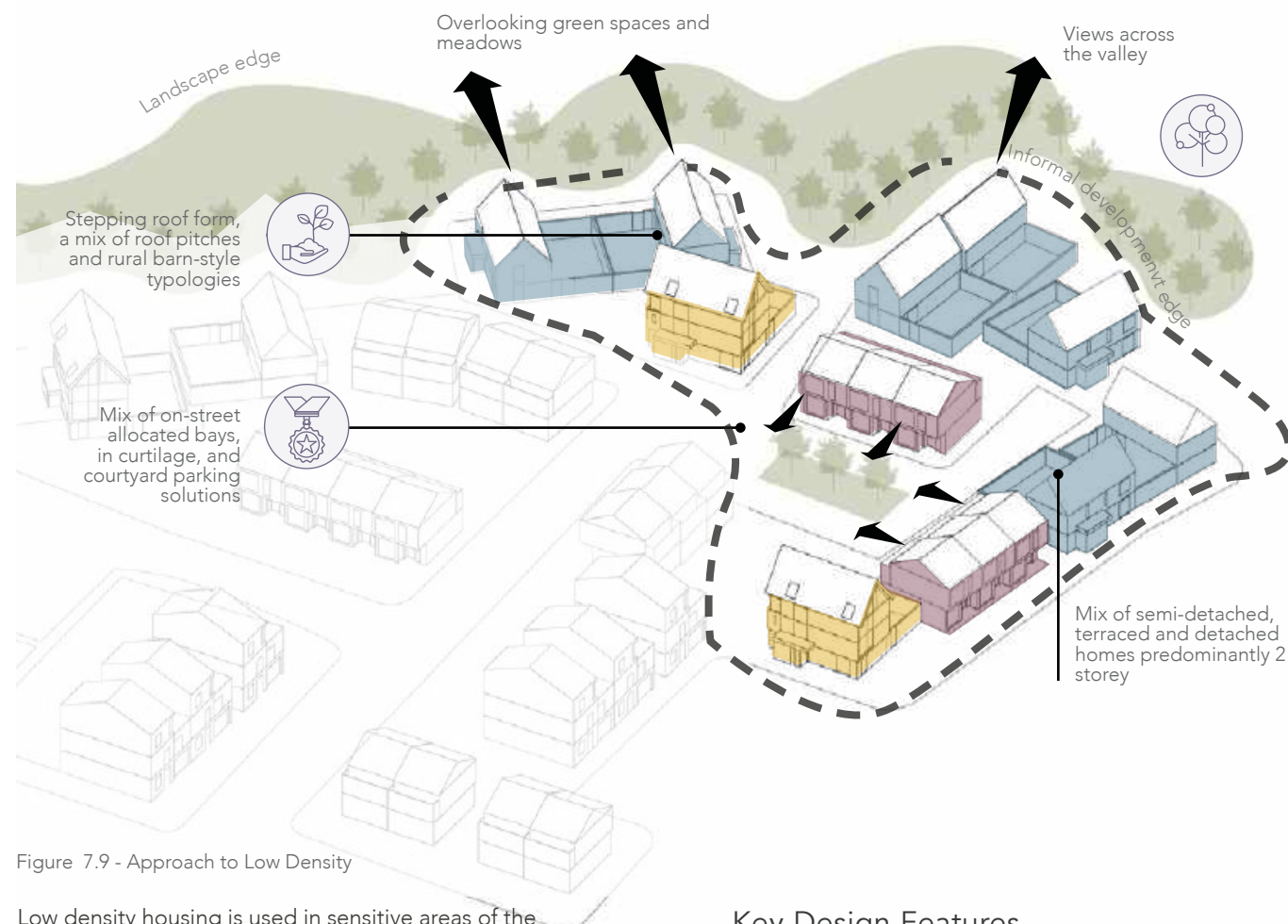


Figure 7.9 - Approach to Low Density

Low density housing is used in sensitive areas of the masterplan, along green edges and areas where retention of rural character is important. The built form of the lower density housing is proposed in a specific manner, with long mews/ barn-style housing and contemporary cottage rows lining narrow mews streets or based around courtyards. Pitched roofs of various styles are an important aspect in achieving the rural character, stepping up at corners to permeate the skyline.

- » Where? - along landscape/ village edges and in visually sensitive areas of the site. Adjacent to existing farmsteads.
- » What? - Informal layout, with low-rise barn-style houses and modern cottages addressing minor streets and courtyards
- » Form? - horizontal patterns with landscape indents along outer perimeter to create staggered edge. Roof pitches permeate skyline on corners and along landscape edges.

Key Design Features

- » Housing mix - terraced, mews, detached barns
- » Height - up to 2 storeys (3 storey marker buildings)
- » Privacy - min. 12m (habitable room to blank elevation)
- » Threshold - 0m (addressing courtyard) / max 3m to street
- » Block depth - 25m - 60m
- » Amenity - rear gardens / communal courtyards / raised amenity spaces and above integral garages
- » Parking - on-street allocated bays / courtyard / in curtilage
- » Entrance - building entrances address street - extruding porches. Vehicular access to rear of cottages.
- » Habitable rooms - main habitable rooms front street on ground floor/ some raised living spaces in mews houses

MEDIUM DENSITY

35 - 45 Dwellings Per hectare (DPH)



Appropriate medium density precedent

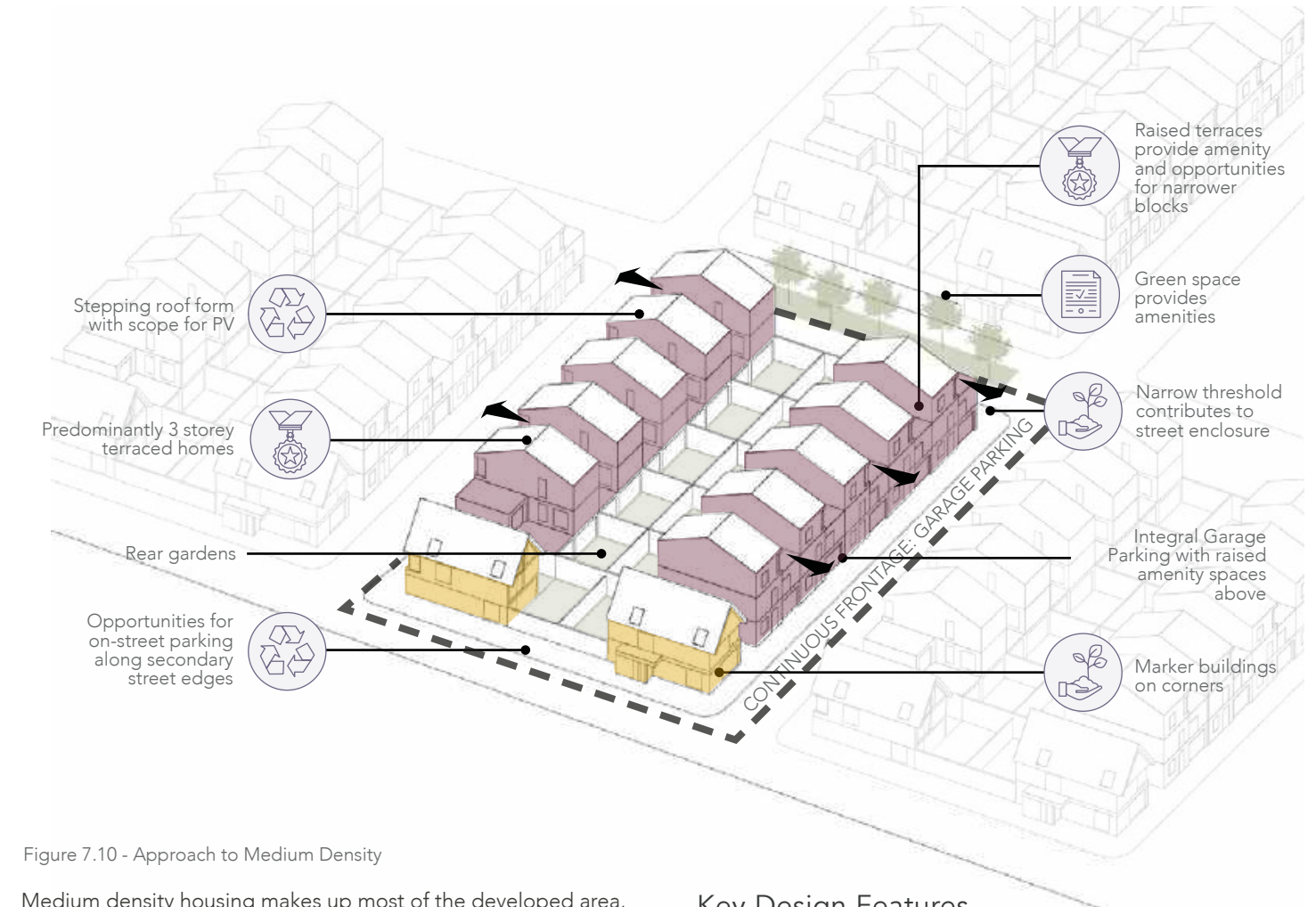


Figure 7.10 - Approach to Medium Density

Medium density housing makes up most of the developed area, responding to local vernacular. Long rows of terraced housing run along or step down sloping streets to create a more urban character. Blocks are generally tighter, with raised amenity spaces and well placed habitable rooms.

- » Where? - lining secondary and tertiary streets, often at the heart of a neighbourhood signifying a transition from denser centres to rural edges.
- » What? - rows of 2 to 3 terraced houses running along ridges, stepping up to 4 storey apartments on key corners or focal spaces.
- » Form? - Long narrow blocks run along or against topography. Stepping roof forms where terraces run against slope, linking to local roof precedent. Prominent gables terminate blocks (link to local gable form).

Key Design Features

- » Housing mix - terraced, mews, semi-detached, attached detached, small number corner apartments
- » Height - up to 2.5 storeys (3 storey marker buildings)
- » Privacy - min. 12m (habitable room to blank elevation)
- » Threshold - 2-4m
- » Block depth - 35m - 50m
- » Amenity - rear gardens / communal courtyards / raised terraces to rear
- » Parking - in-curtilage / integral / parking courts (rear)
- » Entrance - building entrances address street
- » Habitable rooms - where and on what level?

MEDIUM DENSITY
35-45 Dwellings Per hectare (DPH)

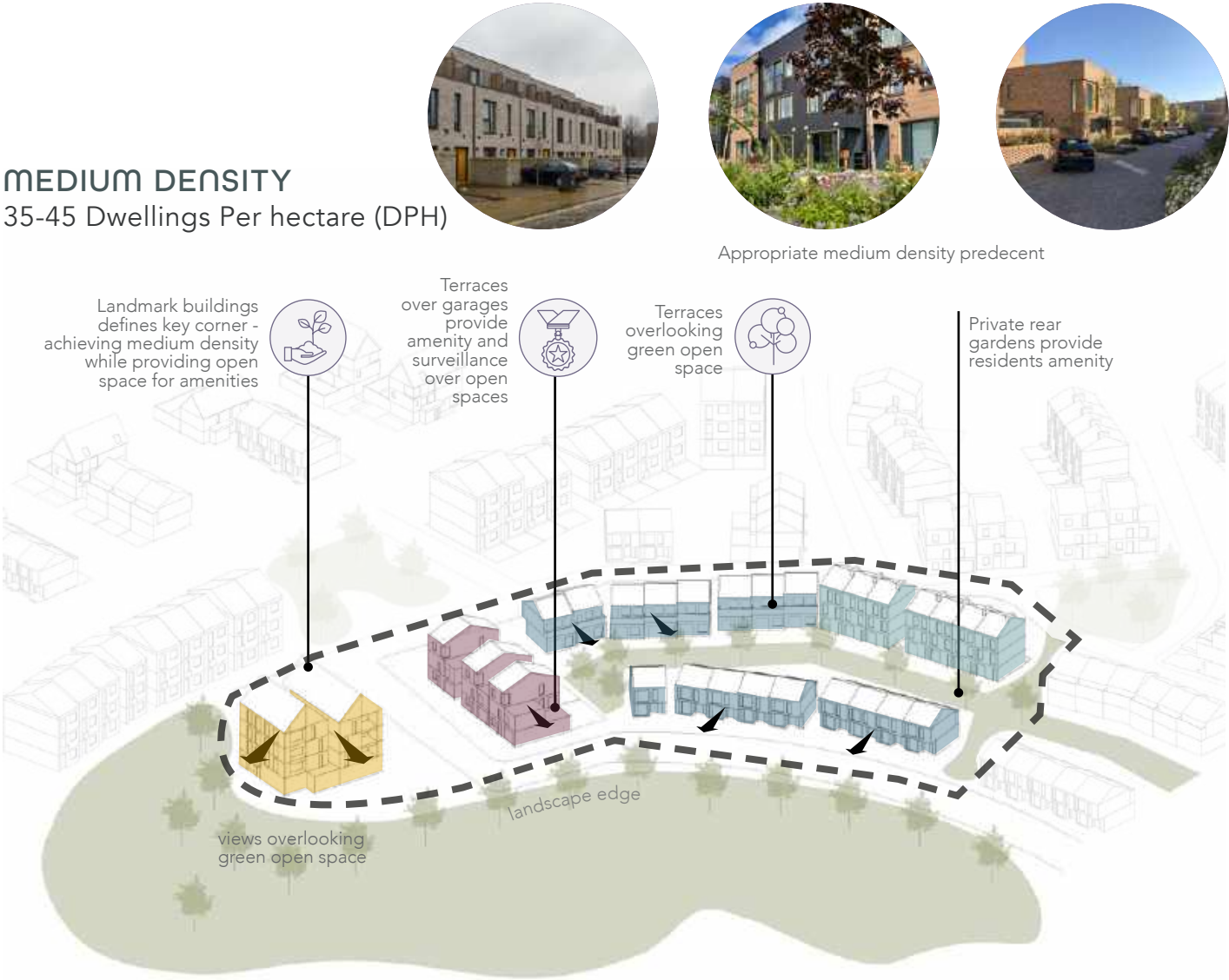


Figure 7.11 - Approach to Medium Density

Medium density housing is also proposed in a more informal manner across the site, with shorter rows of terraced and semi-detached houses addressing curvilinear streets. Sensitively located apartment buildings allow for lower densities to be delivered elsewhere in the residential parcel, with building heights dropping towards landscape edges.

- » Where? - throughout the masterplan, at the centre of residential parcels away from the primary streets.
- » What? - shorter rows of terraces along a range of street types. Low-rise, contemporary rural cottages along sensitive edges.
- » Form? - a range of housing typologies arranged around a regular perimeter block. Rear private gardens are delivered.

Key Design Features

- » Housing mix - terraced, townhouse, cottage terrace, apartments, semi-detached
- » Height - up to 3 storeys (4 storey marker buildings)
- » Privacy - min. 21m
- » Threshold - 2-6m (6m for front parking)
- » Block depth - 40m - 55m
- » Amenity - rear gardens / raised terraces / balconies (apartments)
- » Parking - integral garages / on-street bays/ in-curtilage (semi-detached) / undercroft apartments
- » Entrance - pedestrian and vehicular access from the street
- » Habitable rooms - address key green spaces and southern elevations

HIGH DENSITY
45-60 Dwellings Per hectare (DPH)

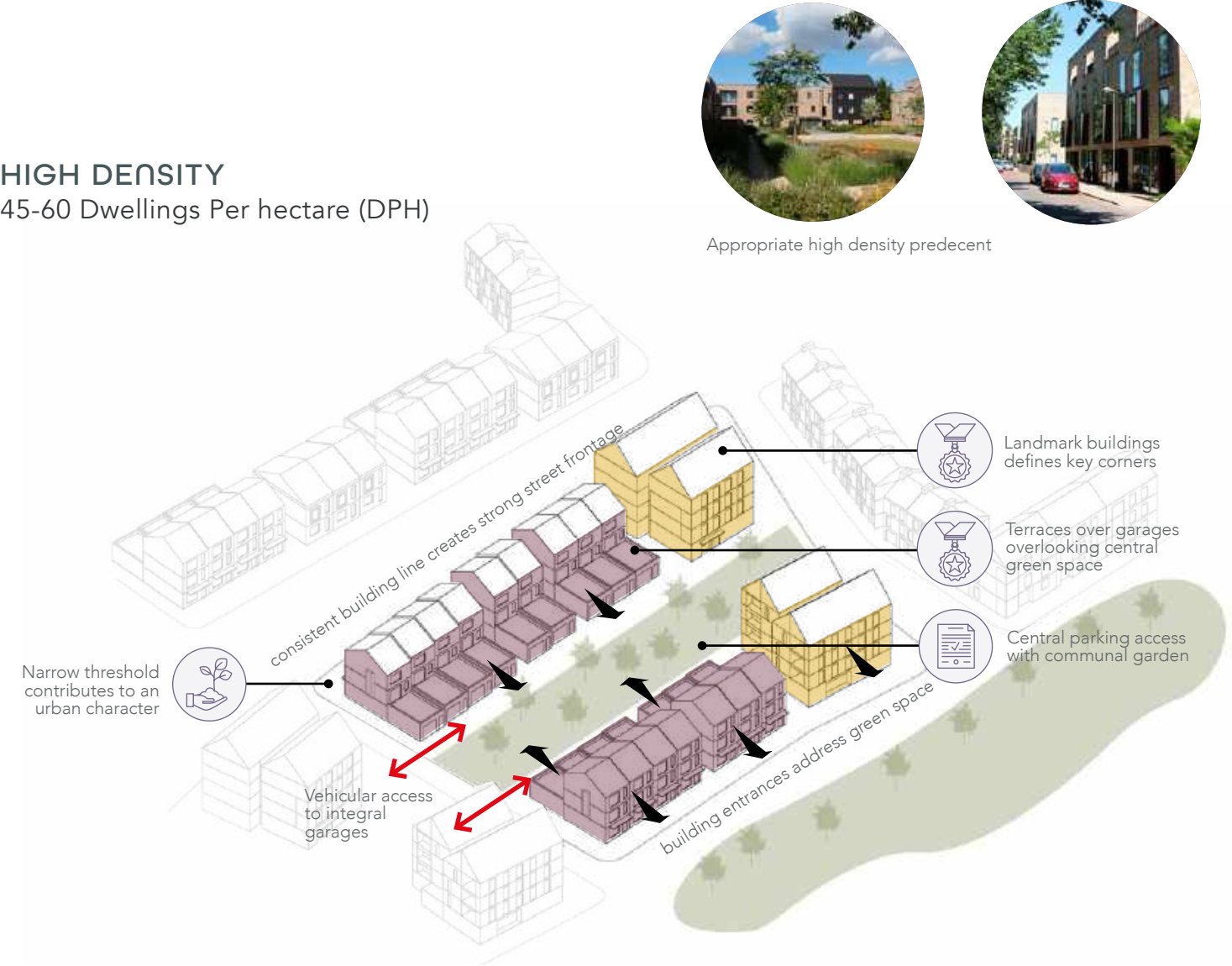


Figure 7.12 - Approach to High Density

High density is achieved across the site by combining terraces, townhouses and small footprint apartment buildings in a compact block form. Integral garage and undercroft parking is useful in higher density blocks to help minimise the impact of parked cars in courtyards and streets, however should be delivered as part of a considered parking approach which avoids long rows of inactive frontage at ground floor level. Communal gardens and residential courtyards should provide meaningful amenity spaces to the rear of blocks, undisturbed by parked cars.

- » Where? - In higher density areas surrounding village centres and along primary streets
- » What? - Formal grid layout of 3 storey townhouses, apartment buildings on key corners and communal gardens at the centre of the block
- » Form? - Formal, geometric grids of streets with houses stepping with the topography (see local vernacular study for reference)

Key Design Features

- » Housing mix - terraced, back to back terrace, townhouse, apartments
- » up to 3 storeys (4 storey marker buildings)
- » Privacy - smaller footprint can be used back to back
- » Threshold - 2-4m
- » Block depth (building only) - 22m (using back to back)
- » Amenity - raised amenity spaces/ communal courtyard / small garden spaces at front
- » Parking - courtyard parking/ integral garages / visitor on-street
- » Entrance - pedestrian access from courtyard or street
- » Habitable rooms - living spaces on upper storeys where integral parking delivered.

VERY HIGH DENSITY

80+ Dwellings Per hectare (DPH)

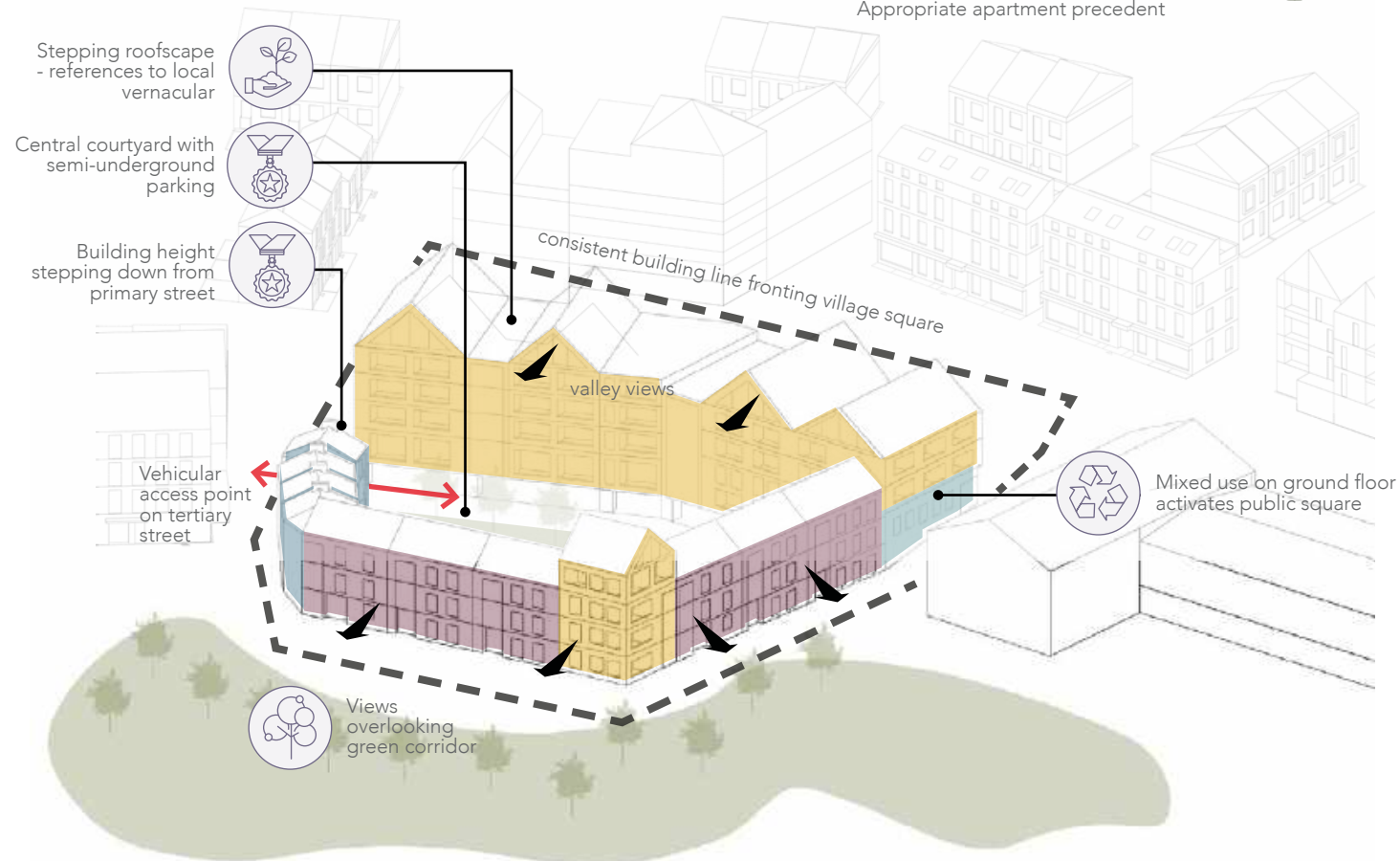


Figure 7.13 - Approach to Very High Density

Mixed-use blocks are proposed in the village centres, providing a range of amenities at ground floor level. Consisting of apartments, maisonettes and town houses, blocks will step up from 3 to 4 storeys towards the primary street. An increase in scale establishes nodal points - using a range of roof pitch forms, depths and reveals in façades and mixed rural materiality to break up the scale and massing of the blocks and capture a rural character. Architecture must be high quality and reference locally distinctive buildings identified in the townscape study.

- » Where? - within the village centres along primary streets
- » What? - mixed-use blocks with active frontages along high streets. 4 storey apartments stepping up to key corners, dropping to 3 storeys to the rear of the block
- » Form? - the visual mass of apartment blocks should be broken wherever possible, using roof pitches, balconies and terraces to create visual interest in the facade and roof form.

Key Design Features

- » Housing mix - apartment, maisonette, terraced
- » Height - up to 4 storeys
- » Privacy - min. 21m
- » Threshold - 0-2m
- » Block depth (building only) - 50-60m
- » Amenity - raised amenity spaces / balconies
- » Parking - courtyard parking
- » Entrance - pedestrian access from street
- » Habitable rooms - address street, some raised where integral parking proposed to rear of block

SENIOR LIVING

150 Dwellings Per hectare (DPH)

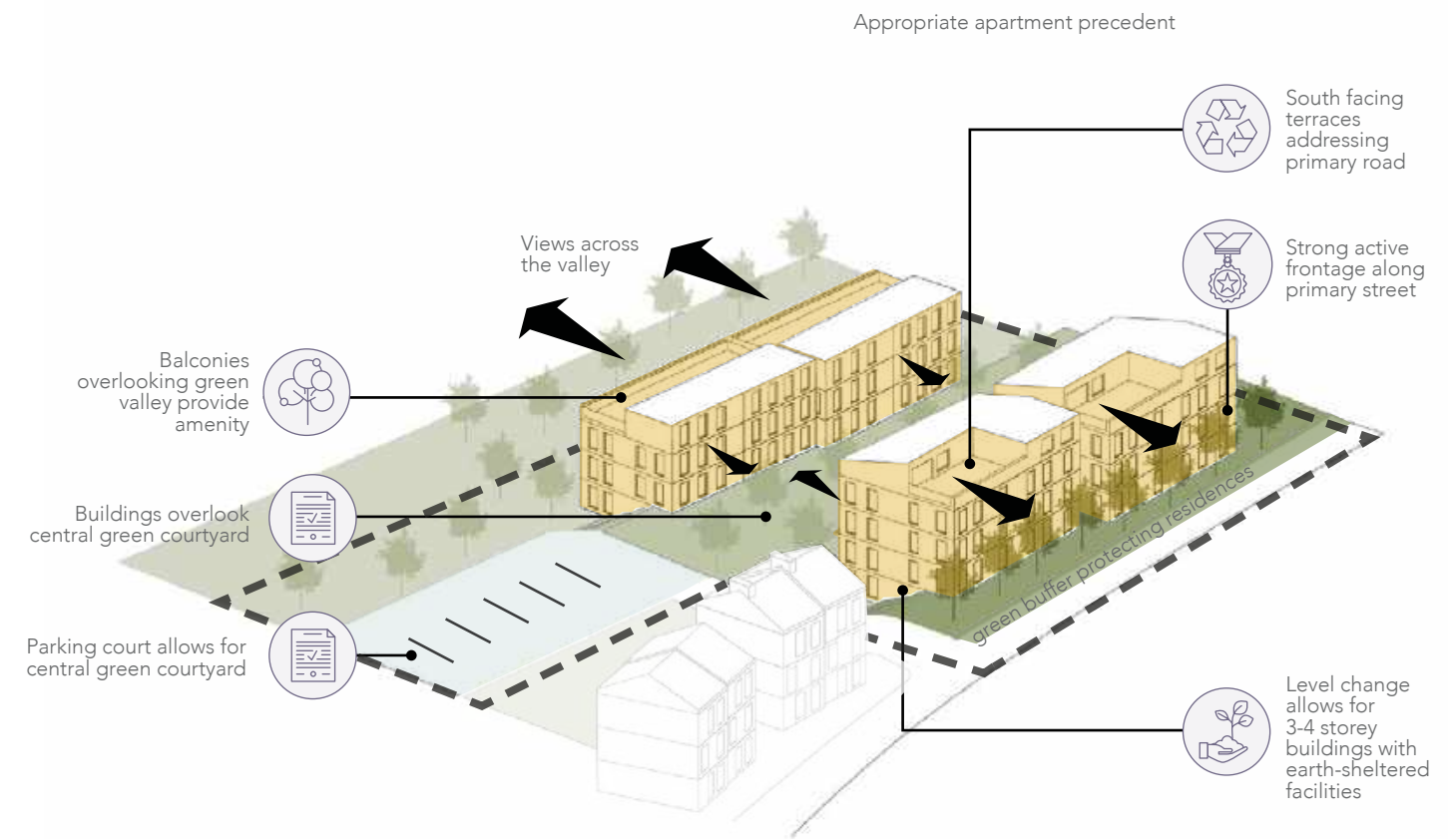


Figure 7.14 - Approach to Senior Living

An extra-care facility is proposed in the eastern village, set into a hill side and green landscape. The apartments are located in close proximity to the village centre and associated amenities. In terms of form, 3 and 4 storey buildings are surrounded by landscape, with a linear green courtyard space at the centre of the block providing shared amenity. Higher density is achieved through low-rise apartment buildings, sensitively embedded into the hillside with surrounding tree planting minimising visual impact.

- » Where? - adjacent to eastern village centre
- » What? - low-rise apartment blocks set in hillside and extensive planting
- » Form? - linear blocks formed around a central green space

Key Design Features

- » Housing mix - apartment
- » Height - up to 4 storeys
- » Privacy - min. 21m
- » Threshold - 2-3m
- » Block depth (building front to front) - 40-50m
- » Amenity - communal green space and balconies
- » Parking - on-street (visitor) and parking court
- » Entrance - individual apartment access from central courtyard/ main access from street
- » Habitable rooms - address both street and central courtyard space

7.9 Building Heights and Transitions

A range of building heights are proposed within the masterplan, reaching a maximum building height parameter of four storeys (in Village Centres and at key nodal points within the masterplan). The general disposition of building heights across the site is detailed in Figure 7.8 (p.76), with examples of appropriate approaches to scale and massing illustrated in SDC on p.77-79.

In order to achieve a high average residential density across the masterplan, apartment buildings are sensitively embedded into residential parcels, addressing key junctions and spaces to create both primacy and enclosure.

Broadly, building heights will step up to 4 storeys in Village Centres and at key nodal points within individual neighbourhoods. This should gradually step down to between 1.5 and 2 storeys through the neighbourhoods moving towards sensitive green edges.



Appropriate Transitions in Scale (Fig. 7.15)

- » Sudden changes in scale and massing within a block should be avoided. Perimeter blocks should present a consistent building line, minimising unnecessary breakages.
- » Blocks should present a gradual increase in scale and density along the street, stepping up from less dense areas to more prominent primary and secondary connections or key focal spaces within a neighbourhood.



Appropriate low-rise housing on sensitive edges (Fig. 7.16)

- » Blocks should step down to a maximum height of 8m along sensitive interfaces with existing properties on site, as detailed in Figure 7.8 (p.76);
- » The design of low-rise rural housing along sensitive edges should conform with SDC on p.110-111.



Roofscape play to break up scale and massing (Fig. 7.16)

- » Where buildings of scale are proposed (3 storeys or above), regular breakages and stepping roof forms should be delivered to create visual interest, depth and reveals in the elevation.
- » Roofscape should never deliver a flat, horizontal image when viewed from anywhere, from street level to strategic viewpoints located outside of the site.

Figure 7.15 - Cross Section A-AA
Appropriate Transitions in Scale



Figure 7.16 - Cross Section B-BB
Variation in scale through residential neighbourhoods



(Mandatory)
PRIMARY CODE

- BFP6**
Deliver a range of building heights in accordance with Figure 7.8 (p. 76) and relevant SDC (p. 77-79);
- BFP7**
Deliver appropriate variations in scale throughout the development, avoiding sudden changes in scale within streets and spaces (Figure 7.15 and 7.16); and
- BFP8**
Deliver marker buildings at key points within residential neighbourhoods in accordance with Figure 7.2 (p. 69)



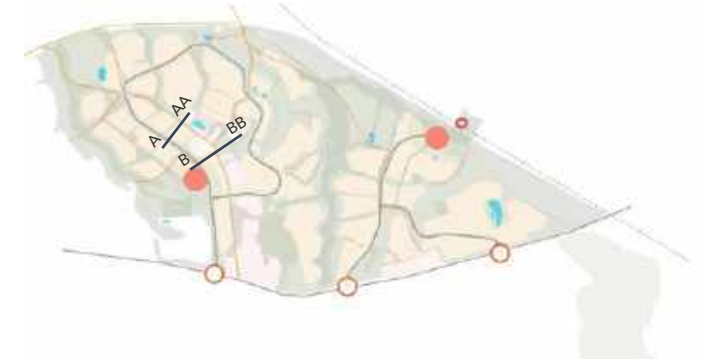
- 1
3 Storey
townhouse
addresses
Primary Street



- 2
2 Storey
Rural dwelling
addresses
Tertiary Street
and courtyard



- 3
1.5 Storey
Low-rise, contemporary
rural homes address
Green Lane



- 5
Building heights should step down away from primary streets and key spaces within the masterplan. Stepping should be delivered gradually, using subtle changes in roof form and rooftop amenity spaces to achieve the change.



- 6
1.5 Storey
Low-rise, contemporary
rural homes address
existing properties



7.10 Responding to Topography

The topography at Godley Green presents a complex set of level changes. As outlined earlier in the document, the townscape of rural Tameside and The High Peak has historically responded to these topographical challenges a number of innovative ways, leading to a unique and distinctive rural vernacular.

The following design code outlines how proposals will respond to the topography of the site, presenting a set of design approaches that respects the local townscape context but seeks to tackle the issues identified in the townscape appraisals.



STEPPING WITH OR AGAINST THE SLOPE?

Development addresses sloping areas of the site in a number of ways, helping to create a complex and varied roofscape image across the villages.

- Stepping down the hill - sloping and stepping roof forms step down sloping streets.
- Running along the ridge line - homes and buildings run along ridge lines and terrace down hillsides leading to rooftop views and two level streets.

Two-level buildings

Two-level buildings are proposed in areas where the level change within the parcel is around the same height as a building storey. Instead of creating sloping areas within the public realm or remodelling ground, the building itself picks up the level change.



LAYERING WITH TOPOGRAPHY

Local villages present visually interesting images as they tuck into hillsides and step with topography, embedded into woodland and other green landscape features. Using a range of techniques, as detailed below, proposals at Godley Green seek to establish a similarly symbiotic relationship between proposed townscape and the landscape it will sit in.

- Varied and stepping roofscape forms
- Working with new and existing tree canopies
- Stepping both with and against slopes to allow buildings to appear as layers in the landscape
- Using visually interesting gable ends and roof forms on key elevated corners, creating minor landmarks and points of navigation that permeate the canopy and skyline.

★ (Mandatory) PRIMARY CODE

BFP9

Deliver a combination of the approaches, in line with relevant SDC (p. 80-81), to create a layered townscape image (Figure 7.17):

BFP10

The location of each approach will be fixed at Reserved Matters;

BFP11

The masterplan must not deliver a flat or horizontal skyline image, nor should it be overbearing in its landscape context;

BFP12

Ensure development sensitively embeds into the landscape, delivering principles identified in the Landscape and Visual Impact Assessment; and

BFP13

Avoid the use of large retaining structures and flattened development platforms within the built form, especially along sensitive landscape edges, instead working with the existing topography wherever possible.



Rows of terraced homes and varied roofscape step down sloping streets



Two-level dwellings adapt to the change of level



Landmark marker buildings "on the hill"



A layered landscape where existing tree canopies and stepping roofscapes adapt to the characteristic topography of the place



Figure 7.17 - A locally distinctive, layered townscape (indicative impression)

★ (Mandatory)
PRIMARY CODE

BFP14

Maximise opportunities to respond to locally distinctive townscape in relation to topography, as identified in the rural character appraisal (p. 44);

BFP15

Create a contemporary and complimentary response to the natural landscape;

BFP16

Ensure new development does not create a horizontal skyline image when viewed from both within the site and from strategic external viewpoints in the LVIA (p. 32)



STEPPING TERRACED STREETS

1

Stepping terraced streets

- » Development should create rows of terraced homes along gently sloping streets, using topography to create visual interest in the streetscene. Stepping terraced streets must meet local plan accessibility standards.
- » Stepping terraced streets should present a continuous building frontage, minimising breakages in the building line to maximise rhythm and continuity in the street scene.

2

Roofscape play and sloping

- » Roofscape along stepping terraced streets should step with the slope, creating visual interest in the skyline. Development should maximise opportunities to create breakages in the roofscape, creating raised amenity spaces for views across the new layers of townscape and landscape.
- » Development should reference distinctive local roof form wherever possible (see p.44-47).

3

Landmarks "on the hill"

- » Where key junctions and corners are located at elevated positions, landmark buildings should be established to act as markers within the villages.
- » Distinctive gable and roof form should be delivered as well as visually interesting architectural features in hilltop landmarks.
- » Proposals should consider views identified in the LVIA as well as the position of the building within the wider skyline.

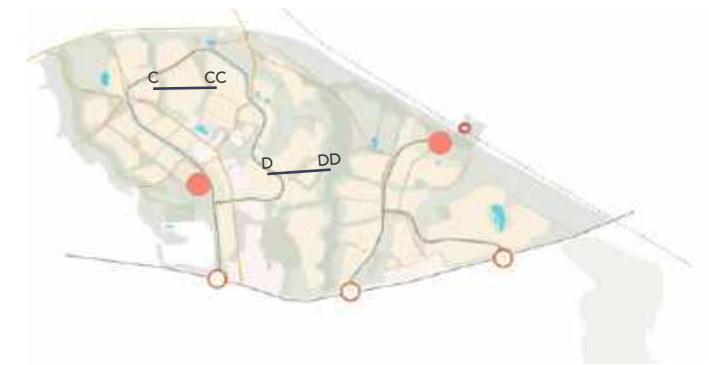


Figure 7.18 - C-CC - Cross Section detailing stepping



CONTOURING

4

Two-level housing

- » Occasionally, level changes could be picked up in two-level houses. A retaining structure will be delivered within the building footprint, avoiding use of retaining walls to the external of buildings.
- » This approach will likely be required only where slopes are close to or greater than a standard storey height.

5

Developing along contours

- » In steeper sloping areas, rows of houses should be delivered along prominent valley edges, as witnessed in the local rural context.
- » This approach creates two-level blocks, where level changes should be subtly addressed to the rear of the property, or within the public realm using green infrastructure.

6

Orientation and roofscape (sustainability)

- » Wherever possible, blocks and roofscapes should be orientated to maximise passive solar gain.
- » Development should maximise opportunities to deliver green roofs and solar panels on south facing rooftops.
- » Development should create rooftop amenity spaces on south facing aspects and elevations, maximising opportunities for solar gain and rooftop views across the landscape.



Figure 7.19 - D-DD - Cross Section detailing contouring approach

7.11 Architecture and Materiality (West)

The western village takes architectural cues from the west, referencing distinctive local vernacular identified in towns like Hyde and rural settlements such as Godley and Gee Cross.

1
Overarching Form and Typology
Rows of contemporary rural terraces, townhouses and cottages along ridgelines and up gentle slopes, creating strong edges to open spaces as identified in local areas to the west of the site (see Godley edge example).

2
Key Local Features
Prominent gables and chimneys identified in the local townscape should be used on gable ends, including prominent chimneys terminating terraced rows and on key corners.

3
Marker Buildings
Should be delivered in line with the Figure 7.2 (p. 65). Should be used to establish landmarks on key corners and to hold key spaces. Distinctive and high-quality architectural features and a greater mix of materials should be used.

4
Boundaries
Should never be taller than 0.5m, to ensure visual connection between building and open space. A combination of treatments as outlined in the adjacent images, dependant on the boundaries location within the village.

5
Materiality
Buildings should use multi-toned and textured red brick combined with a mixture of dark and light wood depending on the landscape setting and desired density of the built form.



Figure 7.20 - A distinctive western village (indicative impression)

MATERIALITY

Buildings

Should use multi-toned and textured red brick combined with a mixture of dark and light wood depending on the landscape setting and desired density of the built form.



Ninewells, Cambridge



Local Red Brick, Godley

Boundaries

Refer to local precedent. A mix of stone and red brick walls / low-rise (no taller than 0.5m) and supported by planting (tree and shrub). Should include seating to encourage interaction.

Green boundaries acceptable in areas where a more informal character is desired, using shrub and hedge planting.



Multi-toned red brick, Urmston



Marmalade Lane, Cambridge

Public realm

Should respond to the built form in a complimentary manner, utilising local and naturalistic materials wherever possible.



Ninewells, Cambridge



HAB, Winchester

7.12 Architecture and Materiality (East)

The Eastern Village takes architectural cues from village and rural settlements to the east of the site, located on the fringes of the Dark Peak District. Local gritstone should form the base material, and should be complimented through a mix of materials and contemporary building form to create a rural character.

1

Overarching Form and Typology

Predominantly a more informal and rural character than the western village, informed by villages to the east. Winding streets lined by contemporary rural barn typologies, terraces and cottage rows traverse the topography.

3

Marker Buildings

Should use a wider range of building materials, distinctive roof pitches and high-quality architectural detailing to deliver a noticeable landmark within the settlement. Distinctive features identified in local mills and warehouses should be referenced.

4

Boundaries

Predominantly dry-stone walls and native hedgerows, as per local vernacular to the east. Should never rise higher than 0.5m and should ensure a strong visual connection between private and public space.

5

Materiality

Base material should reference local gritstone, as identified in rural townscape character appraisal. Should be combined with complimentary materials such as timber to create a contemporary rural style and mixed building materials palette.

2

Key Local Features

Steep roof pitches and prominent gables should punctuate the skyline regularly, making reference to prominent rural housing to the east of the site.



Figure 7.21 - A distinctive eastern village (indicative impression)

MATERIALITY

Buildings

Should use local gritstone or similar toned materials as the predominant material, combining with complimentary materials and tones.



Western Harbour, Glossop



Great Kneighton, Cambridge

Boundaries

Refer to local precedent. A mix of local gritstone stone walls / low-rise (no taller than 0.5m) and supported by planting (tree and shrub)

Green boundaries acceptable in areas where a more informal character is desired, using shrub and hedge planting



Gritstone Walls, Glossop



Great Kneighton, Cambridge

Public realm

Should respond to the built form in a complimentary manner, utilising local and naturalistic materials wherever possible.



Lovedon Fields, Winchester



West Gorton, Manchester

7.13 Movement and Access

Driving the movement and access strategy for the site is one key objective - that Godley Green will be a place that favours people and public life, over cars.

Reference has been made to various planning policy and guidance. This includes the relevant planning policy of the Unitary Development Plan and NPPF, as well as guidance set out in the National Design Code and Manual for Streets. Reference should be made to the Planning Statement for a detailed assessment of such policy, as well Chapter 12 and associated appendices of the Environment Statement.

The following set of design code aims to create a pedestrian-focused, walkable and green movement hierarchy. It covers key elements of public realm and street design, ensuring the built form seamlessly connects with the existing natural landscape, allowing future residents to move smoothly from village to countryside without worrying about the route they take.

★ (Mandatory) PRIMARY CODE

MAP1
Deliver vehicular access points in accordance with the Movement and Access Parameter Plan (Figure 7.22);

MAP2
Create a clearly defined street hierarchy to aid legibility, including: primary and secondary streets, tertiary streets, mews streets and green lanes. All streets should be designed to prioritise pedestrian movement and should include green infrastructure in line with relevant SDC (p. 91). All Streets will be designed in accordance with Manual for Streets (1 & 2) guidance and the National Design Guide;

MAP3
Deliver a comprehensive Active Travel Network and Trans Pennine Trail route on site in accordance with the Figure 7.22 and relevant SDC (p. 87);

MAP4
Retain and enhance existing Public Right of Way's in accordance with Figure 7.22;

MAP5
Deliver two primary streets in accordance with Figure 7.22. The primary streets must change in character along their length, delivering a range of approaches in line with relevant SDC (p. 88-89); and

MAP6
Ensure parked cars do not dominate streets, using a range of parking approaches focused on the sensitive integration of car and cycle parking (p. 94-95).

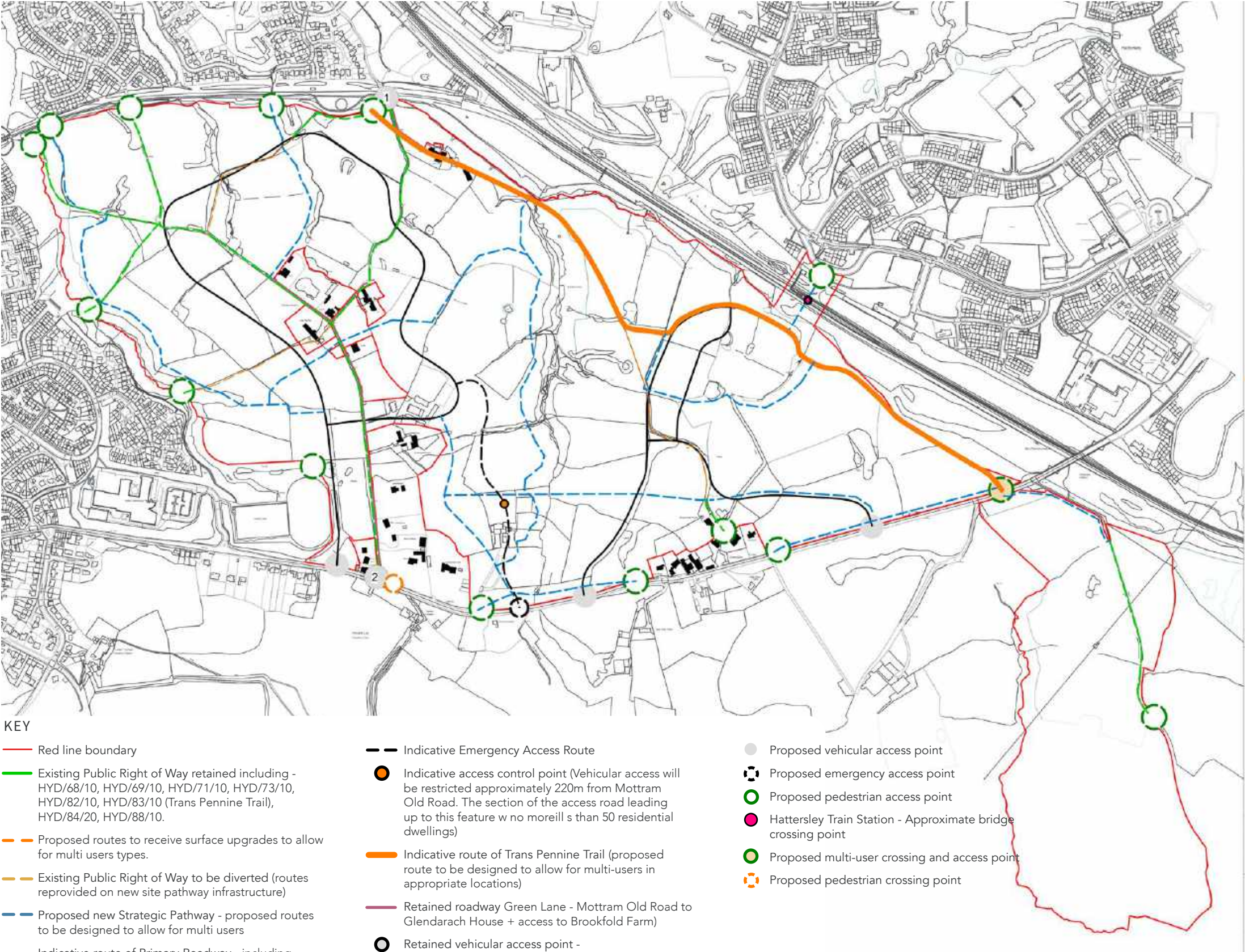
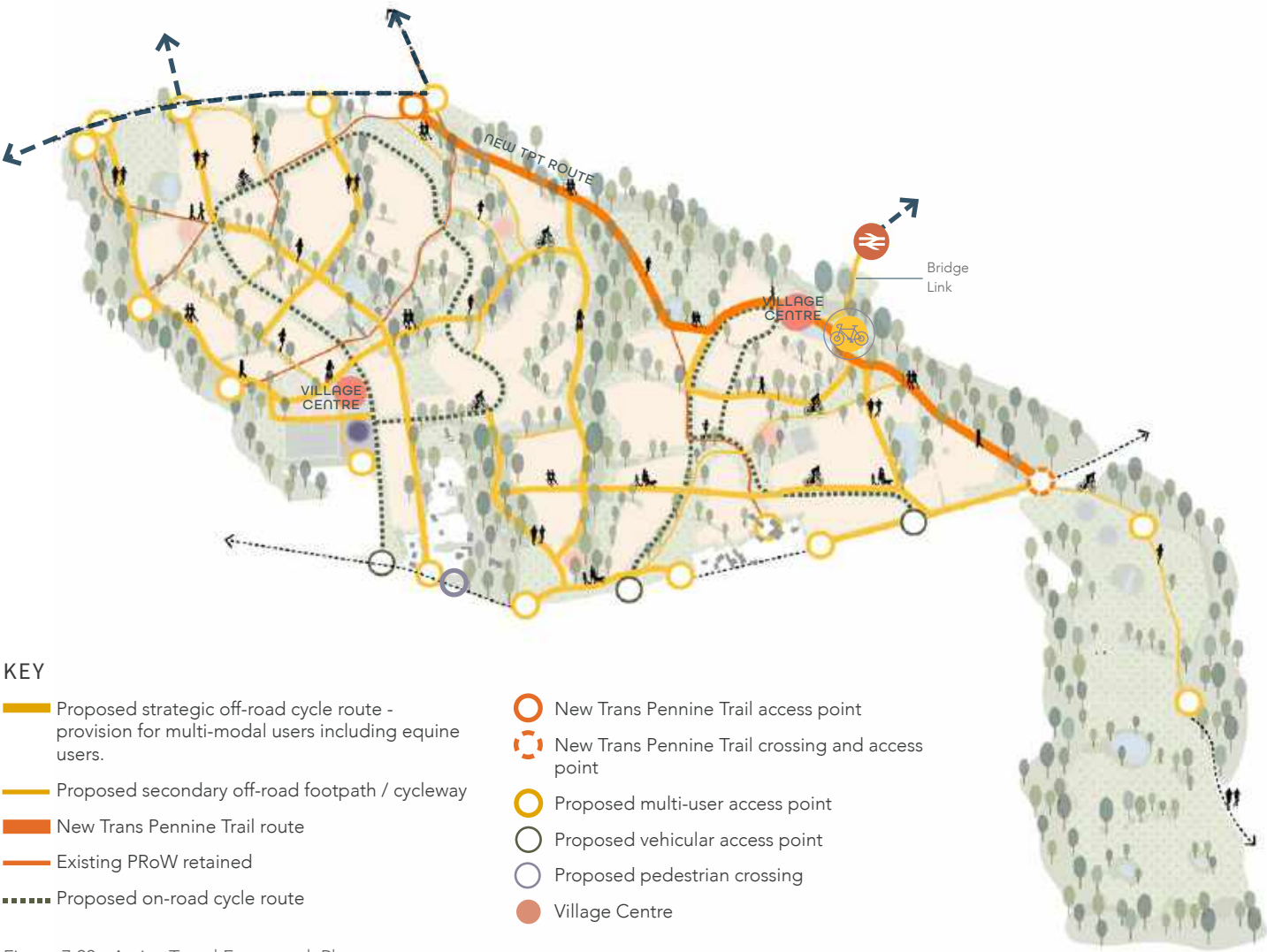


Figure 7.22 - Movement and Access Parameter Plan

7.14 The Movement Framework

The movement framework is comprised of two connected but fundamentally different categories - Active Travel and Vehicular Movement.

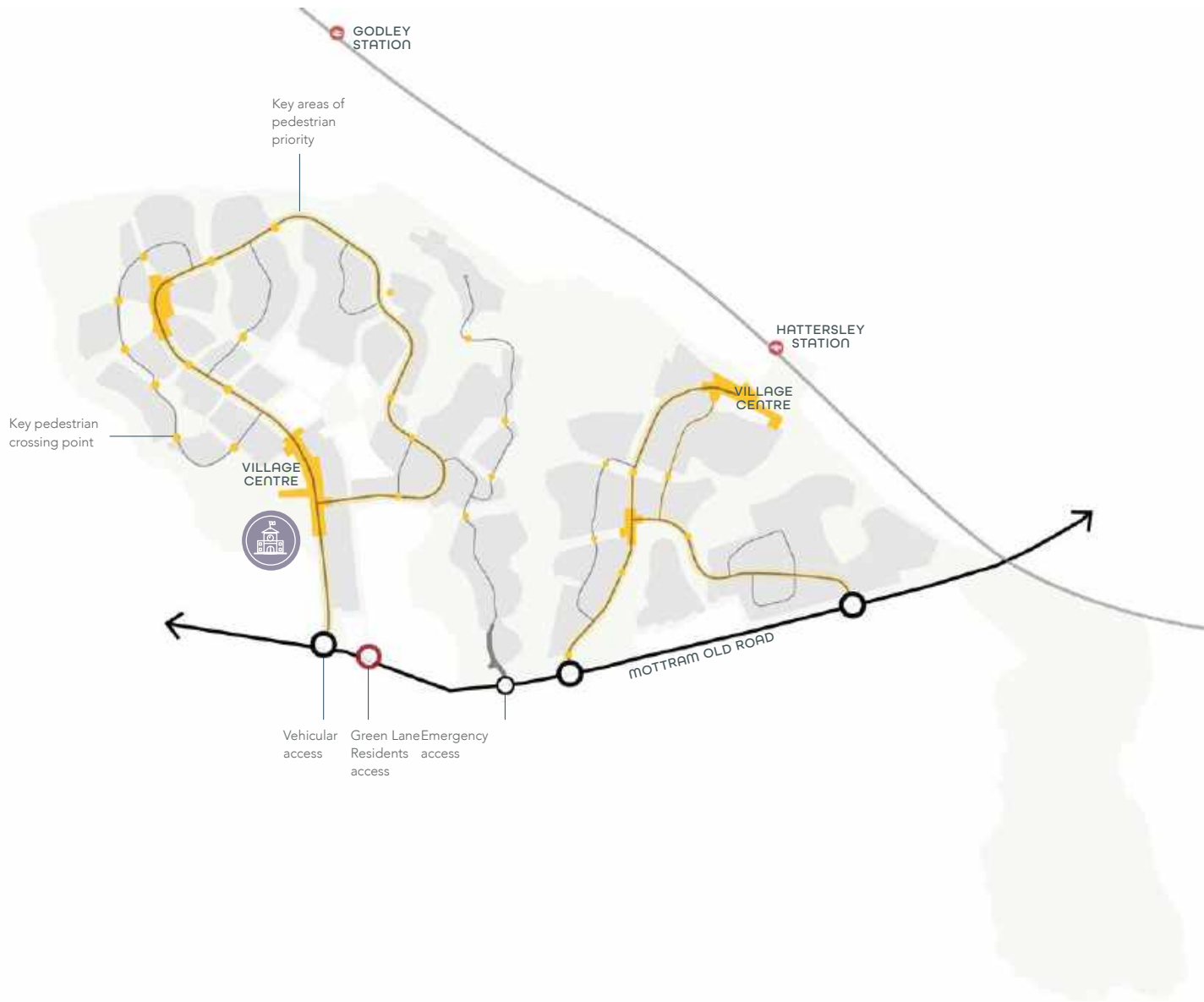
The diagrams below demonstrate the indicative spatial disposition of route typologies within the site, whilst pages overleaf present design code detailing key design elements of each.



ACTIVE TRAVEL AND GREEN MOVEMENT FRAMEWORK

The masterplan responds to the existing green framework of the site, with development parcels separated by strategic green links and habitat corridors along valuable landscape features. The extensive active travel network proposed on site will be made up of safe, well-lit footpaths and multi-user routes, creating well-connected, walkable neighbourhoods.

- » Public Right of Ways (PRoW) will be retained and enhanced, with some re-routing proposed where necessary.
- » Multi-user routes, including equine provision, will connect to the existing PRoW network, as well as the village centres and local train stations.
- » All new residential neighbourhoods will be connected to on and off site green infrastructure, with recreational open space never more than 5 minutes from any one home
- » National Cycle Network Route 62 will be re-routed and enhanced, providing a safer off-road connection to improve the cycling environment on the national network.



VEHICULAR MOVEMENT / PUBLIC TRANSPORT FRAMEWORK

Consists of the various street typologies described later in the chapter, from primary village streets down to lanes and courtyards. Streets interconnect to link each neighbourhood to the village centres, as well as the wider road network.

Due to a suite of technical site constraints though the centre of the site, it is proposed that no vehicular linkage is delivered between the two villages. For further detail refer to Appendix 5.

- » Two strategic access points off Mottram Old Road, east and west of Godley Brook
- » Two primary village streets, varying in character, connecting village centres with Mottram Old Road. (p. 118)
- » Green secondary streets as structuring elements (p. 120)
- » A network of tertiary streets, mews and green lanes mimicking the fine grain, village network of local villages such as Old Glossop and Hadfield. (p. 120)
- » Bus services will access the villages via Mottram Old Road, with regular bus stops provided along both primary streets within 5 minutes walk of all proposed homes and connected by active travel links.. For further detail refer to ES Volume 3: Appendices - Appendix 12.1 and 12.2..

7.15 Active Travel Framework

The masterplan responds to the existing green framework of the site, with development parcels separated by strategic green links and habitat corridors following existing landscape features. The extensive active transport network proposed on site will be made up of safe, well-lit and smooth footpaths and cycleways.

This network will be critical in achieving a sustainable Garden Village, and as such has been designed to encourage public usage and make walking and cycling easy and enjoyable. The new network connects into existing National Cycle Network and Greater Manchester Bee Network, directly connecting new neighbourhoods with beautiful surrounding countryside including nature reserves, parks and the Peak District as well as nearby Town Centres.

Creating strong links to train stations, including a new bridge connection to Hattersley Station, as well as to existing neighbourhoods and local centres in Hyde and Hattersley.

★

(Mandatory)
PRIMARY CODE

MAP7

Deliver Active Travel Links in accordance with Figure 7.22 (p. 86), to be designed in accordance with relevant SDC (p. 88-89) Active Travel links should connect with the existing PRoW network on the site;

MAP8

Ensure all Active Travel Links are overlooked by adjacent buildings, including habitable rooms and large windows;

MAP9

Retain existing Public Right of Way through the site. These linkages will be improved and enhanced, with treatments to be agreed at Reserved Matters;

MAP10

A cycle route must be delivered adjacent to Mottram Old Road in accordance with Figure 7.22 (p. 86) and relevant SDC (p. 88-89) to enhance the existing Trans Pennine Trail route;

MAP11

Deliver a Cycle Hub adjacent to Hattersley Station, providing a range of facilities and spaces including a cafe, community meeting space, cycle parking facilities and a workshop space (p. 73-74); and

MAP12

Create new and protect existing habitat corridors to a minimum width of 10m, in line with relevant SDC (p. 114-116)

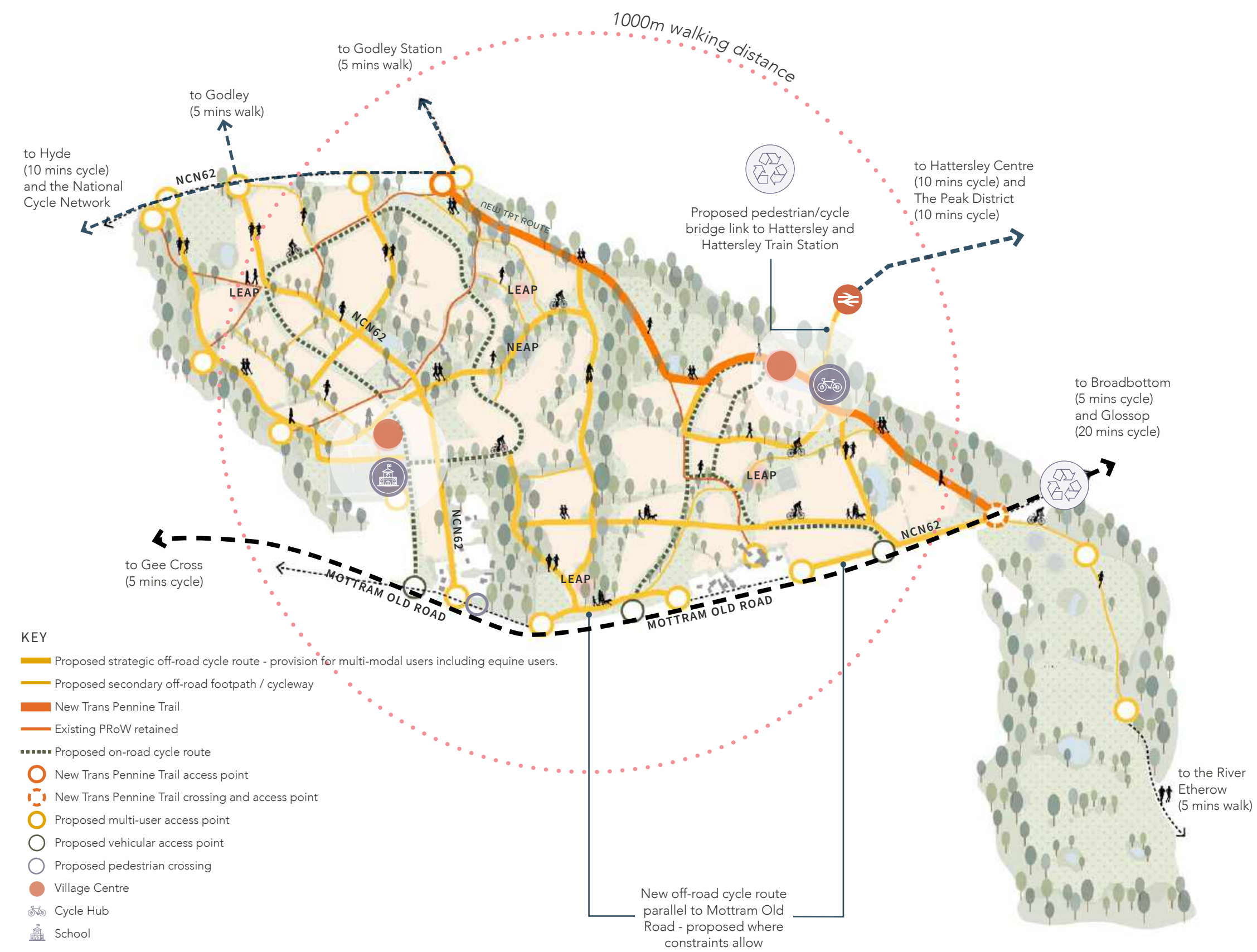


Figure 7.25 - Active Travel Framework

ACTIVE TRAVEL LINKS

An extensive network of multi-user footpaths, cycleways and equine routes will be delivered on site, connecting into the existing National Cycle Network and GM Bee Network and linking Godley Green with the wider green network as well as local social infrastructure and amenities.

These links are key in creating a seamless relationship between new neighbourhoods and the green network on the site, 'carrying' green through the streets and back out into countryside. The Active Travel Network is designed in accordance with Manual For Streets (1 & 2), DEFRA and Sustrans Design Guidance and the National Design Guide.

The "Glue"

Active Travel Links act as vital structuring elements of the public realm, designed to provide a seamless integration between landscape and townscape. The strategic network, as proposed, establishes consistent physical and visual connections with the landscape, allowing users to move easily from green corridors and parklands, through green streets and back to their front door.



Off-road Links

Off-road active travel links act as the glue that binds landscape and townscape, connecting residential neighbourhoods and village centres with the natural landscape and public open space proposed on site.

- » Active Travel Links run through green corridors through the site, and should be designed in line with the principles outlined on p. 91.
- » Links should be surrounded by shrub and wildflower planting to create a natural and green character along their length.
- » Off-road routes should provide lighting, where it does not have a detrimental impact on sensitive ecological areas. Lighting should be sensitively designed to minimise light pollution, with integrated bollard lighting deemed preferable.



On-road Links

On-road links will provide strategic footpaths and cycle lanes, providing segregated on-road links that connect to the wider movement framework, as well as key destinations proposed on the site.

- » Integrated footpath-cycleways will be delivered along primary streets, designed in accordance with Figure 7.26.
- » On-road links should be segregated from the carriageway, ideally using verges and planting as a means of separation. Refer to SDC on p.92-93 for detail on primary street design.
- » A subtle change in surface material should demarcate a change between footpath and cycleway.
- » Bollard lighting could be used along the centre of on-road links to demarcate separation along key routes and provide a further separation between modes.



Godley Green Community Cycle Hub

The strategic accessibility and location of Godley Green creates an opportunity to provide a regional cycle hub on site. The proposed hub will be located in the eastern village centre, adjacent to Hattersley Station acting as a cycle-pedestrian gateway to the Peak District.

The hub should provide space for a variety of activities and land uses, including: a cafe, space for a cycle workshop, significant cycle parking facilities as well as community gathering and kitchen facilities

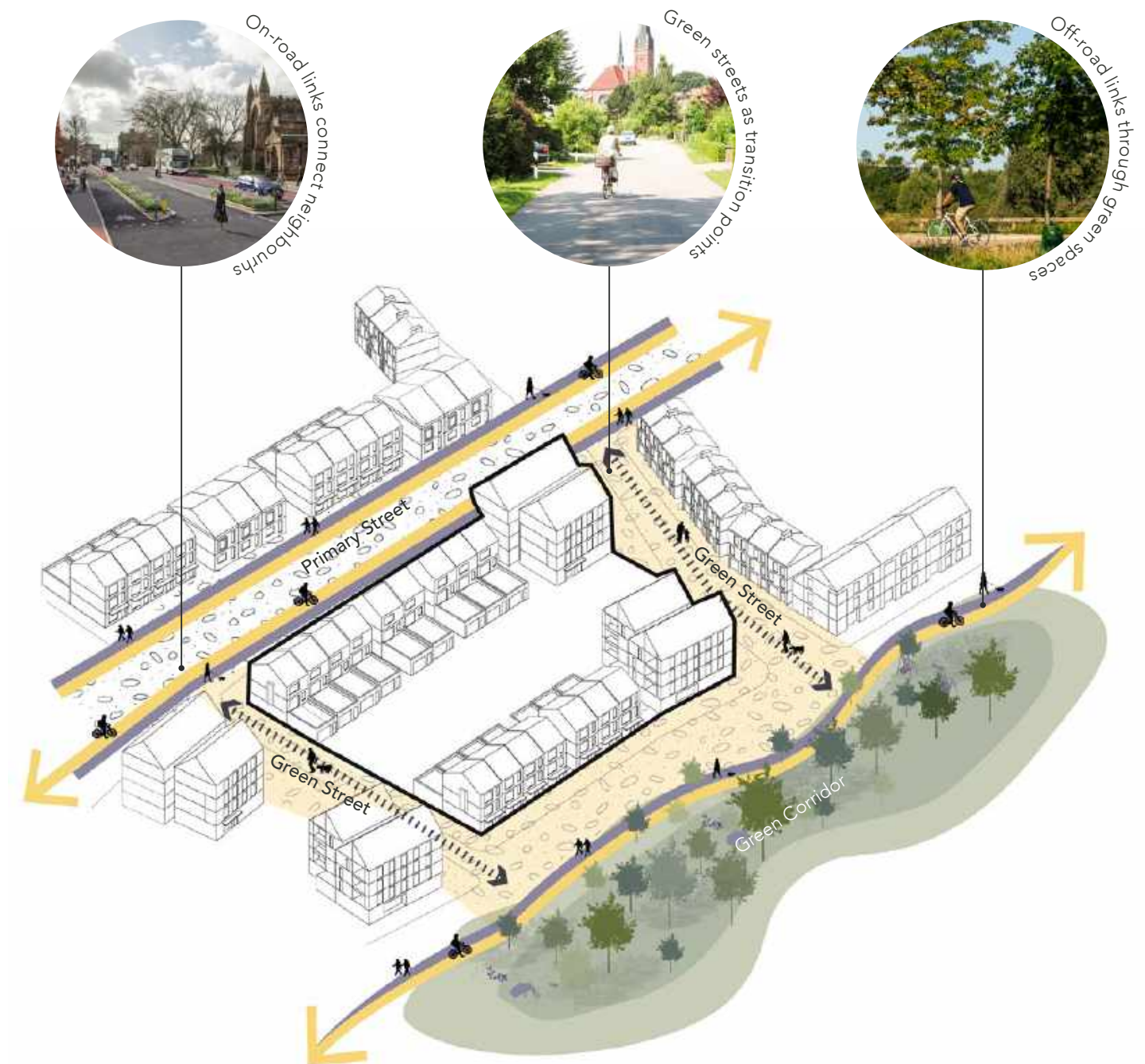


Figure 7.28 - Active Travel Links bind landscape and townscape

7.16 The Trans Pennine Trail

Analysis of the Trans Pennine Trail route along Mottram Old Road has been undertaken in order to understand the opportunities for enhancement.

A range of constraints along the route prevent the enhancement of cycle infrastructure along Mottram Old Road itself. Private property boundaries and existing landscape prevent the delivery of a consistent route running parallel to the road across the full length of the site. Similarly, private property boundaries prevent the widening of Mottram Old Road to deliver enhanced on-road facilities

Proposed new Trans Pennine Trail Route

As such, a proposed new route for the Trans Pennine Trail is proposed through the site, which will deliver an active, attractive and predominantly rural route, running through a range of spaces, and achieving the following benefits.

- » A predominantly off-road east-west route across the site along a similar alignment to the desired TPT realignment
- » A varied route, running through a range of green spaces, including semi-natural meadows and parks
- » The route connects with the wider active travel network proposed across the site, linking the two villages with surrounding green space destinations and amenities
- » The route offers a safe and animated option, well overlooked by proposed homes and lit where constraints allow
- » The route maximises the use of existing Public Right of Ways, minimising ecological impact on sensitive landscapes through Ancient Woodland and SBI
- » The route runs through the Eastern Village Centre, linking with proposed Hattersley Bridge at grade to create direct access to the Train Station and Hattersley. The village centre cycle hub and cafe, shops and public spaces will create a fantastic new destination and stopping point for riders using the trail

DETAILED PATH DESIGN

The proposed active travel network across Godley Green has been designed to safely accommodate multiple path users, including equine.

It seeks to balance the multiple requirements of each individual user group, as outlined in the following guidance documents:

- » Cycle Infrastructure Design - Local Transport Note 1/20 (Department for Transport, 2020)
- » On the right track: surface requirements for shared use routes - Good Practice Guide (The Countryside Agency, 2005)
- » Advice on Non-motorised user routes in England and Wales (The British Horse Society, 2019).
- » Advice on Surfaces for horses (The British Horse Society, 2021)

Furthermore, it should be noted that due to topographical and ecological constraints present on the site, that routes could be narrowed to mitigate against any potential impact on existing sensitive environments whilst ensuring a smooth flow of movement across the site.

Whilst path typologies on the following page have been designed in consideration of the above guidance, the widths may be subject to alterations as they come forward at detailed design to accommodate site constraints. The width of routes will therefore be addressed on a case by case basis as the scheme comes forward.

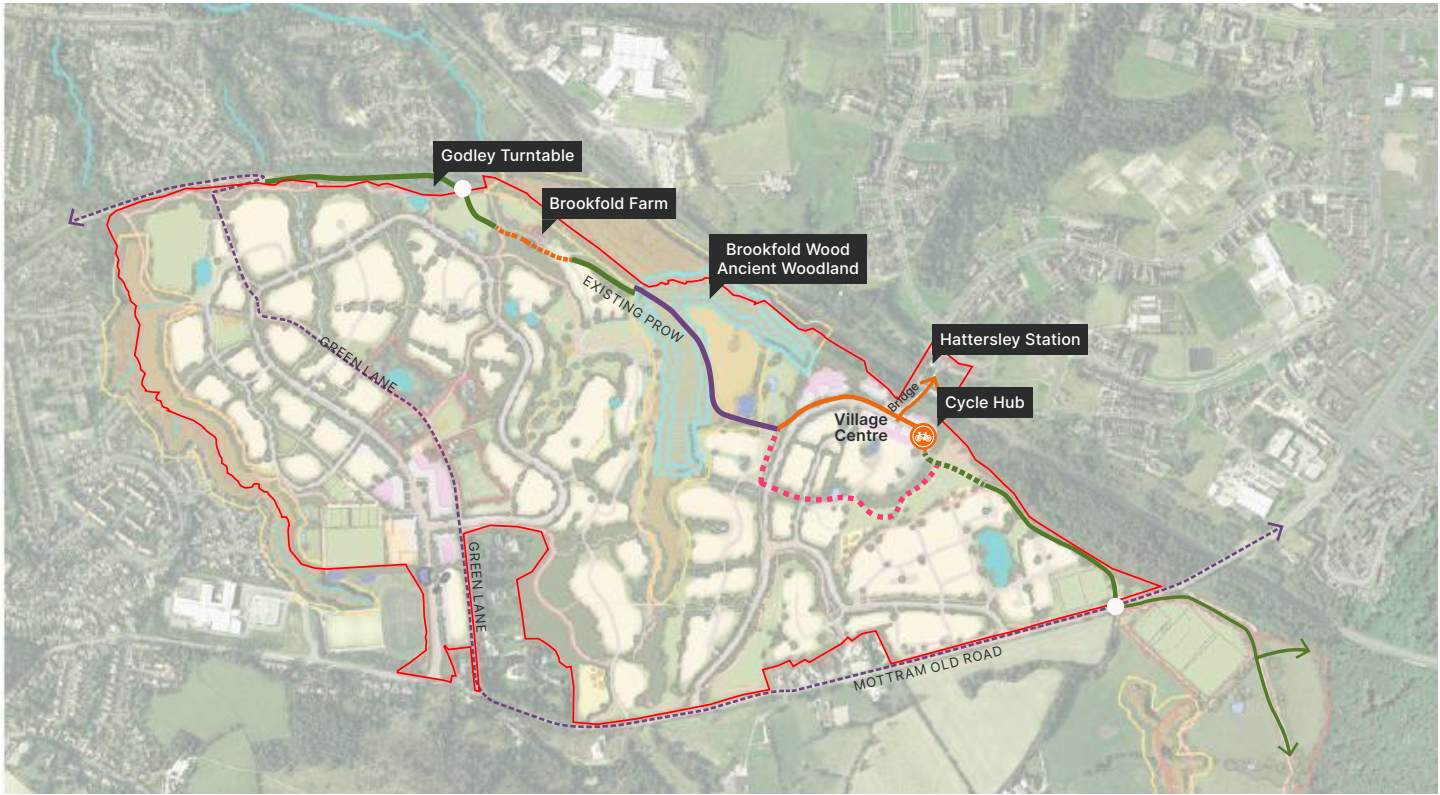
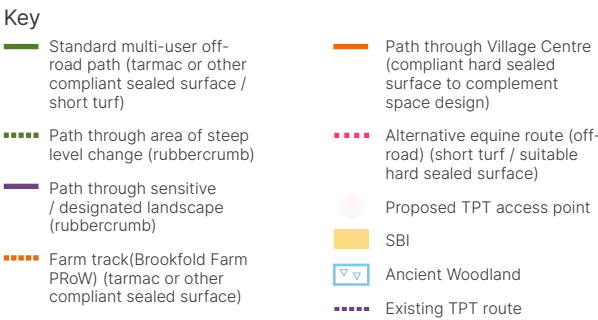


Figure 7.29 - Proposed Trans Pennine Trail Path Typologies



Standard multi-user off-road path

A shared route to accommodate multiple users. A soft verge runs along a 4.5m shared path, providing hard and soft options for equine users and a wide path for pedestrians and cyclists.

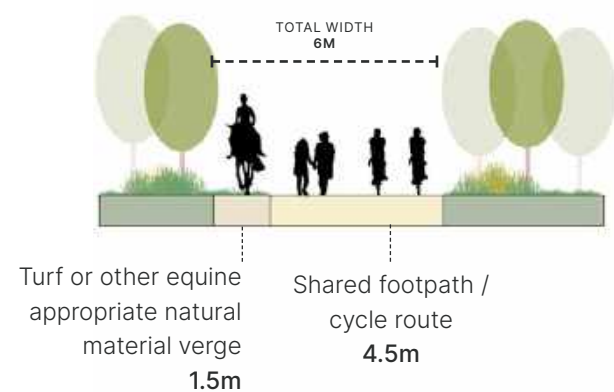
Why - The path is sufficiently wide to accommodate multiple users, including equine, in line with LTN 1/20 and British Horse Riding Society guidance.

Location - through green spaces across the site.

Users - designed to accommodate pedestrian, cycle and equestrian users.

Materiality - Non-slip tarmac (or other appropriate sealed surface). The specification should align with BHS 'Advice on Surfaces' Guidance (2021).

The soft verge should consist of short, firm turf, subject to ground conditions and drainage. See BHS Surfaces guidance for suitable alternatives.



Village Centre path

A two-way cycle lane runs along a narrowed road carriageway. Cyclists will be encouraged to slow down through the Village Centre, using a range of approaches such as tactile pedestrian crossing points across the lane, signage or speed bumps to manage user conflict.

The layout, composition and materials used within the Village Centre should holistically consider all users in order to balance access and movement with placemaking requirements.

An alternative route is provided for equine users which avoids the Village Centre, if preferred.

Why - the path is sufficiently wide to accommodate two-way cycle traffic without conflict with pedestrians, allowing cyclists to move smoothly along the proposed TPT route through the Village Centre without having to cross a road carriageway or pedestrian activity.

Path through steep level changes (off-road / rural)

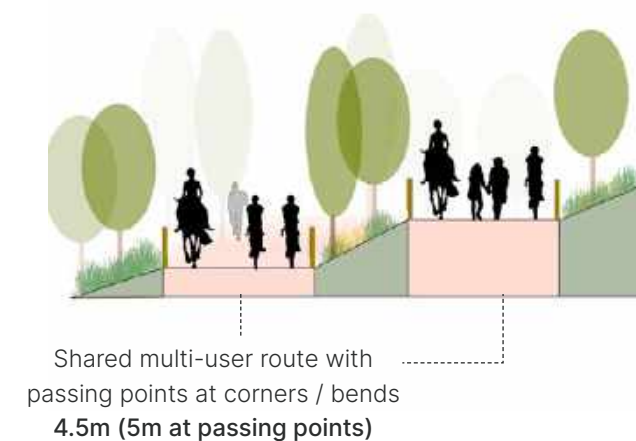
A shared path proposed through areas of steep level change, where switch backs will be required in order to create accessible gradients. Where sharp bends are proposed, the path should incorporate passing / waiting points for equine users.

Why - the switchback approach is required to create routes with accessible gradients. Rubbercrumb is the preferred surface for multiple users in line with multiple guidance documents.

Location - through areas of steep level change where accessible gradients aren't achievable.

Users - designed to accommodate pedestrian, cycle and equine users.

Materiality - Rubbercrumb



Location - through the Eastern Village Centre.

Users - designed to accommodate pedestrian, cycle and equestrian users.

Materiality - An LTN 1/20 compliant hard surface material which complements the overall design of the space within the Village Centre.

Path through sensitive landscape (off-road / rural)

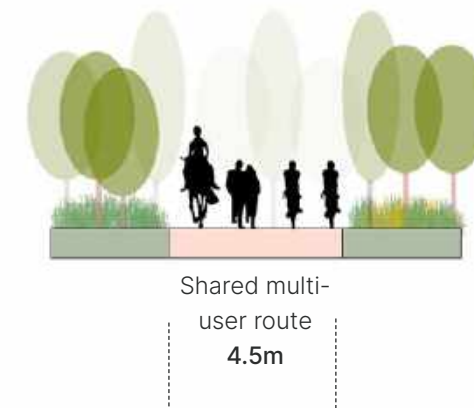
A shared path is proposed through areas of sensitive landscape, notably through Brookfold Wood Ancient Woodland and SBI (along existing PROW). Paths through sensitive landscape should be constructed under a 'no dig' policy.

Why - the path may narrow in parts to limit the impact on sensitive landscape. Rubbercrumb is proposed as a suitable surface to incorporate multiple users whilst mitigating ecological impact, in line with British Horse Riding Society, Countryside Agency and LTN 1/20 guidance.

Location - Ancient Woodland and SBI.

Users - designed to accommodate pedestrian, cycle and equine users.

Materiality - Rubbercrumb



Farm track (Brookfold Farm PROW)

A resurfaced, shared path along the alignment of the existing Public Right of Way through Brookfold Farm. Signage should be provided to slow cyclists. The width of the path will vary, depending on the distance between retained farm buildings.

Why - An appropriate tarmac/bitmac (or other sealed surface) is required to accommodate multiple users in a constrained area of the site, which includes vehicular access to individual farms and houses.

Location - along the existing PROW farm track running through Brookfold Farm upto Brookfold Lane.

Users - designed to accommodate pedestrian, cycle and equestrian users.

Materiality - Non-slip tarmac (or other appropriate sealed surface) will be used along the shared route. The specification should align with BHS 'Advice on Surfaces' Guidance (2021).

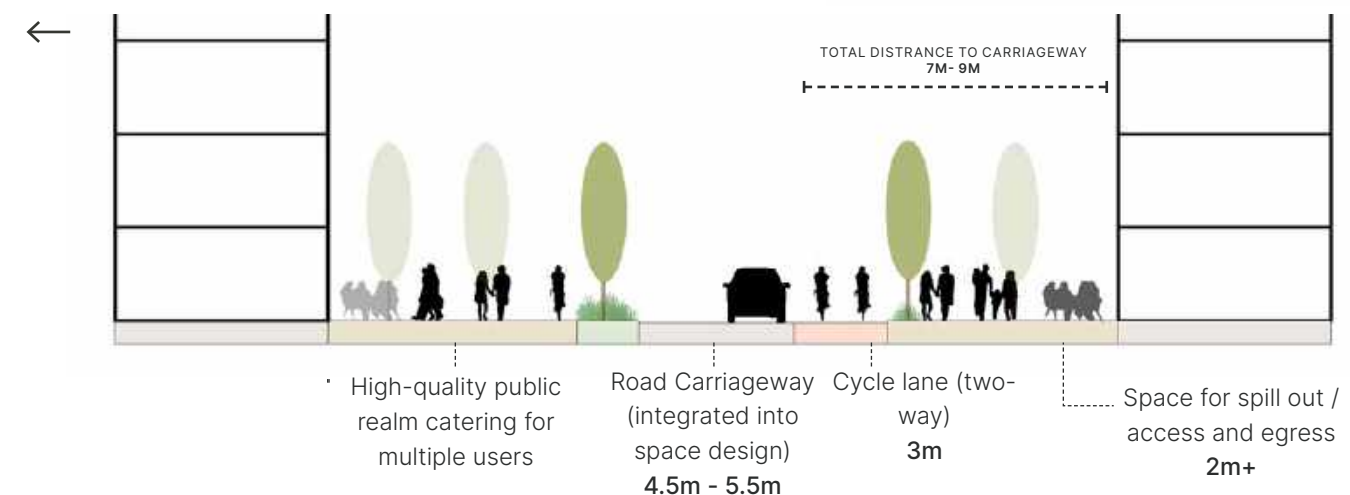
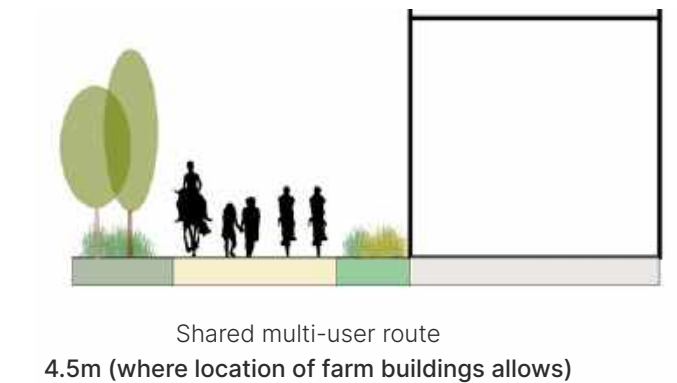


Figure 7.29 - Typical Primary Street Section

- refer to Appendix 6 for detailed highways design



Figure 7.30 - Primary Street Section - Boulevard

The Green Infrastructure Parameter Plan allows for wider verge / swale features along some sections of the primary street



Godley Green's primary streets will have a major impact on peoples experience of the place. To many passing through the villages, these streets will be their lasting memory of the place. As such, it is critical that the character of the primary streets symbolises a Garden Village, capturing those key design features that make a street a great place and creating a sense of intrigue that makes people want to explore more of the village.

Whilst its primary function is to act as a local distributor for new homes and neighbourhoods located within the village, the primary streets must also look beautiful and create a sense of place, changing in character to signify moving from one area to the next. The examples outlined in the following illustrations demonstrate the changes in character proposed along the primary streets, delivered through a variety of design approaches that will be crucial in ensuring Godley Green matures into an exemplar Garden Village.



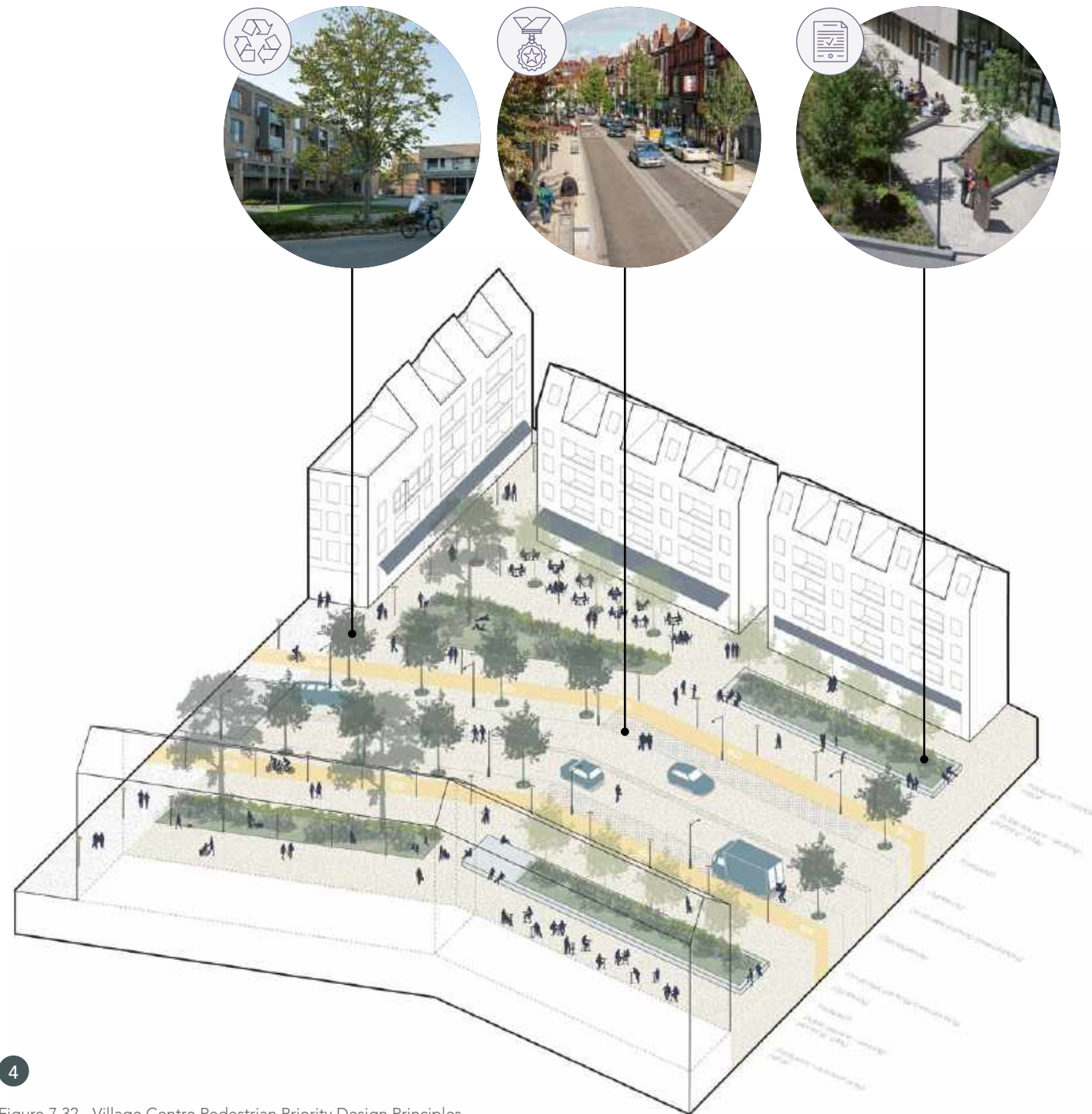
Figure 7.31 - Village Approach Primary Street Design

WESTERN ENTRANCE AND APPROACH

The above design approach is proposed at the western entrance to the village. There is some variation on the standard primary cross section detailed in the adjacent section, with certain features proposed as a response to topographical constraints in the area and in order to create a sense of arrival to the village.

Key Design Features

- » 4 storey marker builder on key corner
- » Two-level building platform act as retaining structure from back of footpath (streets and spaces behind are up to a storey lower than primary street level)
- » Rear access to parking courtyards
- » Textured median strip (potentially raised slightly) along centre of carriageway
- » Raised courtesy crossing points at key intersections with active travel links include totum or marker at entrance to enhance sense of arrival
- » Mature tree (every 20m) and planted swale along green verge.



4

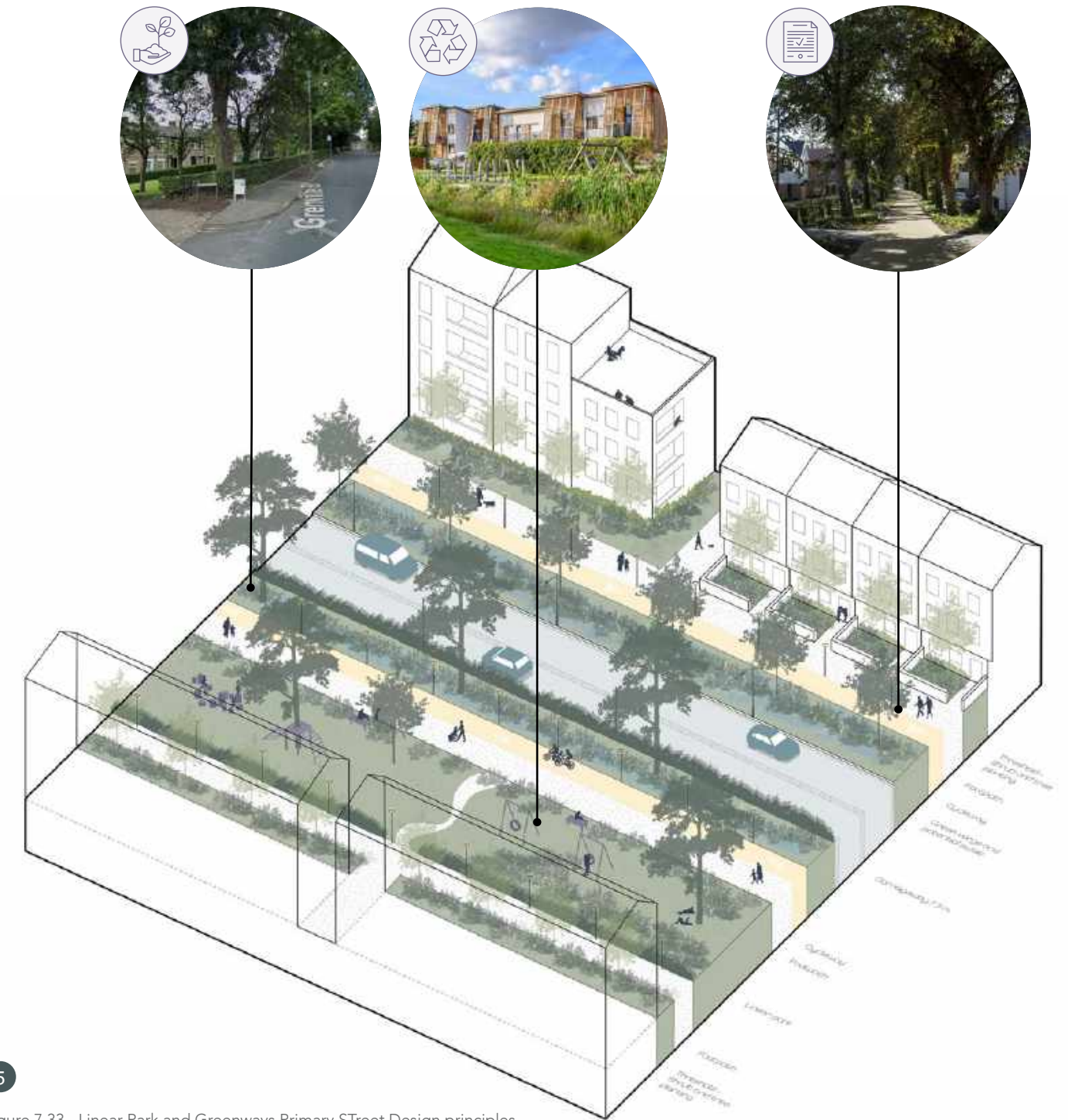
Figure 7.32 - Village Centre Pedestrian Priority Design Principles

VILLAGE CENTRE INTERSECTIONS

The village centres will be heavily used areas located at key intersections along the primary streets, comprised of a range of community, retail and health facilities as well as public spaces for people to enjoy. The centres will require a wider street corridor (40-50m), as they must balance multiple uses and modes of transport, provide parking and servicing facilities as well as creating inviting and beautiful areas of public realm for activity and dwell.

Key Design Features

- » The road will feel part of one space - with no drop kerbs along carriageway edges. Subtle changes in surface material will be used to demarcate zones, such as parking, carriageway or cycleway.
- » Parallel street parking/ servicing area along carriageway, regularly permeated by tree planting, shrub planting or SuDS features.
- » Space to incorporate integrated planters, mature trees and planted areas and seating facilities. Space for spillout zones adjacent to active building frontages.



5

Figure 7.33 - Linear Park and Greenways Primary Street Design principles

LINEAR PARK AND GREENWAY

The linear park will act as a natural extension of the local centre, and will be the section of the primary street that really symbolises the Garden Village. A wide corridor width allows for extensive tree/ shrub planting, SuDS features and play facilities. Key to achieving a green character is separating the cycleways from the carriageway in order to avoid large flat areas of hard surface, creating a perception you are moving through woodland.

Key Design Features

- » A linear park - bound by native hedgerows, include mature tree planting, play facilities and shrub planting.
- » 5m green verge - including tree planting and shrubs, potential swale link.
- » Footpath/ cycleway separated from carriageway by green verges.
- » Large building threshold on one side to include tree planting along boundary edge.
- » Raised courtesy crossing points at key intersections

7.18 Street Hierarchy

Driving the approach to street design is pedestrian priority, thinking pragmatically about car parking and carriageway design to ensure streets feel like part of the public realm. The streets must shout 'Garden Village' in every sense of the term - integrating green and blue infrastructure, encouraging community activity and creating an interconnected network of fine grain village streets as witnessed locally. Streets have been designed in accordance with Manual for Streets (1 & 2) policies and the National Design Guide.



Indicative Street location plan

1 SECONDARY STREET

- Narrower, consistent trees and verges create a more domestic character. Hedgerow boundaries contribute to verdant, semi-rural character
- » **Carriageway** - low kerbs and central median strip soften the road and break up the carriageway
 - » **Parking types** - predominantly in curtilage. On-street visitor parking integrated into green verges, no more than 2 bays at a time.
 - » **Threshold boundary** - low-set stone walls with hedgerow planting.
 - » **Planting (in verges)** - must contain shrub and tree planting.

2 TERTIARY STREET

- Higher degree of enclosure and a single surface carriageway/ footpath delivers organic, semi-rural character. Often connects on to mews street.
- » **Carriageway** - small unit paved surface. Traditional upstand kerbs and raised pavements unacceptable.
 - » **Threshold boundary** - shrub and hedgerow planting
 - » **Planting (verges/ SuDS)** - tree and shrub planting located every 4th parking bay and where localised narrowing occurs. Narrow SuDS feature proposed along threshold boundaries as part of the 'Flood Risk and Drainage Strategy' for the site.

3 MEWS

- A high degree of enclosure, rural housing typologies and single-surface carriageway treatment creates a rural character.
- » **Carriageway** - single-surface treatment with integrated paths.
 - » **Parking types** - On-street and in curtilage to side of dwelling
 - » **Threshold boundary treatments** - low-set shrub planting
 - » **Planting (verges/ SuDS)** - small species trees and shrubs where localised narrowing occurs. Potential for small rain gardens.

4 GREEN LANES

- Organic in nature, designed to have little impact on sensitive edges.
- » **Parking types** - in curtilage with some on-street visitor.
 - » **Threshold boundary** - dry stone walls, shrub planting and hedges.
 - » **Planting (verges/ SuDS)** - small species trees and shrubs where localised narrowing occurs. Potential for small rain gardens.

1 SECONDARY STREET



Figure 7.32 - Standard Secondary Street Cross Section

3 MEWS



Figure 7.34 - Standard Mew Cross Section

2 TERTIARY STREET

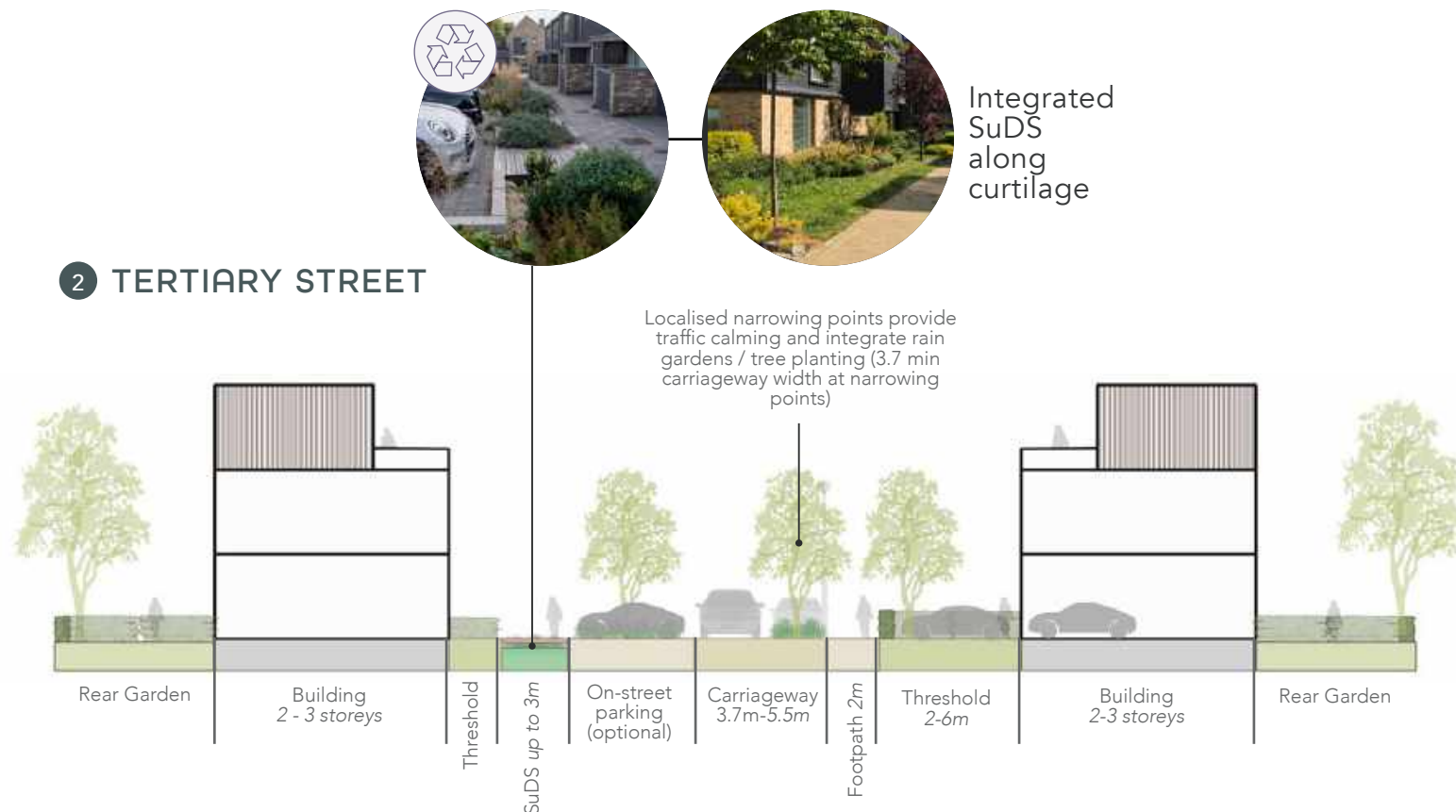


Figure 7.33 - Standard Tertiary Street Cross Section

4 GREEN LANE



Figure 7.35 - Standard Green Lane Cross Section

7.19 Car Parking

APPROACH TO CAR PARKING

Godley Green will be an exemplar sustainable Garden Village development. As such, it is fundamental that the use of private cars as a primary means of transport is discouraged from the outset. Providing active transport connections and delivering walkable neighbourhoods served by amenities is a starting point, however planning a village with car reduction as a core principle is also fundamental.



A subtle change in surface material demarcates parking punctuated by tree planting and soft landscaping

At the most strategic level, this means moving away from car parking standards promoting multiple cars per household. Beyond that, it means ensuring the villages are designed to include the infrastructure required to assist in this cultural shift, including but not limited to:

- » Walking and cycle network and well-lit, safe and reliable cycle parking facilities within streets and houses;
- » Connecting the neighbourhoods with local amenities and train stations;
- » Car pools and neighbourhood car clubs;
- » School cycle clubs and dedicated cycle-to-school ambassadors; and
- » Electric vehicle charging infrastructure in the public realm and in homes.



On-Street Parking areas regularly broken up using tree and shrub planting

This section seeks to guide this cultural shift, not prescribing any one specific approach to parking nor stifling creativity, but outlining best practice design approaches to ensure streets prioritise pedestrian activity and biodiversity over that of cars and an overall reduction in car usage is facilitated in an efficient manner. Balance and sensitive integration of parking into the streetscape are essential in achieving Garden Village standards.

Garden Villages of the past aren't dominated by cars, so why would those of the future?



Courtyard - bays are grouped to create usable amenity space



Example of insufficient space result in cars parked within the carriageway

★ (Mandatory)
PRIMARY CODE

The masterplan will:

MAP13

Deliver a mix of parking approaches in accordance with TMBC Local Plan Parking policy and relevant SDC (p.96-99), underpinned by the primary aim of creating vibrant, active and green streets that favour pedestrians and community interaction over cars;

MAP14

Ensure all parking methods and bays are well overlooked by adjacent buildings and habitable rooms of dwellings;

MAP15

Create pedestrian friendly and beautiful streets, minimising the impact of cars on-streets and in the public realm;

Sensitively integrate car parking into the design of streets and dwellings, in accordance with relevant SDC (p. 97);

MAP16

Seek to decrease the average number of cars per home over the lifespan of the project;

MAP17

Provide sufficient and well integrated cycle parking facilities in homes and streets (p. 96-99); and

MAP18

Deliver all car parking in line with Manual for Streets 1 and 2 guidance.

Good Parking Design

- » Using a range of parking solutions appropriate to the context and the types of housing proposed. Where rows of narrow terraces are proposed, consider positioning parking within the street scene, for example a central reservation of bay parking.
- » Parking should be well-integrated and regularly permeated by planting.
- » Definition and allocation of parking spaces should be delivered in an aesthetically pleasing and durable way. Using a change of material, texture or colour to define spaces is a simple and durable approach.
- » Cycle parking should be subtly integrated into the curtilage of properties. Communal cycle parking should be well lit, sheltered and well overlooked.

Poor Parking Design

- » Insufficient and poorly designed space provided for car and cycle parking resulting in parking in the carriageway, along pavements and in green verges
- » Parking is poorly overlooked by adjacent homes or creates dead frontage along streets.
- » Relying on a single parking approach across large areas and along full lengths of a street creates a monotonous streetscene , creating car parks and not streets .
- » Using white lining to mark out and number spaces as this is not considered to be a durable solution, is high-maintenance and detracts from the aesthetic quality of the street.
- » Large hard-surfaced areas without green infrastructure must be avoided to ensure Godley Green becomes a Garden Village and not a tarmac car park.

7.20 On-Street Parking

On-street Parking (including visitor parking)

Parallel bays - streets will be designed to accommodate on-street parking. Bays should be integrated subtly and demarcated using a subtle change of surface material. The use of white paint to demarcate spaces should be avoided.

- » On-street parking bays must be permeated by tree/ shrub planting every third bay to avoid visual dominance of the street. Long rows of parallel bays should be avoided.
- » Where localised narrowing of the highway occurs on Tertiary Streets, Mews and Lanes, parallel parking bays should be sensitively integrated, locating planting, lighting and street furniture between sets of bays to soften the visual impact of parked cars. Bays located along Green lanes must not be located along the landscape edge.
- » Ad hoc parking along green edges is to be discouraged at all times by use of a rill or ditch detail.
- » On-street parking will allow sufficient space for manoeuvring and reversing within the street, designed in accordance with 'Manual for Streets' and 'Manual for Streets 2' standards and dimensions.
- » To maximise the amenity value of mews streets and green lanes, consider grouping car parking along the edge of secondary and tertiary streets. Parking could be clustered along gable ends or within well overlooked courtyards at the end of residential blocks, creating space for: informal play and seating facilities, significant SuDS features or communal growing space within a pedestrianised street scene.



Well-integrated parallel parking bays regularly permeated by planting



Rows of perpendicular bays defined by planting and well overlooked

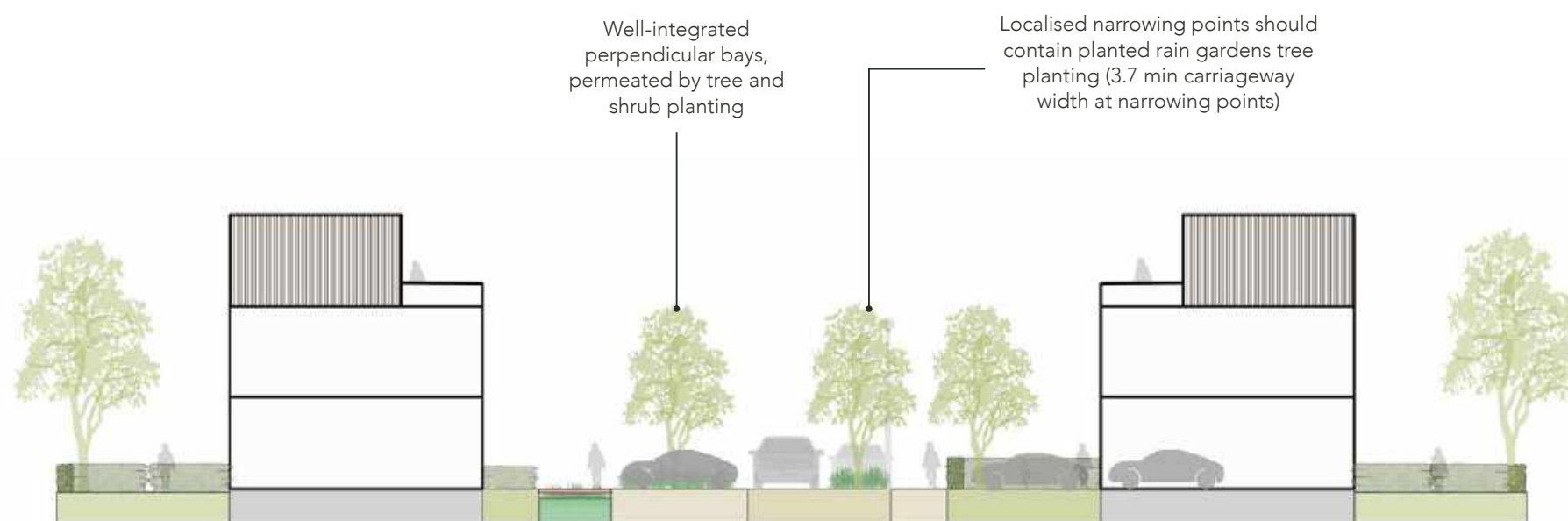


Figure 7.36 - Cross Section detailing sensitive integration of on-street car parking



On-street parallel parking bays integrated using localised narrowing of carriageway, doubling up as a traffic calming measure

Response to Location and Density

Car parking is intrinsically linked to the density at which residential development will occur and must respond to the street design features on which dwellings are located.

As such, the appropriateness of a parking method will be judged on the response to its location and context within the village, as well as its contribution to achieving the density bracket within the area in accordance with the street hierarchy and design code on density and built form.

7.21 Parking in the Public Realm

RESIDENTIAL COURTYARDS

Courtyards (Rear)

- » Parking courts should be designed as multifunctional elements of the public realm, creating social spaces for dwelling and activity for residents as well as serving as parking areas.
 - A small number of high-quality surface materials should be used, linking to the local context and the strategic material palette for the site. The use of tarmac should be avoided.
 - Areas of permeable hard surfaces should be proposed, as outlined in the outlined in the 'Flood Risk Assessment and Drainage Strategy' for the site.
 - Parking bays should be demarcated using a subtle change in surface material. Painted white lines in the surface should be avoided.
- » Parking courtyards should provide sufficient space for planting and trees to alleviate the visual impact of parked cars. Large areas of amenity space (preferably soft landscape) should be provided.
- » Where integral garages address rear parking courtyards, enough space should be delivered for cars to manoeuvre and reverse out of the curtilage. See Manual for Streets guidance on sufficient distances.
- » Lighting will be provided within courtyard parking. Lighting should align with the strategic material palette for the site and should be subtly integrated into the courtyard.
- » Vehicular access to rear parking courtyards should be located on-streets at the lowest point in the street hierarchy, avoiding unnecessary breakages in the building line on-streets higher up the hierarchy.
- » Boundary treatments addressing courtyards should be no taller than 0.5m, ensuring a visual connection between the home, its garden and the courtyard space.

Courtyards (On-Street)

- Should be designed as integrated elements of the public realm, with bays demarcated using a subtle change in surface material.
- » Bays should be well overlooked by habitable rooms in adjacent dwellings.
 - » As a rule of thumb bays should be permeated by tree and shrub planting at regular intervals. Alternatively, parking bays could be grouped to create more substantial areas of public realm in courts.
 - » Building lines could be intermittently setback in the street to incorporate parking courts and EV charging points, minimising the impact of parked cars on the street.

RESIDENTIAL CYCLE PARKING

- » Cycle parking for residents should be provided in a secure, covered and lockable enclosure, ideally within the footprint of the building but directly accessible from the front of the dwelling.
 - Where cycle parking isn't provided in the building footprint, structures should be delivered within the public realm. These must be secure, well-lit and visible, well overlooked by adjacent properties and habitable rooms.
- » Cycle parking structures located in streets or spaces should use sensitive and naturalistic materials in line with the strategic materials palette for the site, subtly blending into the building frontage or public realm.
- » Apartments - cycle parking should be located no more than 15m from the primary building entrance.
 - The space should be well lit in a safe and secure environment. Any external parking enclosures should be overlooked by habitable rooms.
 - Generally cycle parking areas should be at ground floor level and located internally. Visitor parking spaces should be provided at ground floor adjacent to the main entrance.



Courtyard
Building entrances and windows address the space. Parking spaces are grouped along edges and punctuated by planting, creating green amenity space for residents.



Courtyard
Bays are grouped to create usable amenity space. Low boundaries ensure visual connection between public and private space.



Cycle parking
Well overlooked cycle parking integrated into the street scene



Figure 7.37 - Cross Section illustrating best practice design of courtyard

7.22 Parking On-plot



Integral garages

Development avoids pairing integral garages to avoid long lengths of dead frontage. Large windows above to maximise surveillance



Integral garages

Amenity space above the garage combines with large surrounding windows to maximise surveillance of the street. Additional side driveways provide parking spaces behind the building line



Integral garages

Incorporated within the building footprint with raised amenity above to maximise surveillance of the public realm

INTEGRAL GARAGES

Front access garages - garage should be setback behind the building line. Driveway to be minimum 5m long or less than 2m to preclude parking.

- » Should not dominate the streetscene. The spaces in front of integral garages should be designed to avoid parking across the public footprint.

Front access drive through - building line to be set close to the pavement to deter parking in front of dwellings. Additional bay may be located behind drive through. Arrangement must allow for tree planting and landscaped front yards.

Integral garages in higher density areas can create 'dead' street frontage. If required, development should avoid pairing integral garages to avoid continuous lengths of dead building frontage.

- » Where integral garages are proposed along a street, development should deliver large windows adjacent to the garage or raised amenity spaces above it to maximise surveillance of the public realm.
- » Buildings lines on mews streets should be set close to the street (maximum 2m) to preclude parking in carriageway, with a minimum 6m carriageway to allow for vehicle manoeuvring and reversing from garage.

ON-PLOT PARKING

Side drives - where driveways are proposed between dwellings, there will be sufficient space (5m+) to accommodate the vehicle behind the building line to ensure parked cars don't dominate the street.

Front parking - Where parking is positioned at the front of the property, ensure that at least an equal amount of the curtilage is allocated to an enclosed, landscaped front garden as it is for parking to reduce visual impact of the vehicle on the street.

- » Building lines could be setback intermittently along streets to incorporate front of dwelling parking in a sensitive manner, behind the predominant building line of the street.

Rear access parking - this generally occurs where development fronts green space without an access route to the front.

- » Parking or access to rear garage could be incorporated as part of rear garden. Must deliver a substantial landscaped garden area alongside access drive.

APARTMENT PARKING

Undercroft/ underground parking - entrances to parking areas should be subtly positioned along the lowest street within the hierarchy.

- » Direct views into the car park should be prevented. The material of the gate or door at car park entrance should be soft and subtle in line with the material palette for the site.
- » Frontage surrounding parking entrances should be active, including large windows or raised amenity spaces above.

Apartment Parking Court - should be designed in line with SDC on residential courtyard design on p.98.



Apartment Parking

Communal parking entrance delivered to side of apartment on the lowest street in the hierarchy. Large windows and raised amenity spaces above the entrance create overlooking.

7.23 Hattersley Bridge Access

A new pedestrian and cycle bridge link between Godley Green and Hattersley is a key connection to be provided by the development.

Wilde Consultants Ltd (WCL) have been engaged by Tameside Metropolitan Borough Council (TMBC) to prepare a high-level feasibility report to consider options for the construction of a pedestrian and cycling bridge spanning the Manchester-Glossop Line railway and Hattersley Station.

The structure is to be owned by TMBC, subject to the agreement of an easement with Network Rail. Approval for the structure is subject to a Network Rail internal clearance exercise to consider business and engineering requirements and associated costs.

The final structural form is to be determined by TMBC and the superstructure options presented are indicative only. The report has assumed that the footbridge will be for unsegregated pedestrian and cyclist use. It is envisioned that lighting will be installed to the footbridge to increase visibility during hours of darkness and allow safe access at all times of day.

Options to be considered:

Option 1 – Three-span Truss Bridge

Option 2 – Cable-stayed Bridge

Option 3 – Single-span Tied-arch Bridge

Option 4 – Five-span Plate Girder Bridge

The bridge layout and design to be subject to further development during reserved matters, but be based on one options presented within the bridge feasibility study.

★

(Mandatory)

PRIMARY CODE

MAP19

Deliver a new bridge connection between the Godley Green Site and Hattersley in line with SDC outlined above;

MAP20

Land the bridge as close to the existing Ticket office to be as direct a link as possible; and

MAP21

Accord with Design Manual for Roads and Bridges (DMRB) Requirements in relation to bridge specification.

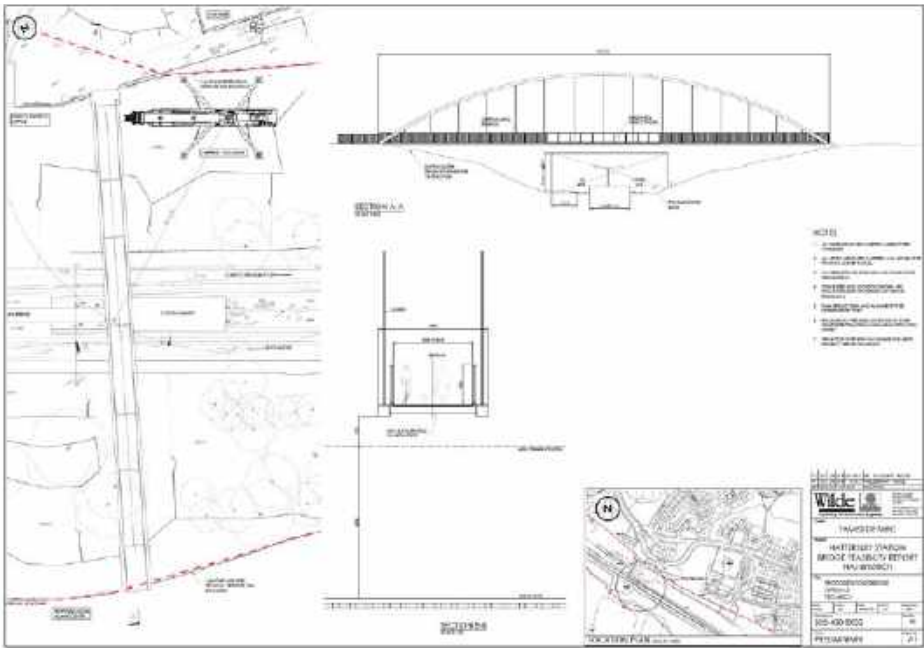


Figure 7.38 - Hattersley Bridge Option



Location Plan



Bridges integrating sensitively into their landscape setting

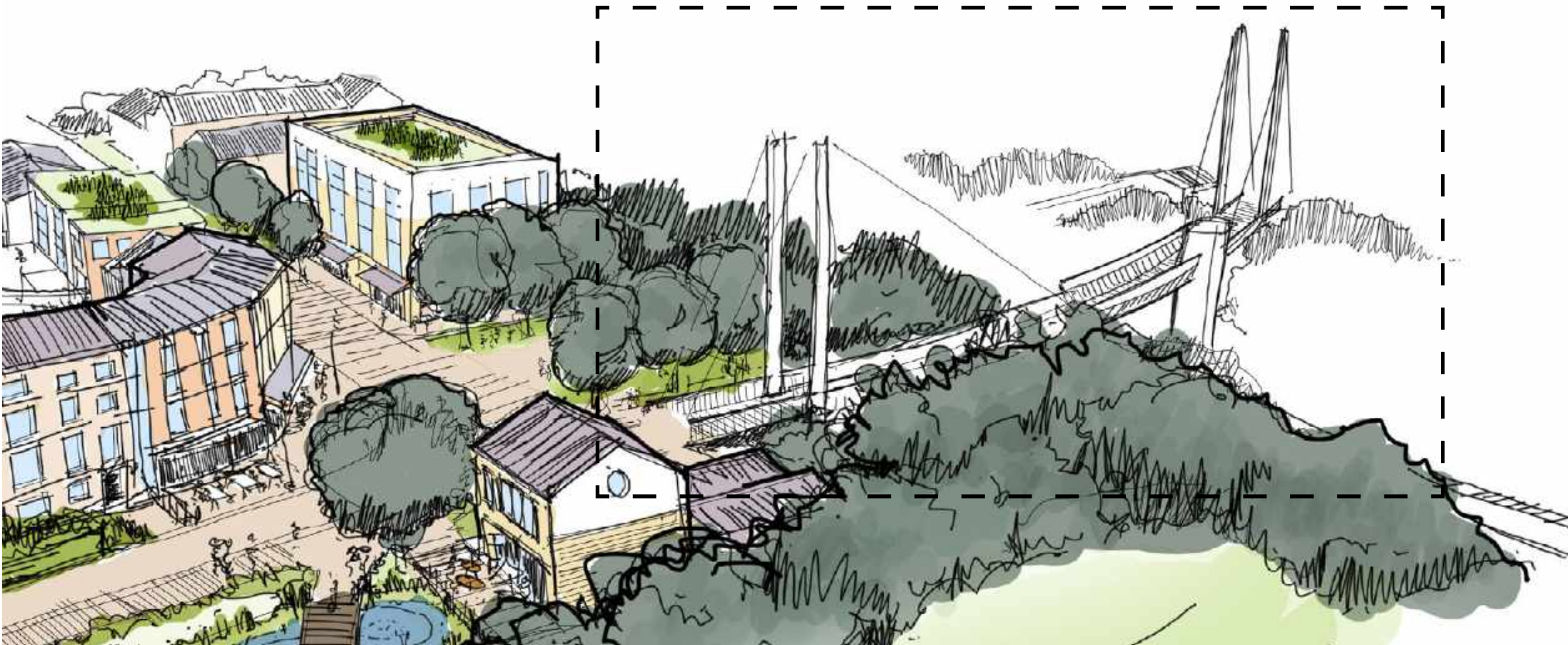


Figure 7.39 - Proposed footbridge at Hattersley Station (artists Impression)

7.24 Green Lane Access

The modelling of the Western Village access junction has shown that it would have sufficient capacity to operate without significant queuing, this includes during the typical AM and PM peak periods.

The assessments have been based on a 'future year traffic scenario' and with the proposed development fully 'built out', so are a robust assessment of the junction operation.

The 'level of service' provided by the primary would be much greater than Green Lane. The primary street will have a standard road geometry with appropriate lane widths. It would also have a suitable hard surface, good forward visibility and off-carriageway provision for pedestrians and cyclists. This, combined with the capacity of its junction with Mottram Old Road, would provide a pleasant and reliable journey to and from the development. This would therefore be the most attractive means of access and egress from the site.

Preventing 'Rat-Running'

It is considered that Green Lane would not be attractive as a rat run route. Its geometry and width is not conducive to consistent journeys and the good level of service provided by the main access junction.

The use of Green Lane would only be intended for use by those accessing / egressing property along Green Lane and pedestrian / cycle / equine trip making.

A number of technical design and enforcement options will be developed for Green Lane at Reserved Matters in consultation with all affected residents to ensure a safe and acceptable solution is created.

These could include:

- » The continuation of footways or levelling of the crossing point at the junction mouth (instead of a bell mouth) to give the appearance of a driveway access and not a roadway,
- » Traffic calming features along the length of Green Lane, narrowing it in sections
- » Provision of no right/left turn signage on the spine road as it crosses Green Lane. Signage at the Green Lane / Mottram Old junction could state 'No Access aside from residents, pedestrians, cyclists and equine users'
- » Potentially sever Green Lane where the spine road crosses with a closure to vehicular traffic at this point but access being maintained for pedestrians and cyclists, while access to Green Lane to the north being provided off the spine road itself.

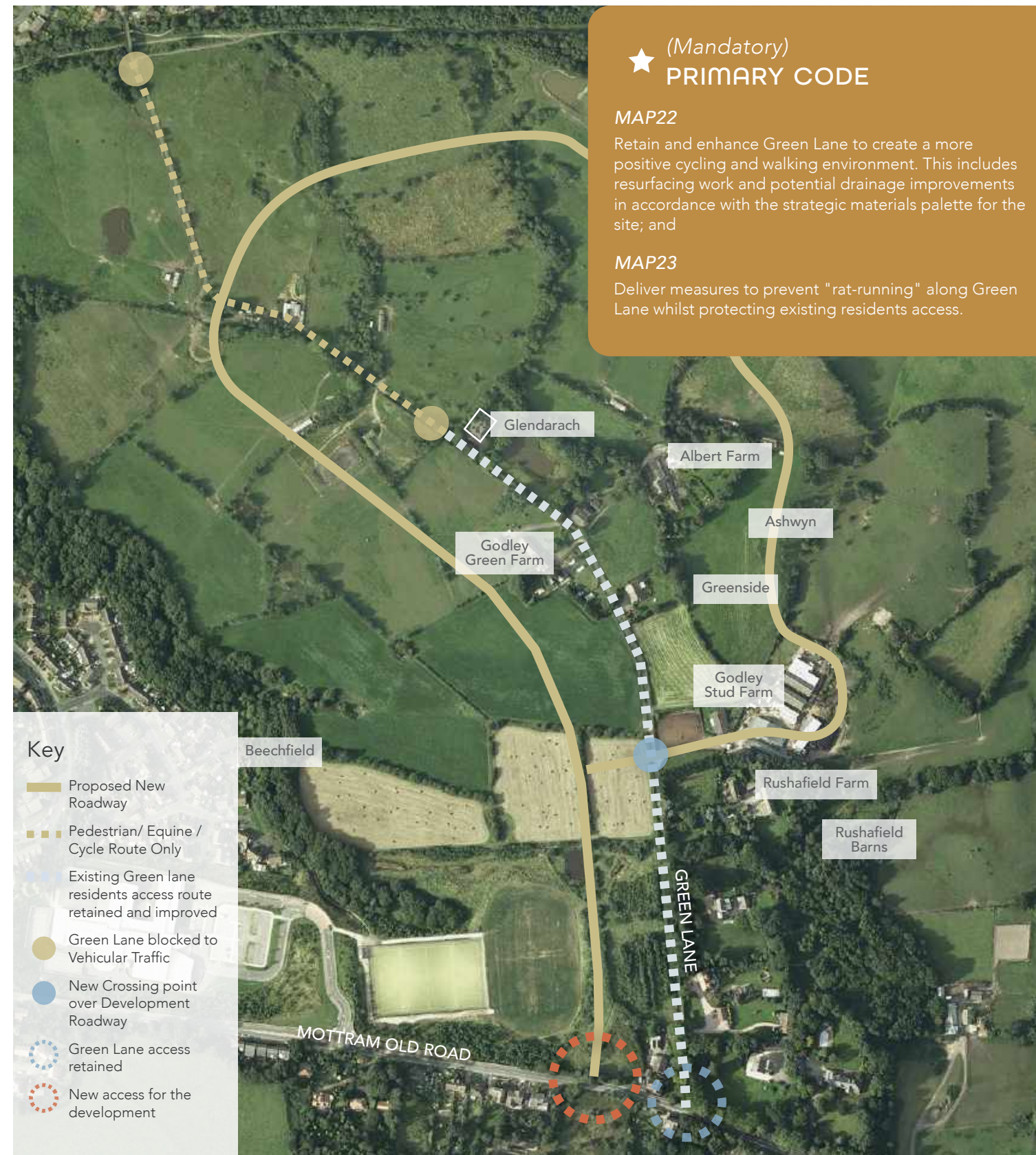


Figure 7.40 - Proposed Green lane access approach plan



New Surfacing

Surfacing improvements along Green Lane to enhance the cycling environment



Preventing Vehicular Access

As detailed in Figure 7.40 - access will be blocked to vehicles past Glendarach House



A Safe and Attractive Route

Design will significantly enhance the pedestrian and cycle environment along Green Lane.

7.25 Green Infrastructure and Public Open Space

Substantial areas of public open space will be delivered over the lifespan of the Godley Green Garden Village project, creating a variety of spaces each serving a different function and providing a unique experience of the landscape. Achieving balance will be critical to success, creating a green space destination that provides undoubted health and recreational benefits to the wider community, whilst serving to protect and restore valuable ecological habitats.

Strategic Design Code covering public realm and open space encourages future design to take a sensitive approach, seamlessly embedding new features and spaces into the existing landscape and using topography to create a range of experiences; both active and tranquil.

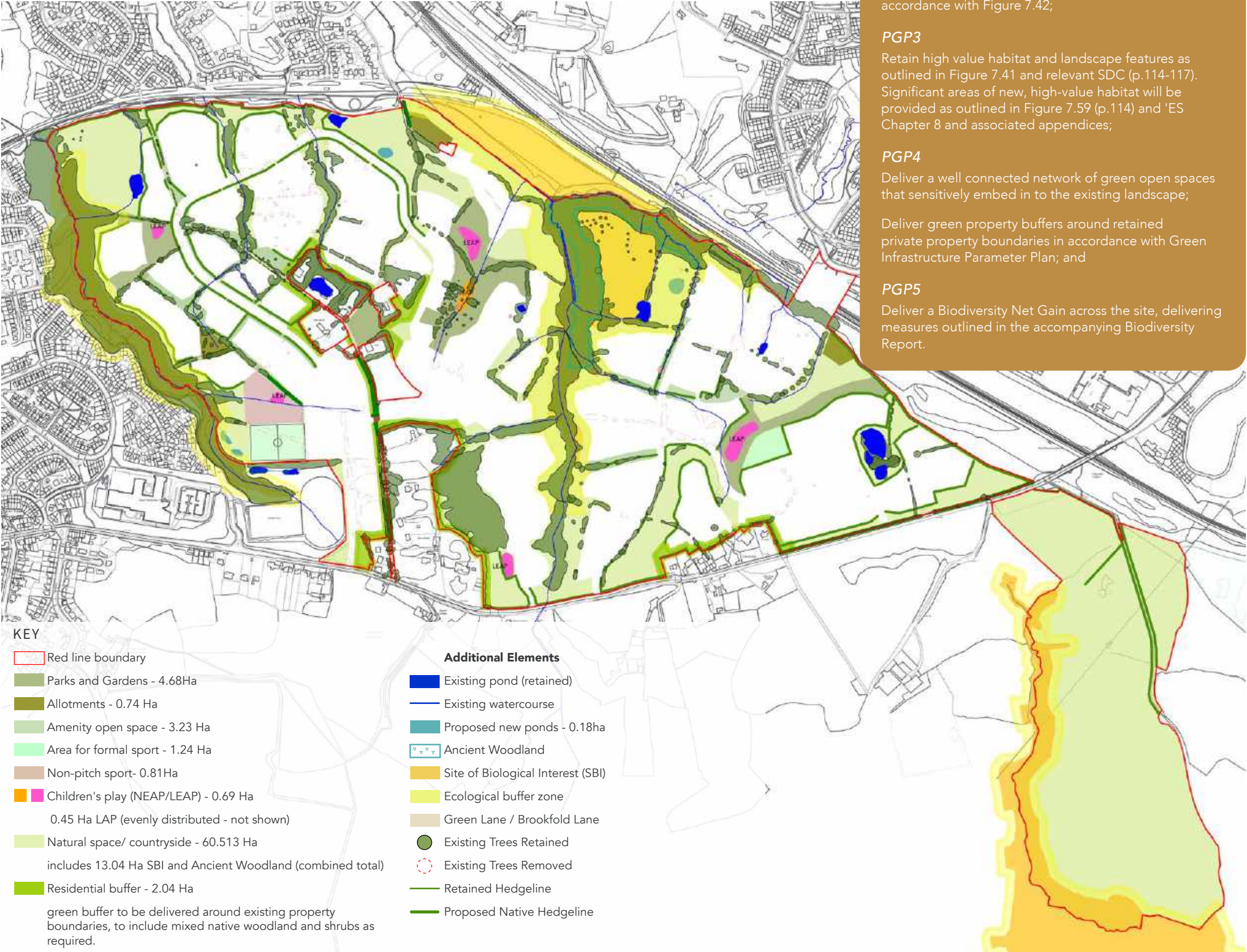
Significant new ecological infrastructure is proposed, strengthening existing habitat corridors and providing new areas of native woodland, wildflower meadow and pond environments. This is provided in accordance with the Councils Open Space policy standards and the 'Godley Green Garden Village Outdoor Sports Facilities Pre-Position Statement -July 2021' prepared by Knight, Kavanagh & Page that has been prepared to support this application.

These areas, alongside more recreational activities and public spaces, have not been designed in isolation. The masterplan has been carefully crafted to create a harmonious relationship between future development and the existing landscape, carefully considering sensitive interfaces and ensuring key green space destinations are connected via active travel links and green streets.

As an aspiring Garden Village, it is essential future development at Godley Green creates a productive, restorative and functional landscape that goes beyond the "Garden City Brand", creating a green network of public spaces that future residents will be proud to call their own.

Topics Covered

- » Open Space Typologies
- » A Connected Green Network
- » Play and Sport Strategy
- » Additional Recreation
- » Landscape Design Detail
- » Sensitive Landscape Edges
- » Ecology
- » Drainage and SuDS



(Mandatory)
★ PRIMARY CODE

PGP1
Deliver open space quantum in accordance with Green Infrastructure Parameter Plan (Figure 7.41);

PGP2
Deliver a range of open space types and activities in accordance with Figure 7.42;

PGP3
Retain high value habitat and landscape features as outlined in Figure 7.41 and relevant SDC (p.114-117). Significant areas of new, high-value habitat will be provided as outlined in Figure 7.59 (p.114) and 'ES Chapter 8 and associated appendices;

PGP4
Deliver a well connected network of green open spaces that sensitively embed in to the existing landscape;

Deliver green property buffers around retained private property boundaries in accordance with Green Infrastructure Parameter Plan; and

PGP5
Deliver a Biodiversity Net Gain across the site, delivering measures outlined in the accompanying Biodiversity Report.

Figure 7.41 - Green Infrastructure and Public Open Space Parameter Plan

7.26 Open Space Typologies

This table provides additional detail regarding the types of open space each strategic open space category may include, helping to understand the function of each.

The landscape design features and installations column provides further detail, providing an understanding of the habitat types, planting variations and facilities that each space typology may include.



Natural space / countryside

Spaces types	
Natural open landscape	Woodland
Semi-natural grassland and areas of wildflower meadow	Streams and minor waterbodies
Biodiversity zones	Retained pond features
Valleys and hillsides	

Landscape Design Features and Installations

- » Retained hedgerows and existing woodland
- » Areas of new woodland planting along key boundaries and development edges to enhance existing habitats and create new habitat zones
- » Swathes of wildflower planting to enhance existing habitats
- » Pedestrian footpaths, cycleways and multi-user routes and associated lighting (where relevant)
- » Pedestrian footbridges, boardwalks and elevated woodland walkways
- » Woodland trails - paths and trails through existing woodland areas
- » Interesting, naturalistic viewing platforms in appropriate locations and key vantage points
- » Informal, naturalistic play facilities located off the new footpath network
- » Secluded seating areas within existing woodland, adjacent to streams and ponds to maximise connection with water
- » Jetties and boardwalks in existing ponds, creating opportunities for pond dipping and natural education.



Parks and Gardens

Spaces types	
Children's play areas	adjacent to streams
Non-pitch sport zones	Formal amenity grassland
Retained and new woodland areas	Wildflower meadow
Hillside and valley parks	New areas of woodland planting
Wetland zones	

Landscape Design Features and Installations

- » Children's play facilities - maximising the use of naturalistic materials and equipment. Play facilities should use the topography and natural landscape to create a varied and interesting play experience.
- » Naturalistic picnic and seating areas set in more formal amenity grassland (located in a variety of locations, some secluded some in open areas and key vantage points)
- » Terraced viewing platforms cut into hillsides and on ridgelines
- » Planted orchards and opportunities for community growing terraces
- » Retained hedgerows and woodland - most valuable retained landscape features to be used as focal points within parks, creating spaces for dwelling around key trees etc.
- » Pedestrian footpaths, cycleways and multi-user routes and associated lighting (where relevant)
- » Potential for semi-permanent installations into landscape (such as shipping containers) to act as informal food and drink facilities/ information or art centres. Materiality and form must be naturalistic and complement/ positively contrast with the landscape setting.



Amenity open space

Spaces types	
Sloping village greens and pocket parks	Formal amenity grassland
Green links and corridors	Wildflower meadow
Linear parks and green verges	New areas of woodland planting

Landscape Design Features and Installations

- » Community orchards and growing areas
- » Swales and rain gardens (in line with Outline Drainage Strategy) - naturalistic features that must include planted
- » Informal natural play facilities such as boulder collections and fallen tree stumps to encourage interaction with the landscape.
- » A variety of low-set boundary treatments such as dry stone walls and hedgerows, referencing local treatments identified in the local character appraisals.
- » Areas of new tree planting - at times to include integrated seating around edges
- » Pedestrian footpaths, cycleways and multi-user routes and associated lighting (where relevant)
- » More formal areas of well-managed amenity grassland / lawn in appropriate locations to encourage dwelling. As a rule of thumb, green verges should always include tree or shrub planting.
- » Some areas of wildflower planting along green verges and in areas where a more naturalistic character is required.



Allotments

Spaces types	
Terraced growing spaces tucked into hillsides	New areas of woodland planting to create seclusion and refuge points
Flat areas of planters and beds permeated by woodland and planting	

Landscape Design Features and Installations

- » Planters and raised beds linked by informal footpath network
- » Communal greenhouses and shared semi-indoor structures for indoor growing
- » Tree and hedgerow planting along boundaries where appropriate to protect amenity. Tall fencing should not be used as a boundary treatment.
- » Picnic benches and seating areas acting as focal points for community interaction. Potential for more permanent features such as pizza ovens and stone BBQ stands.
- » Semi-permanent installations (such as containers) to create focal points and shelters,encouraging community interaction whilst using allotment facilities

Figure 7.42 - Open Space Typologies

7.27 A Connected Green Network

Driving the design of the green network is a fundamental principle, that future residents living at Godley Green will feel connected to nature wherever they find themselves.

As such, Godley Green has been designed as an interconnected network of green spaces, with a variety of new parks, growing hubs and recreational areas embedded into the existing landscape structure and connected via a new network of green multi-user routes.

Spaces are distributed to be within walking distance of future homes, allowing residents to access to a variety of amenity types that encourage outdoor living and sustainable lifestyles

Figure 7.43 moves beyond the Green Infrastructure Parameter Plan, illustrating how the masterplan uses existing landscape features to bind this new network of green open spaces.

KEY SPACES AND DESTINATIONS

1 Green Lane Park

Located at the intersection of historic routes on the site, Green Lane Park will include natural play facilities and create a green setting to the historic nodal point.

2 Northern Meadows

The Northern Meadows act as a green buffer to the development along the northern site edge, consisting of valuable grasslands and wildflower and creating a wild, natural character.

3 Valley Park

The Valley Park acts as the primary central green space within the western village, with several strategic cycle links running through the park along winding hillside routes. The park includes two key play spaces embedded into the hillside.

4 Central Woodland Valley

Contains both Brookfold Wood Ancient Woodland and Godley Brook SBI. The area will be protected and untouched, acting as a natural divider between the two villages.

5 Hillside Park

Acts as the primary central green space in the eastern village, containing play spaces and growing areas to serve the Village Centre. Secluded viewing platforms and recreational routes run along the hillside, providing views across the village and into the countryside beyond. Some small sports pitches are provided adjacent to new play facilities.



(Mandatory)
★ PRIMARY CODE

PGP6

Deliver a well-connected network of green open spaces that sensitively embed into their landscape setting, protecting and enhancing existing features of value.

Figure 7.43 - Green Network Plan

7.28 Play and Sport Strategy

the aforementioned green network, Godley Green will provide a range of formal and informal recreational opportunities, with new sports and play facilities distributed across the villages.

It is agreed that formal sports facilities will be provided and upgraded locally to serve the Godley Green Garden Village development. A new 3G pitch will be delivered as part of the new Secondary Education Facility in the western village and some small scale grass pitches in the eastern Hillside Park.

The adjacent diagram details the proposed spatial disposition of formal childrens play and sports facilities, designed in compliance with Fields in Trust accessibility standards and aimed at utilising the complex topography to create interesting play experiences.

This is provided in accordance with the Councils Open Space policy standards and the 'Godley Green Garden Village Outdoor Sports Facilities Pre-Position Statement -July 2021' prepared by Knight, Kavanagh & Page that has been prepared to support this application.

★ (Mandatory) PRIMARY CODE

PGP7

Deliver sports facilities in line with Figure 7.41. Combined the masterplan will deliver 1.24 Ha of formal playing pitches, including 3G/4G facilities.

PGP8

The quantum of formal sport and non-pitch sport delivered on the site should align with the latest evidence base.

PGP9

Deliver sports facilities in line with relevant Governing Body guidance. Proposed homes will be delivered within a 1200m walking distance of formal sports facilities;

PGP10

Deliver children and young peoples play facilities (NEAPs and LEAPs) in line with Figure 7.41. Play facilities should be designed in accordance with Fields in Trust guidance. The design of individual play facilities will be agreed at Reserved Matters;

PGP11

Create informal LAP facilities, evenly dispursed across the site and located in all open space typologies; and

PGP12

Ensure sport and play facilities are well overlooked by adjacent buildings, maximising surveillance.

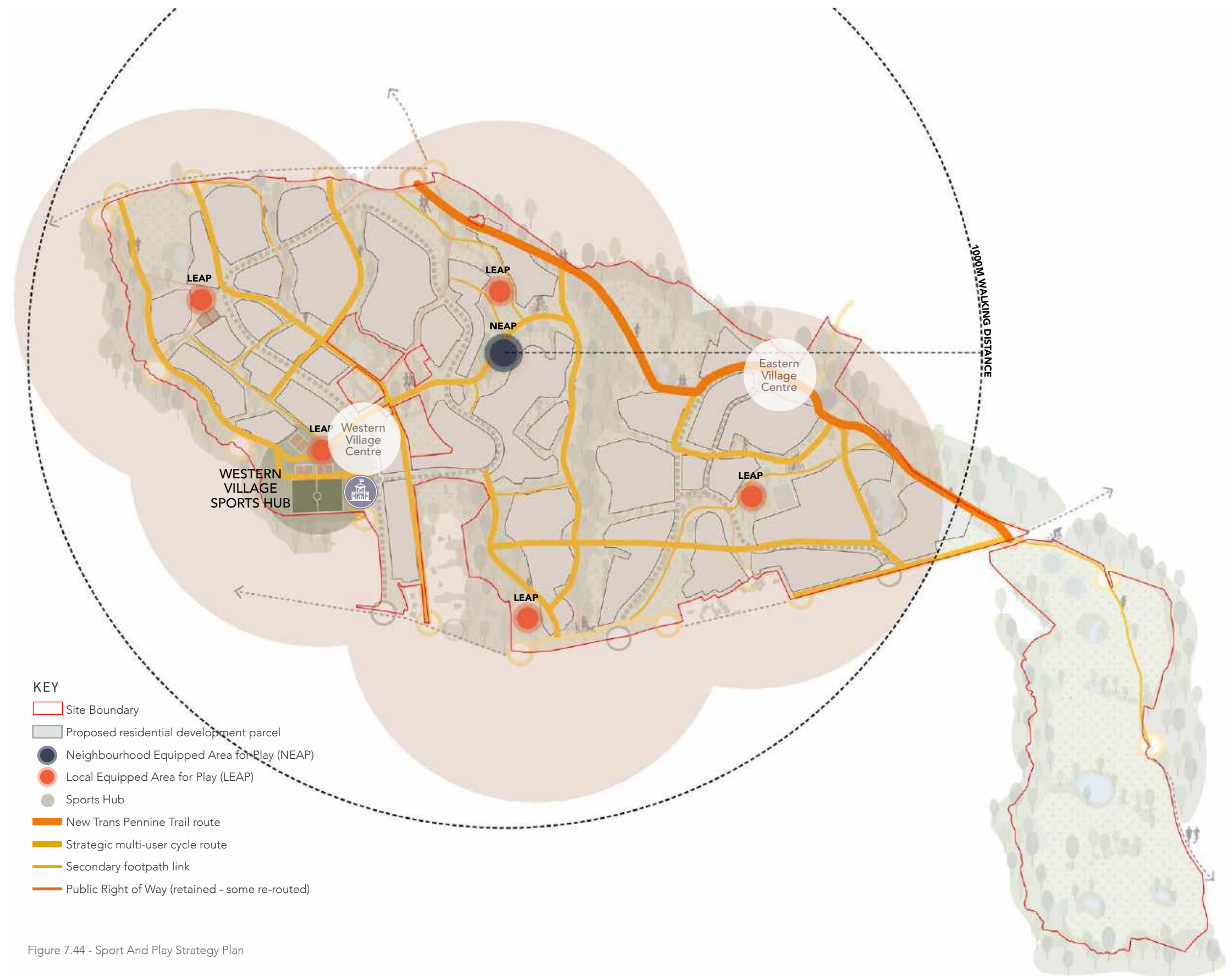


Figure 7.44 - Sport And Play Strategy Plan

7.29 Activity Trails and Informal Recreation

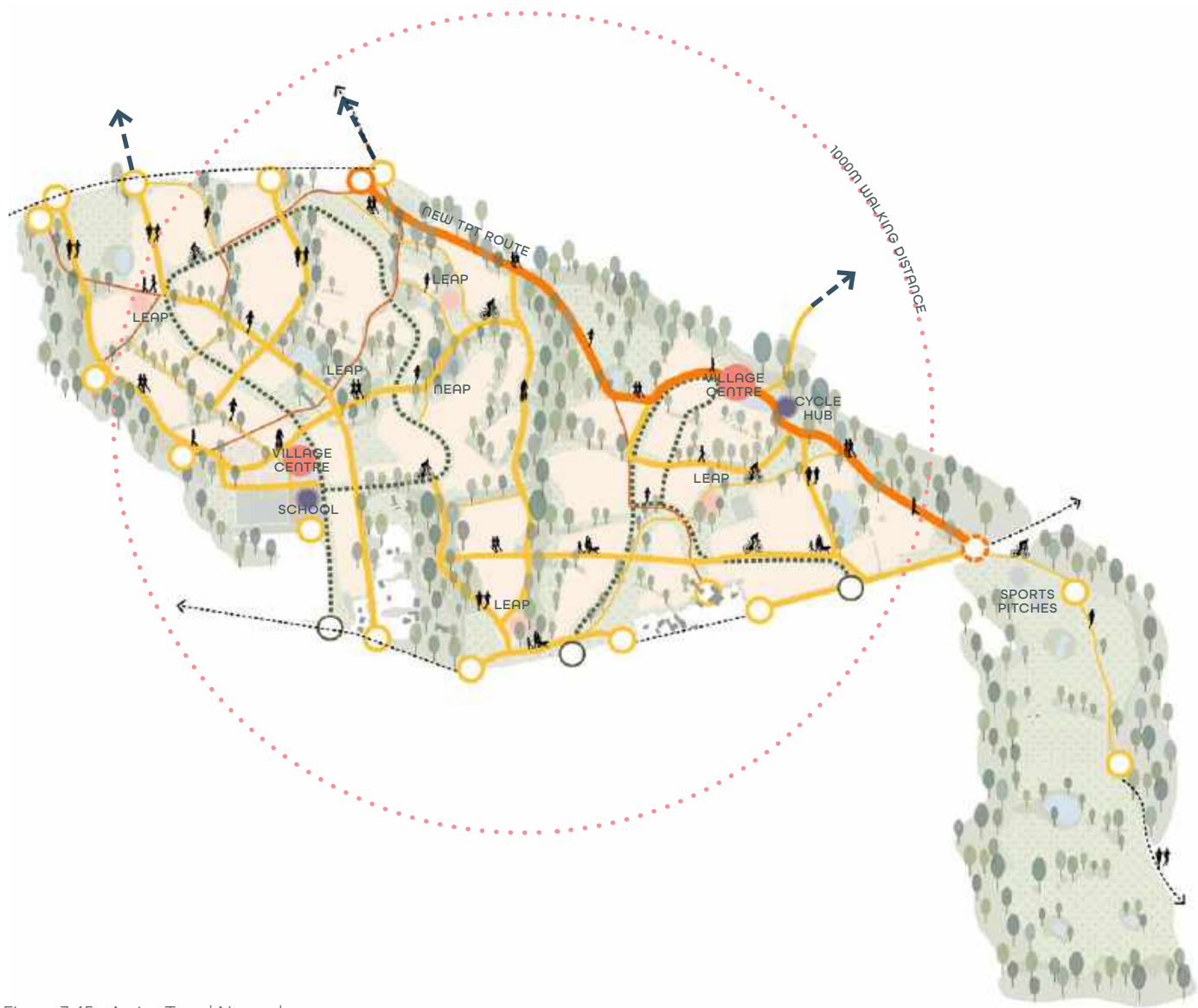


Figure 7.45 - Active Travel Network

 A NEW NETWORK OF ROUTES

A network of active travel links are proposed across the site, connecting the residential neighbourhoods and facilities on site with the wider walking and cycling network, as well as key green space destinations such as the Peak District.

The new network provides opportunity for a range of activities, both individual and communal, allowing people to connect with the natural landscape as well as linking them to community and retail facilities.

Integrated into the proposed green spaces:

- » Park Run - 5km or 10km - 1,2 & 5km fitness loops
- » Potential Cycle Hub at Hattersley Station
- » Cycle links to wider routes/ Peak District
- » 10km+ internal walking, cycling routes and horse riding routes

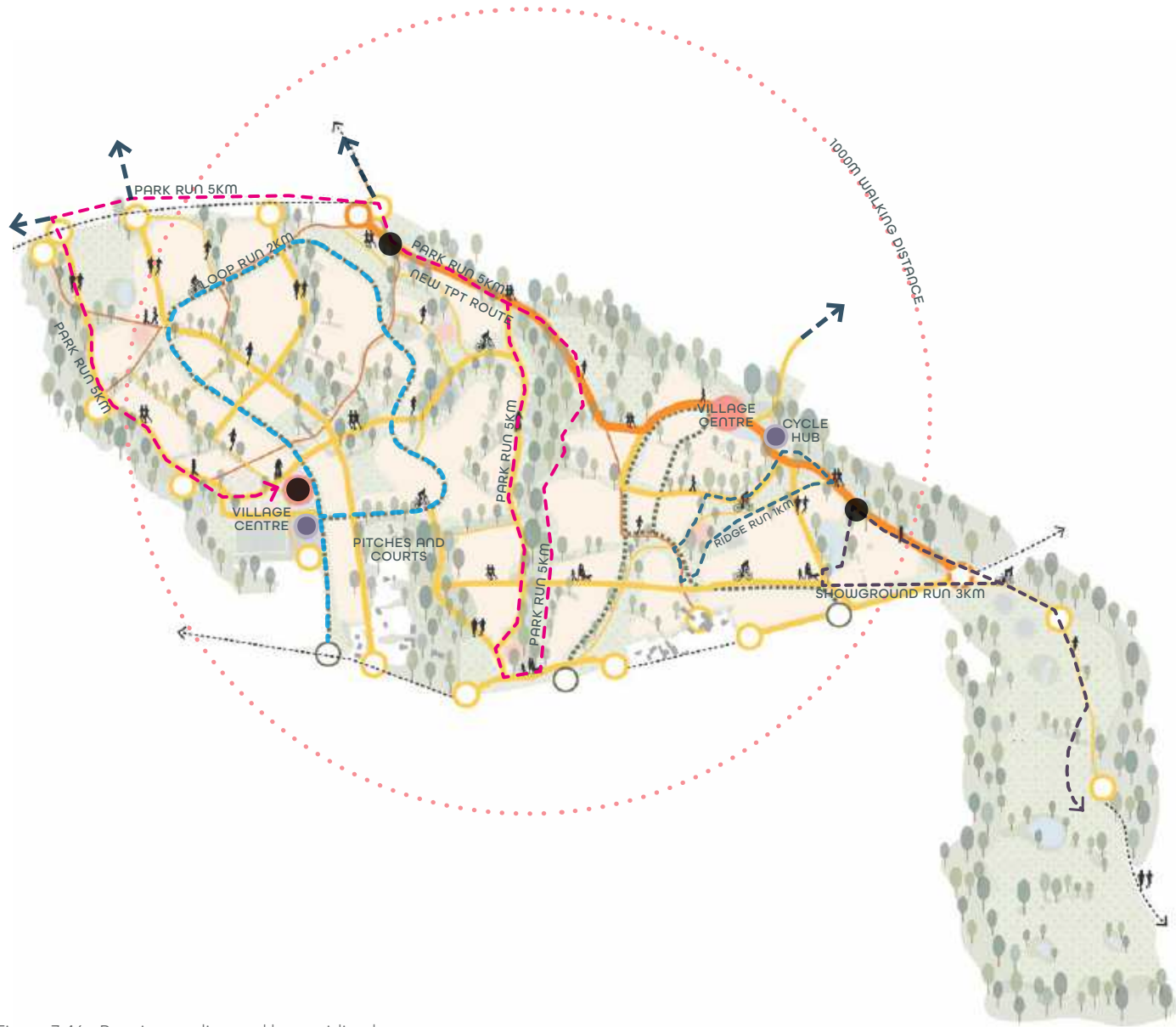


Figure 7.46 - Running, cycling and horse riding loops

 DESIGNING FOR MULTIPLE USERS

The new network creates opportunities for group activities, such as cycle clubs and park runs. Not only will the network serve a movement function, but will act as a forum for communities to come together and enjoy their environment.

New multi-user paths will be designed to provide equine opportunities, opening up new areas of the site to horse riders and creating loops through the green network.

Integrated into the proposed green spaces:

- » Park Run - 5km or 10km - 1,2 & 5km fitness loops
- » Potential Cycle Hub at Hattersley Station
- » Cycle links to wider routes/ Peak District
- » 10km+ internal walking, cycling routes and horse riding routes

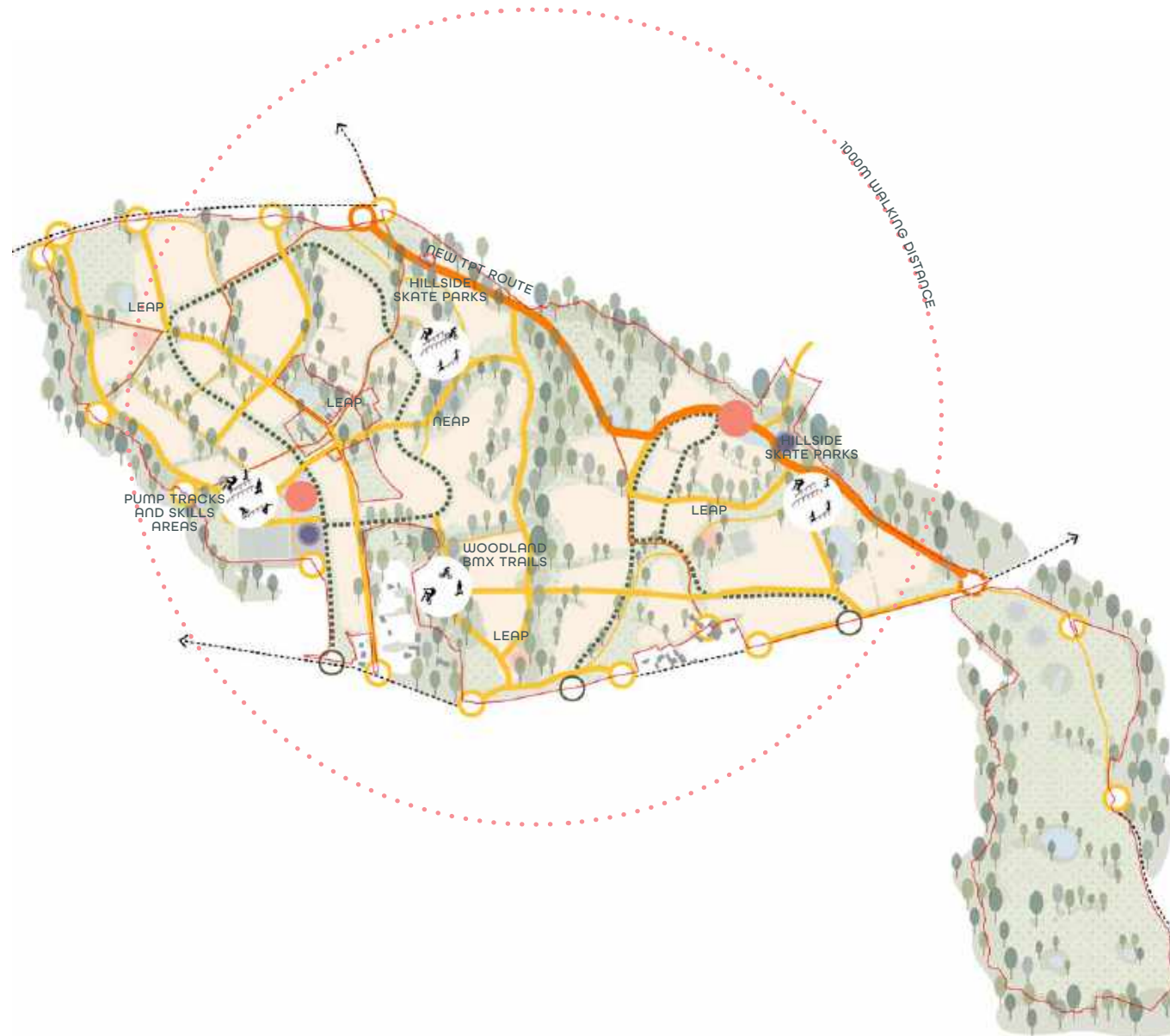


Figure 7.47 - BMX Trails and Skate Parks Opportunities



TRAILS AND PARKS

The steep valleys and hillsides scattered around the Godley Green site provide opportunities to integrate skate parks, BMX trails and skills areas. These facilities could be embedded into hillsides to create multi-level facilities, whilst allowing young people to experience the landscape actively.

Integrated into the proposed green spaces:

- » New multi-level skate parks
- » Pump tracks and skills areas

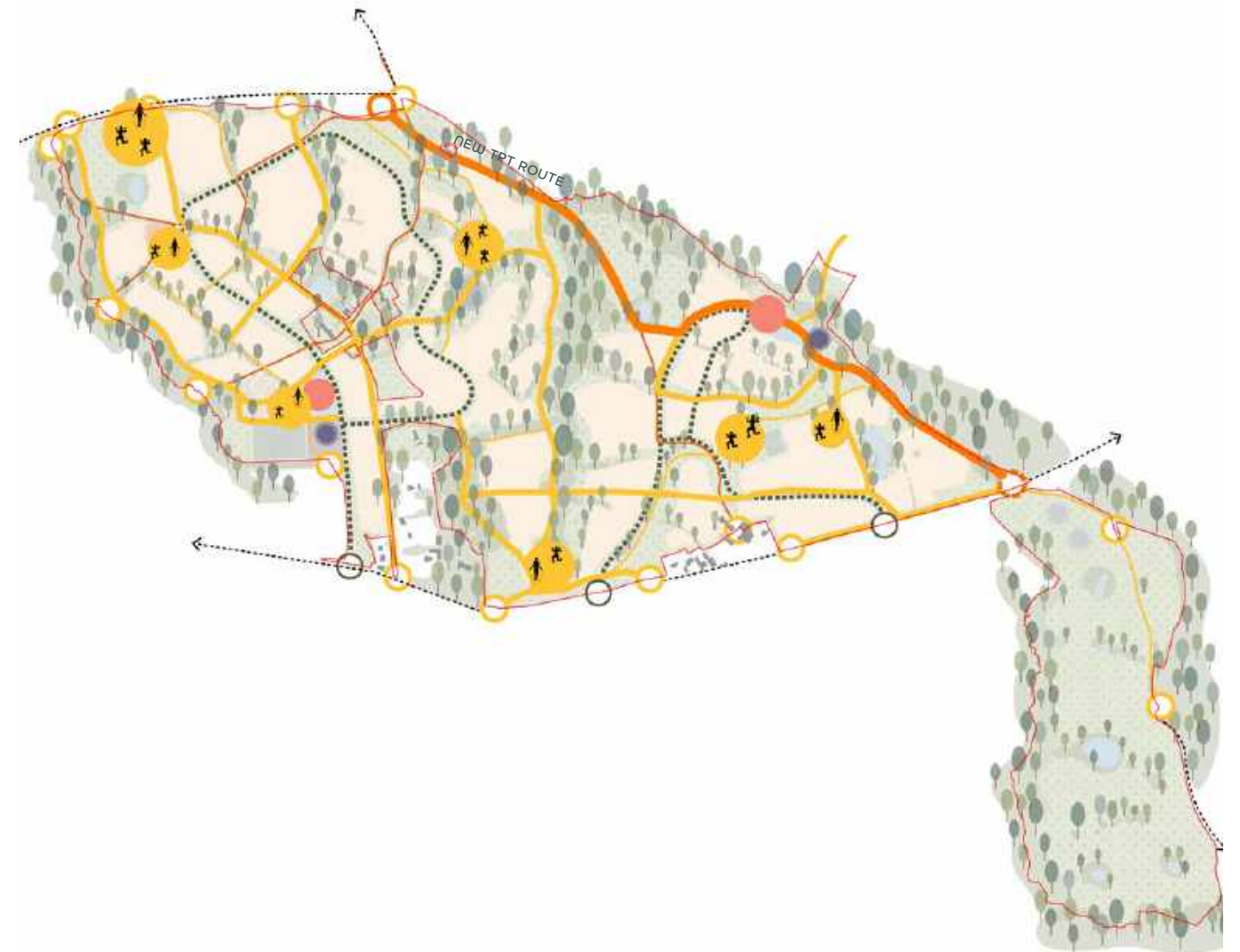


Figure 7.48 - Outdoor gym and fitness trails opportunities



OUTDOOR GYM AND FITNESS

Located along active travel routes, parks and some play areas, there is opportunity to integrate outdoor gym, climbing facilities and fitness trails into the natural landscape. Facilities should be sensitively embedded, using naturalistic materials that align with the strategic palette for the site.

Integrated into the proposed green spaces:

- » Outdoor gym facilities
- » Fitness trails
- » Natural climbing walls

7.30 Design of Play and Sport

Additional detail on the design of play and sport spaces is provided here, with SDC capturing key design principles to be applied across the villages.

PLAY

- » Play areas will be located along key pedestrian connections to ensure ease of access and frequent use, providing a range of seating areas to encourage dwell and maximise the multifunctionality of the spaces.
- » A large number of building frontages and habitable rooms must be oriented to address play and sport areas (unless floodlight glare requires an offset), maximising surveillance of the space.
- » Play area boundary treatments should be approached in a naturalistic manner, using a combination of shrub and tree planting as well as varying ground levels to create green defensible boundaries. The use of high fences should be avoided.
- » Play areas should be designed using a naturalistic materials palette that compliments the existing landscape setting at Godley Green.
- » Play spaces should be sensitively integrated into the terrain and should utilise the undulating topography present on site to create interesting and unique play experiences, as detailed in Figure 7.49.

SPORT

- » Sports facilities should be well integrated into the terrain at Godley Green, utilising level changes to create informal spectating and green seating areas.
- » Level changes and hillsides also provide opportunities to deliver innovative non-pitch sports facilities that work with topography, such as skate and BMX ramps cut into the landscape.
- » Edges to sports facilities should be delivered in a naturalistic manner, utilising existing landscape where possible and create new areas of tree, shrub and hedgerow planting to create natural landscape buffers between the sports facilities and adjacent homes.
- » Where large areas of sports pitches and non-pitch sports facilities create wide open spaces, tree and shrub planting should be delivered to create a natural parkland setting and break up the facilities. Planting should also frame seating areas within spaces.



Figure 7.49 - Godley Green Hillside Park (indicative impression)



Well overlooked play facilities with natural boundaries and tree planting dispersed throughout



Play area utilising the topography and natural landscape to create unique play experiences

1

Green boundaries

Boundaries to play and sport facilities should be naturalistic and green.

2

Non-pitch sport

A range of non-pitch sports facilities permeated by tree planting and seating areas

3

Additional activities

New multi-level skate parks, pump tracks, climbing walls, skills areas, as well as outdoor gym facilities utilise level changes.

4

Overlooking

Play spaces must be overlooked by habitable rooms and frontages of adjacent properties.

5

Recreational routes

Play areas will be connected to surrounding neighbourhoods and the wider movement frameworks by a new footpath network. Multi-user routes should provide active movement corridors, with opportunities to integrate outdoor gym, informal play and trail facilities

6

Playful hillsides

Play facilities and seating areas should be integrated into hillsides and delivered in linear terraces.

★ (Mandatory)
PRIMARY CODE

PGP13

The location of parks at Godley Green has been carefully considered to maximise peoples experience of the natural landscape, linked to improved mental health and wellbeing. The design of parks must deliver:

- » a broad range of activities and experiences that enhance peoples experience of the landscape;
- » a naturalistic character, where the installations into the landscape utilise its assets and compliment its appearance; and
- » social spaces, encouraging interaction and group activity.

7.31 Designing Responsive Parks

- 1 Topography**
Design should use topography to create unique experiences, integrating play facilities and seating areas into hillsides.
- 2 Footpaths**
A range of routes should be provided through parks, connecting them with surrounding neighbourhoods and to the existing network.
- 3 Focal points**
Design should utilise prominent landscape features as focal points, creating dwelling spaces around them.
- 4 Connection to water**
New platforms, jetties and boardwalks should be established close to water features to maximise human interaction.
- 5 Overlooking**
A range of edge treatments should address parks (in line with SDC on p.110-111), ensuring habitable rooms, raised terraces and entrances overlook spaces.
- 6 Play**
Strategic play areas should be located along key footpaths and integrated sensitively into the terrain.
- 7 Boundaries**
To parks should be green and low-rise, ensuring strong visual connections between properties and the space.
- 8 Biodiversity**
Areas of wildflower meadow and new tree planting should be created and protected to enhance biodiversity.



Figure 7.51 - Godley Green Valley Park (indicative impression)

7.32 Sensitive Landscape Edges

Sensitive Landscape Edges, as outlined in the Regulating Plan, mark the interface between proposed development and valuable landscape features and settings.

SDC here outlines a range of approaches to ensure new development forms a positive relationship with the landscape, creating homes that feel like a natural addition to the landscape setting. Sensitive landscape edges should be reinforced with native hedgerow planting and tree planting, with locations outlined in Figure 7.42 on p.98.

COURTYARD EDGES

- » Where courtyards are proposed along landscape edges, building frontages should define at least two edges of the courtyard. Rural buildings should frame views of the landscape. The use of corner units are encouraged to provide continuity of enclosure, as well as observational frontage to both facades.
- » Courtyards on edges should be fronted by residential typologies where their scale, massing and materiality resembles buildings in local farmstead clusters. Wider building frontages (which could be achieved by either a single dwelling or clusters of small terraces), steep roof pitches and carefully selected local materials contribute to a rural aesthetic which offers a sensitive response to surrounding landscape and townscape context.
- » Public realm and boundary design in courtyards along edges should conform with SDC on courtyard design on p.98.

GREEN LANE EDGES

Where Green Lanes are proposed along landscape interfaces, carriageways should measure a minimum of 3.7m and a maximum width of 5m. A small number of surface materials should be used, with minimal to no level change between pavement and carriageway. Pedestrian footpaths should run parallel to the carriageway along the edge of the development, consisting of a more naturalistic material.

Boundary treatments along Green Lanes should respond to the local context, consisting of low-set gritstone stone walls and hedgerow planting.

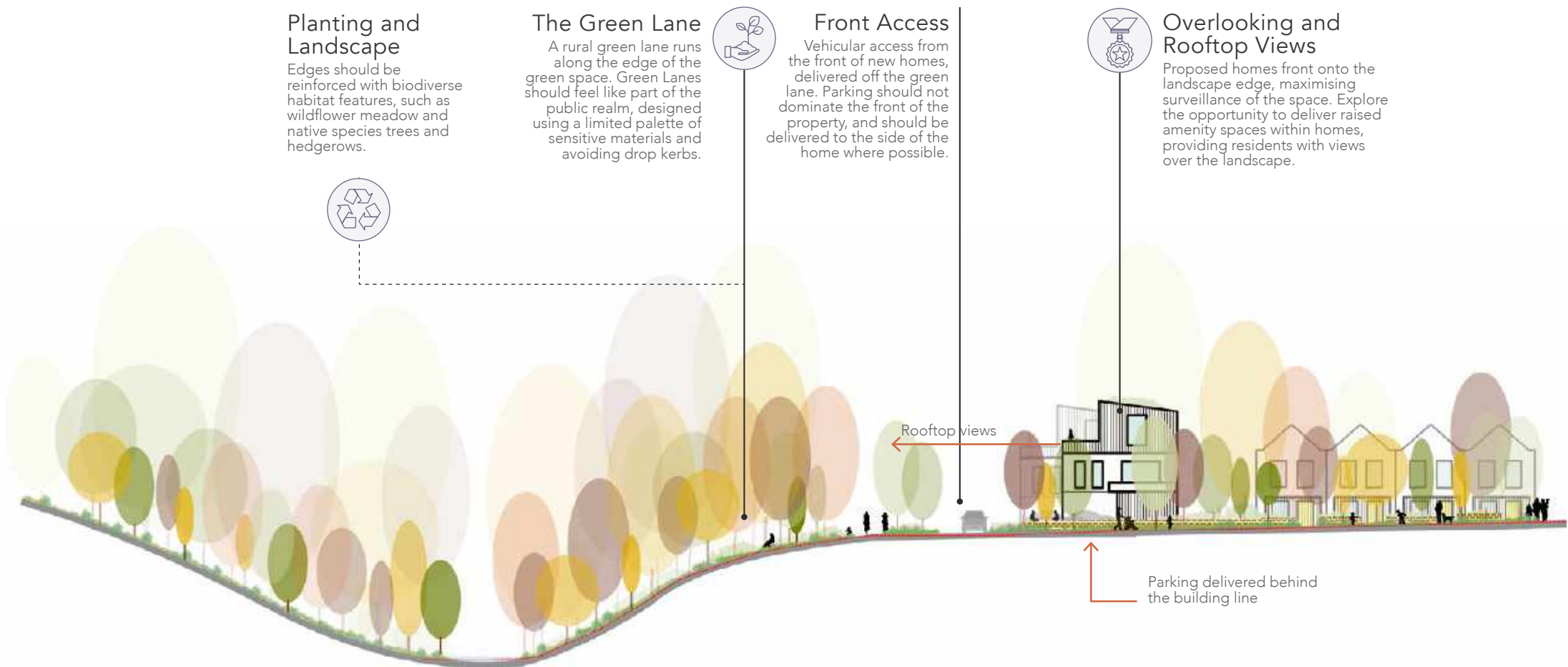


Figure 7.52 - Cross Section detailing a "Green Lane" edge approach

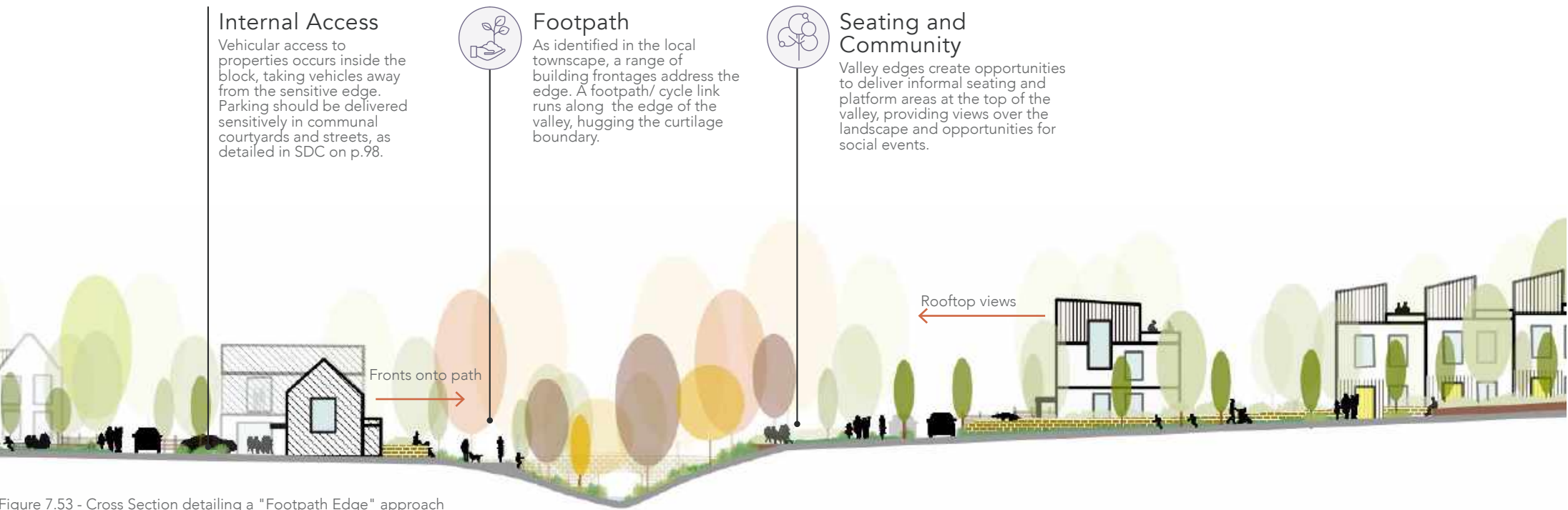


Figure 7.53 - Cross Section detailing a "Footpath Edge" approach

★ (Mandatory)
PRIMARY CODE

PGP14

Deliver a range of sensitive landscape edge treatments along sensitive landscape edges, as outlined in Figure 7.1 (p. 69) that respond sensitively to the topography of each area and edge respectively;

PGP15

Avoid creating large retaining structures along sensitive landscape edges;

PGP16

Create edges that positively interface with open spaces, ensuring a combination of habitable rooms, large windows, front doors and roof terraces overlook spaces; and

PGP17

Ensure development doesn't form a 'hard edge' to the landscape, varying roof forms and creating regular breakages in the building line to ensure glimpsed views beyond the building line.



THE SEMI PRIVATE EDGE

Where development is proposed along steep sided valleys and hillsides and constrained areas of the site, it may be deemed suitable to deliver homes that back onto the space.

- » Large windows and upper storey terraces / balconies must be delivered where this edge treatment is considered to maximise surveillance;
- » Habitable rooms must address the edge;
- » Sloping rear gardens should include raised decking areas to ensure overlooking of the open space beyond; and
- » Rear garden boundary treatments must be naturalistic, including native tree, shrub and hedgerow planting. Boundaries should be low-set and must ensure private garden spaces maintain a clear visual connection with the space beyond.

1

Footpaths

Paths are proposed through public open spaces at the bottom of the hillside, beyond the private boundary,

2

Boundaries

The treatment of rear boundaries to adjacent homes should include native species tree and hedgerow planting. Avoid the use of tall fences and walls along private property boundaries.

3

Using the Hillside

Garden spaces and land along the boundary should slope steeply down the hill, creating private amenity without having to use a tall boundary treatment.

4

Overlooking

Raised rear terraces, large windows and habitable rooms overlook public open space below.

Steep pitched rural gables addressing the edge should be explored, making reference to local rural vernacular as identified in Chapter 5.

5

Parking

On-street parking and parking courts at the front of properties ensures limited vehicular contact with the woodland edge.



Figure 7.54 - The 'semi-private edge' (artists impression)

7.33 Green Residential Buffers

A series of new managed green buffers will be provided within the site to help protect residential amenity for properties adjacent to it.

The location of these spaces is indicated within the Green Infrastructure Parameter Plan and the key characteristics of these buffers are:

- » Planted woodland buffers established along property boundaries - providing a buffer a minimum of 10 metres wide.
- » Mixed native woodland and hedgerow planting combined with new boundary fencing where required to prevent public access. Clear passage to be created to allow maintenance access.
- » Buffers not to be publicly accessible, and subject to management and monitoring by the relevant site management company.
- » Raised earth bunding where additional screening is required. Bunds will be planted with native trees and shrubs to maximise screening height.
- » New boundary fencing specification will be agreed during the reserved matters stage, but should include a mix of timber close board, open V mesh and stock fencing depending on location. Residents have also requested that in appropriate locations, wildlife gates be provided within fencing to facilitate passage.
- » Private gate access to existing properties to be provided where requested through the buffer area.

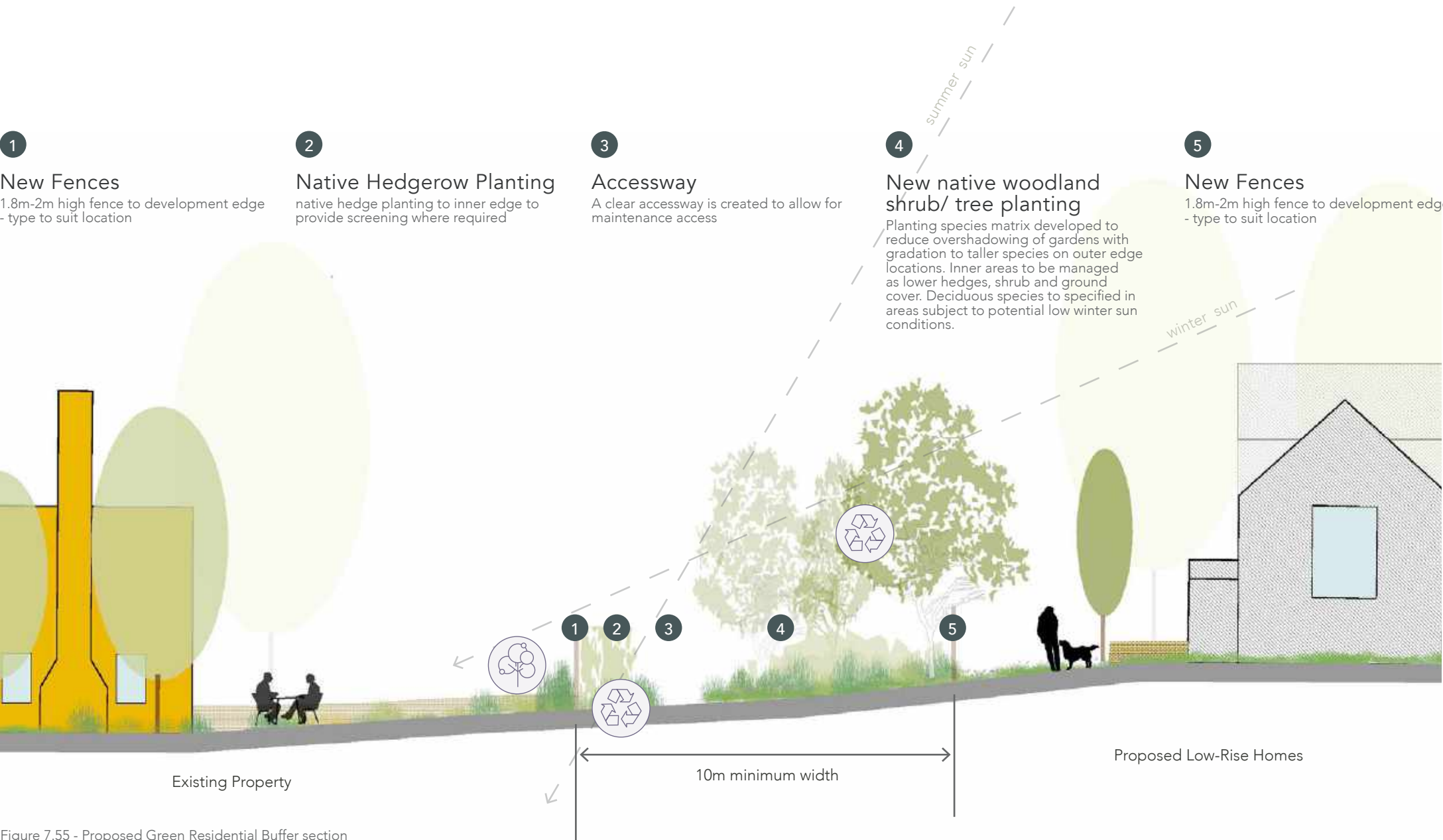


Figure 7.55 - Proposed Green Residential Buffer section

★ (Mandatory)
PRIMARY CODE

PGP18
Provide green buffers along relevant residential boundaries in accordance with Figure 7.41 (p. 102) and the SDC outlined above; and

PGP19
Put in place an appropriate management regime for these spaces to ensure proper maturity of planting and to ensure boundary conditions are maintained/ issues addressed.



Figure 7.56 - Examples of boundary fence types



Figure 7.57 - Smaller buffer corridor used in Woodford Garden Village

7.34 Outline Drainage Strategy



SUSTAINABLE URBAN DRAINAGE (SUDS)

The SuDS hierarchy requires discharge from any development to be considered in the following descending sequence of preference.

SuDS Hierarchy

- » Infiltration to ground
- » Discharge to a surface water body, watercourse or culvert
- » Discharge to surface water sewer or highway drain
- » Discharge to combined sewer.

Desk studies and walkover assessments indicate that infiltration is unlikely to be feasible. In addition, preliminary falling head permeameter testing has been carried out as part of a site investigation and these indicate poor filtration. Consequently, whilst formal infiltration testing has not been done at this time, infiltration will not be considered as the principle means of discharging run-off for the present. However, if further information or investigations demonstrate a potential for infiltration, then this will be incorporated into the drainage strategy.

On account of the greenfield character of the development site it is proposed that any discharges to the watercourse should emulate the greenfield run off rate for 1 year, 30 year and 100 year + climate change values.

★ (Mandatory) PRIMARY CODE

PGP20

Deliver a range of drainage approaches, maximising the use of SuDS, rain gardens and permeable paving. SuDS features should be sensitively integrated into the streetscene, contributing to the character of the street;

PGP21

Seek to deliver the approaches outlined in the detailed parcel testing process, delivering a combination of swales and vegetated channels and limited buried storage;

PGP22

SuDS features should include a range of planting, maximising their ecological value; and

PGP23

Detailed drainage strategies at Reserved Matters should be developed with reference to "Water. People. Places. A guide for master planning sustainable drainage into developments".

SURFACE WATER DRAINAGE

The following set of points summarise the Outline Surface Water Drainage Strategy for the site. For further detail, please refer to 'ES Chapter 11' and associated Appendices.

- » It is assumed that main access roads will be provided as Master Planning infrastructure and that construction platforms / terraces will be formed for the development plots. It is further assumed that significant minor access roads are to be developed as adoptable highways and that this would be a condition for any planning application for the development plots.
- » Assuming that infiltration discharge to soakaways etc are not feasible, the most probable strategy will be to attenuate run off to greenfield rates and discharge to a local water course.
- » The steep topography of the site is likely to require separate / multiple surface water drainage networks and associated outfalls.
- » The development will be progressed in phases. A provisional assessment has been undertaken to ensure that all development parcels have a feasible access to a local watercourse within or adjacent to respective parcel boundaries subject to subsequent design.
- » It is assumed that S104 drainage will form a part of the highway infrastructure. However, several development areas fall away from the access roads and therefore drainage from these is more likely to outfall directly to watercourses. If these are also s104 systems then easements or public open space provisions may be required. Some sections of watercourses are in steep valleys and therefore safe access to outfalls for future maintenance will need to be considered. In addition, there are environmental constraints (eg Ancient Woodland) which may impact the location and feasibility of multiple outfalls. It is considered that there will be a combination of s104 adoptable drainage and private non adoptable drainage.

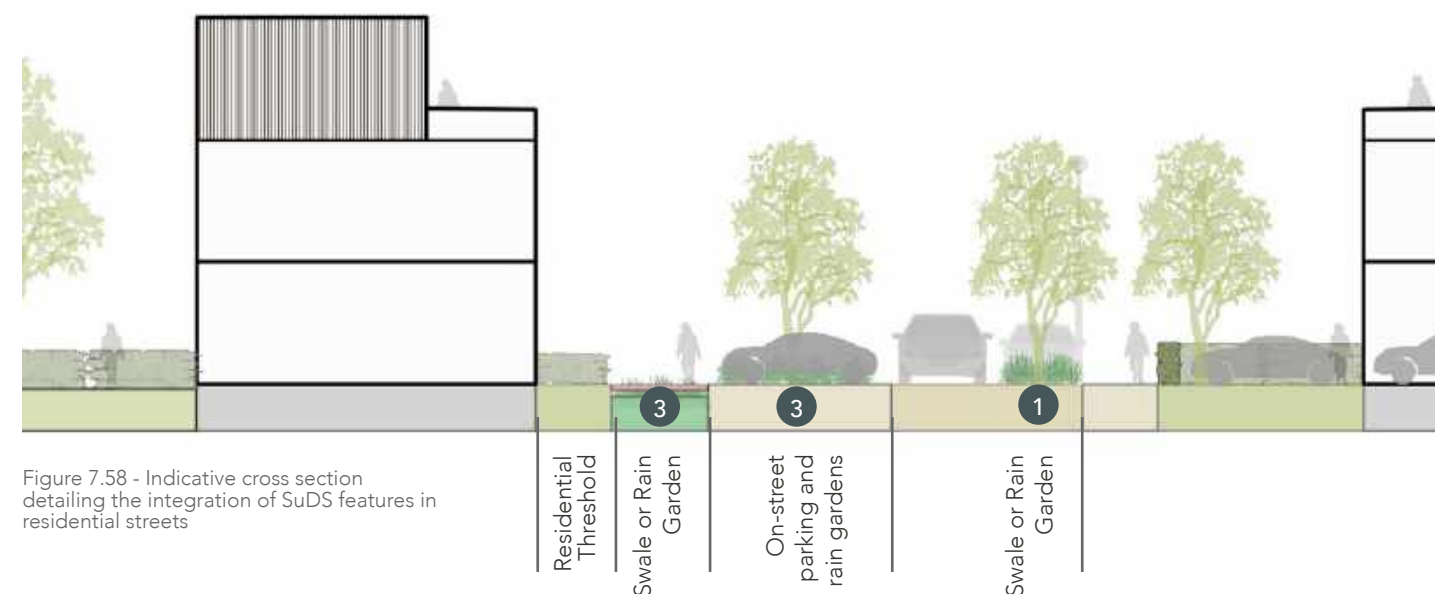


Figure 7.58 - Indicative cross section detailing the integration of SuDS features in residential streets

An Outline Drainage Approach - Detailed Parcel Testing

Following initial discussions with United Utilities (UU), a detailed assessment of sample development parcels has been undertaken to inform the SuDS approach for the site, utilising two development parcels. The testing process sought to maximise the use of SuDS and minimise traditional buried storage. This identified that substantial use of swales and surface storage features represented a significant constraint which was considered to negatively impact the feasibility of the development.

A further review for CA19 was undertaken which incorporated a more detailed assessment of landscaping etc. From this it is proposed that a combination of permeable paved surfaces, swales and vegetated channels and limited buried storage would provide for a more viable strategy which could be broadened to the general development area.

It is noted that further revisions of the development layout for CA19 will require a revisit of this assessment at subsequent design stages. However, the general principles and methodology, as discussed with UU, will remain applicable.



Design should seek to sensitively integrate rain gardens and swales into the layout of hardstanding public open spaces and streets.



More substantial rain garden and swale features running along cycle highway. Design should explore opportunities to integrate swales and rain gardens into the design of primary streets.



Well planted and sensitively integrated rain garden, running along curtilage boundary to create private amenity

7.35 Ecology

The design of the Godley Green masterplan has taken an ecology-led approach, ensuring a thorough understanding of the landscape and its existing habitats has informed the location and form of proposed development.

Ecology-led approach

Through an iterative design process, including statutory consultees such as the Woodland Trust and Greater Manchester Ecology Unit (GMEU), the masterplan has been designed to protect, restore, enhance and create habitats of value.

Detailed analysis and surveying of the site has underpinned proposals, resulting in regular amendments to the masterplan to ensure a sensitive response to the site. Fundamentally, the masterplan seeks to avoid areas of high ecological value, as well as delivering several designed mitigation measures to ensure a Biodiversity Net Gain is achieved as a result of development.

A Landscape Environmental Management Plan (LEMP) and Construction Environmental Management Plan (CEMP) will be produced, which will set out the long-term management and monitoring objectives for both the retained and created habitats.

BIODIVERSITY LANDSCAPE STRATEGY OBJECTIVES

As outlined in 'ES Chapter 8' and associated appendices, the masterplan must deliver the following principles to achieve the following biodiversity objectives.

- » Inclusion of landscape features (retained and created) of high importance for the maintenance of habitats and species;
- » Provision of naturalistic spaces and the delivery of functional ecological habitats;
- » Landscape planting to include only native species and wildlife friendly species within the retained SBIs and adjacent buffer;
- » Enhancement of the retained sections of the on-site SBIs;
- » Restrictions of public access within the retained section of the SBIs. Some areas of the SBIs will be accessible with naturalistic footpaths provided, while access to other areas will be low and limited, controlled or avoided as appropriate to the location;
- » Inclusion of more formal amenity and activity area with more intensive amenity use, to provide alternative green space where ecological impact will be lower; and
- » Light spillage on sensitive ecological features will be avoided.



Figure 7.59 - Ecology and Biodiversity Strategy Plan

(Mandatory)
★ PRIMARY CODE

PGP24

Deliver mitigation measures summarised within this section of the Strategic Design Code and outlined in detail in 'ES Appendix - Biodiversity Net Gain Metric & Report'. The delivery of mitigation measures should deliver a 10% gain in biodiversity in accordance with the requirements of the emerging Environment Bill.

SPECIFIC MITIGATION MEASURES

Specific mitigation requirements for important ecological features are summarised here, informing detailed strategies to be secured by planning condition. The mitigation measures specifically relate to masterplan design features, whereas further detail on mitigation measures can be found in 'ES Chapter 8 and associated appendices.

Flora

Semi-Improved Neutral Grassland

- » Mitigation for any loss will be addressed through the retention and enhancement of areas of semi-improved neutral grassland, creation of new grasslands and the enhancement of significant areas of grassland land south of the A560.
- » Poor semi-improved grasslands south of the A560 will be enhanced into more diverse grassland habitats through the removal/reduction of grazing to allow a more diverse sward to develop

Pond Network and Watercourses

- » Masterplan retains nine existing ponds, creates an additional four new wildlife ponds within the proposed development, and restores three ponds in land to the south of the A560.
- » A series of measures are included in 'ES Chapter 8 and ES Appendix 8.11 - Biodiversity Net Gain Metric & Report', focused on enhancement of existing ponds and management.

Hedgerows, Woodland and Trees

- » Embedded hedgerow mitigation measures retain at least 5,060m of hedgerow across the site.
- » New species-rich hedgerow planting equivalent to at least the length lost (up to 8,440m depending on the detailed design) is included across proposed development, as detailed in Figure 7.41 (p.102).
- » New and retained hedgerows will be established with a native scrub/shrub and/or wildflower grassland buffer. A minimum width of the buffer will be 3m on each side of the hedgerow. Buffers will be extended as required to accommodate sufficient root protection zones for retained trees contained within the hedgerows.
- » Mitigation for the small loss of semi-natural woodland will be addressed through the habitat retention, enhancement and creation of semi-natural woodland across the scheme
- » Retained and newly planted woodland blocks will be managed to maximise biodiversity value.

- » An Arboricultural Impact Assessments (AIA) will be required in support of Reserved Matters applications for the Proposed Development. The AIA will consider all aspects of detailed design (drainage, utilities etc) to minimise future conflict and avoid unexpected expense or undesirable tree loss.
- » New native trees will be planted to compensate for the loss of trees across the site on at least a 3:1 basis.

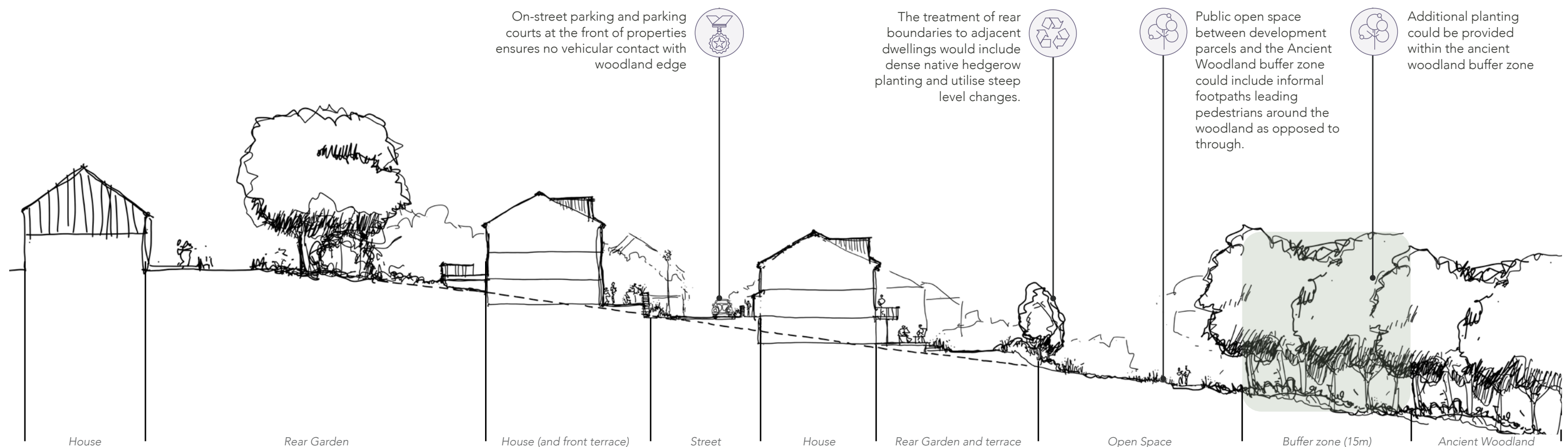


Figure 7.60 - Illustrative Cross Section of Proposed Ancient Woodland western edge

7.36 Nature Conservation Areas and Buffers

The following set of mitigation measures have been designed into the masterplan in order to protect valuable habitats located in Nature Conservation Areas on site. These areas include:

- » Brookfold Wood Ancient Woodland
- » Godley Brook Site of Biological Interest (SBI)
- » Werneth Brook SBI

Specific mitigation measures include:

- » 15m minimum buffer zones are proposed surrounding all designated areas, where in most places the buffer zones are far larger. Buffers could be supported by a range of measures to restrict public access, including defensive woodland planting.
- » A range of new ponds will be created across the site.
- » Werneth Brook SBI and Brookfold Wood SBI will be entered into 30 year LEMP to positively manage the woodland, grassland and pond habitats within them.
- » Footpath upgrades within Brookfold Wood SBI and Werneth Brook SBI will be undertaken to avoid the clearance of woodland or ground flora and a “no dig” approach will be adopted within the SBI and Ancient Woodland areas.
- » Defensive woodland edge planting is proposed to reduce encroachment and edge effects to woodland areas and will encourage footfall along existing and proposed footpaths through the designated sites.

The measures combined represent a sensitive approach to Nature Conservation Areas, seeking to limit the opportunities for physical human interaction with designated areas in order to protect valuable habitats.

- KEY
- Red line boundary
 - Parks and Gardens
 - Natural space/ countryside
 - Existing pond (retained)
 - Existing watercourse
 - Proposed new ponds
 - Ancient Woodland
 - Site of Biological Interest (SBI)
 - Ecological buffer
 - Existing Trees Retained
 - Existing Trees Removed
 - Retained Hedgeline
 - Proposed Native Hedgeline



Nature Conservation Buffers

A minimum 15m buffer of green open space is proposed around the boundaries of the Ancient Woodland and SBI.



Additional defensive planting

There is potential to introduce additional planting in parts of the buffer where development is in closest proximity to the environmental designation, to act as a defensive boundary.



Sensitive rear garden boundary treatments

The treatment of rear boundaries of adjacent dwellings would include native planting and steep level changes. The approach delivers a defensive boundary to environmental designations, providing a sensitive treatment at the interface of development and the landscape asset that avoids the use of fencing and limits public thoroughfare.



Promoting pedestrian movement around, but not through

The masterplan will promote pedestrian movement around the buffer zones, with proposed footpaths connecting to the existing Public Right of Way network. Footpaths would increase the level of footfall through open spaces but discourage access directly through designations.



Limiting vehicular interaction with edge of the woodland

Parking proposals in adjacent plots will limit vehicular traffic along edges with the sensitive environmental designations.



Enhancing arboreal connectivity

Existing hedgerows and tree lines running perpendicular to the woodland are retained and enhanced, acting as habitat corridors to enhance arboreal connectivity.

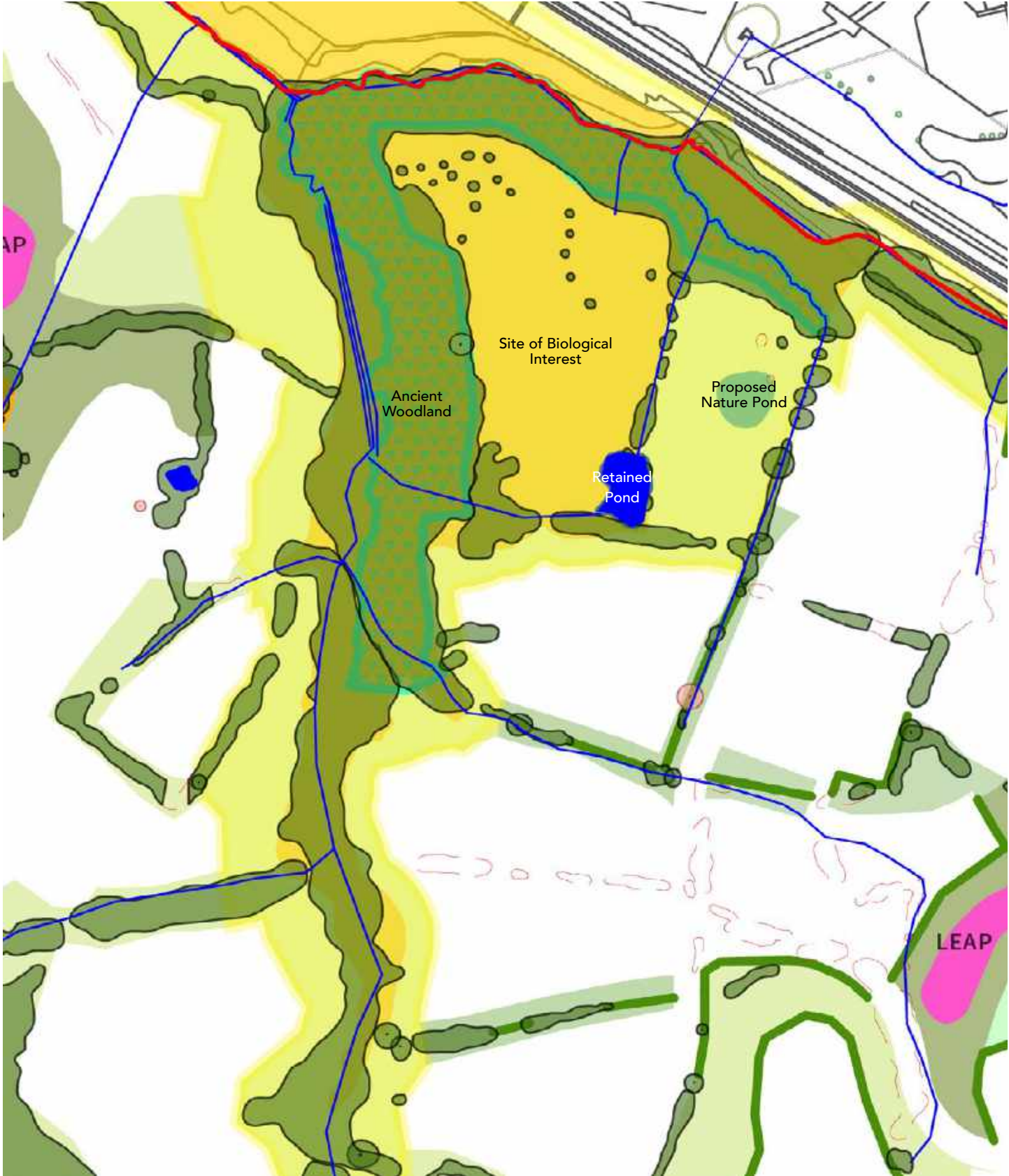


Figure 7.61 - Nature Conservation Buffer Zones and Edges - indicative approach

 SPECIFIC MITIGATION MEASURES

Fauna

Amphibians (GCN)

- » The masterplan retains nine existing ponds, including four GCN breeding ponds. Four new wildlife ponds are proposed, as well as the enhancement of three existing ponds. Connectivity between new ponds and hibernation habitat within Werneth Brook SBI is retained.
- » Connectivity to off-site woodland habitat is retained. New wildlife ponds are proposed within dispersal range of retained ponds as mitigation.
- » The creation and enhancement of hedgerow, grassland and woodland habitats provide an opportunity for significant population increases.
- » Roads within the development parcels close to P20 retained ponds will be constructed with amphibian friendly drainage systems.
- » The main dispersal route to the off-site woodland and railway line is retained and strengthened around this key location.
- » Hibernacula and log piles will be created in the grassland field immediately east of Brookfold Wood SBI to provide additional habitats for amphibians and invertebrates.



Nine existing ponds are retained on site, ensuring connections to offsite woodland

Bats

- » All buildings with confirmed bat roosts and those with moderate or high potential for roosting bats are to be retained.
- » Landscape design north of Greenside Farm buildings will ensure hedgerow and tree planting provides connectivity to foraging areas including Brookfold Wood.
- » A range of bat boxes will be installed in the built development with a minimum of one bat box for each 10 dwellings to be delivered with each phase, focused on development plots close to retained foraging and commuting habitats.
- » The majority of the trees identified as having moderate to high potential are being retained, additional roosting habitat (bat boxes) will be installed on retained trees.
- » A range of landscape installations, as previously outlined, will provide mitigation for loss of potential foraging habitat, including strong north-south corridors along Green Lane.
- » A Sensitive Lighting Strategy will set out the lighting proposals during both construction and operation to ensure potential adverse effects on bats are avoided, as outlined in 'ES Appendix 8.11 - Biodiversity Net Gain Metric & Report'.



All buildings with confirmed bat roosts are proposed as retained as part of proposals, with additional bat boxes provided in key locations.

Badger Setts, Foraging and Commuting

- » Any ground disturbing works within 30m of retained setts may need to be carried out under licence if there is a risk that these works will damage tunnels or chambers or disturb badgers.
- » Mitigation will include planting additional food sources and to provide food in areas that will remain accessible to badgers. To mitigate for the loss in foraging habitat, planting in open space areas will include fruit and nut bearing species to supplement earthworms and insects foraged in retained grasslands and woodland.
- » Woodland and scrub planting will include rowan, elder, crab apple, hazel, and wild plum to provide food sources, and the planting of community orchards will also provide windfall fruit.
- » Informal existing footpaths within woodlands will be blocked with natural materials or planted up with native species if these pass close to badger setts.
- » Details of the design of culverts below proposed roadways can be found in the 'ES Appendix 8.11 - Biodiversity Net Gain Metric & Report'.
- » A minimum of three mammal crossing points will be incorporated beneath the main spine roads where these interact with the retained green corridors with the aim to provide safe passage beneath the main roads.



Additional food sources will be planted as part of proposals, with community orchards scattered around the site.

Breeding Birds

- » Replacement hedgerow and tree planting along with diverse grassland creation will provide mitigation for loss of potential nesting bird habitat. Prior to vegetation clearance a range of bird boxes shall be installed onto retained trees within undisturbed areas of the scheme.
- » House sparrow terraces shall be installed within the external walls of a number of buildings within the site. Due to the losses of agricultural buildings on site, nest boxes will be incorporated into new buildings.
- » A bird box scheme will be developed detailing the type, design, number and proposed locations of all bird boxes to be installed.
- » Two barn owl boxes will be erected to increase the provision of suitable breeding habitat. One box will be installed close to the retained Brookfold Wood SBI grassland habitat and the second will be installed in the land south of the A560.



Extensive tree and hedgerow planting is proposed as part of proposals, alongside bird box installations in appropriate locations.

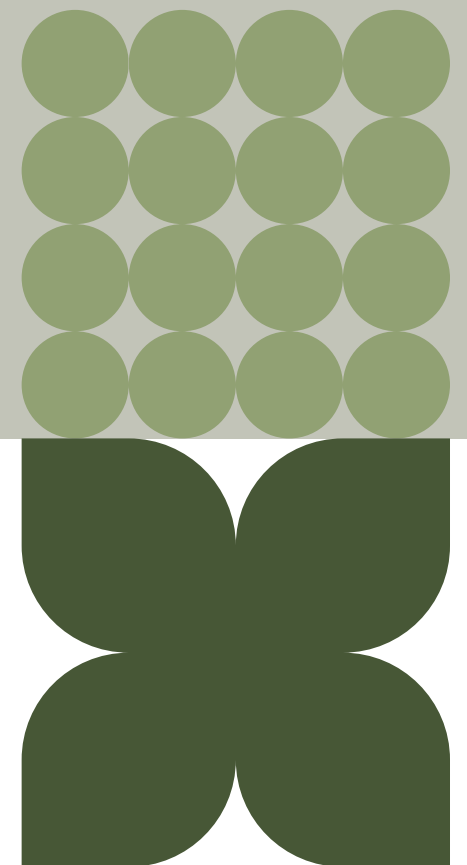
8

Neighbourhood Design Code

The Neighbourhood Design Code builds on previously outlined SDC, aiding legibility by creating neighbourhoods of specific character within each village. Often, neighbourhood character is driven by the landscape and topography of the site. The complex landscape mosaic that exists requires a specific design approach, resulting in natural variation in character from one area to the next.

Whilst the landscape character acts as a baseline for variation in form, attention to detail and sensitivity in the townscape response will ultimately guide design quality. Underpinned by the Garden Village components and SDC outlined to date, the neighbourhoods apply the most relevant design principles to ensure appropriate differentiation is achieved.

Throughout the chapter, the design code illustrates methods through which the Garden Village design components will be delivered in each neighbourhood, steering future development towards the 21st century Garden Village model.



8.1 The Neighbourhoods

The 7 identified neighbourhoods are bound by clearly defined edges, consisting of prominent existing landscape features such as a valley edge, or newly established townscape features such as a primary street.

A prominent edge defines a perceived transition point from one place to the next, be it visual or physical. A clear change in character should be delivered moving beyond these edges between neighbourhoods, often underpinned by a distinct change in the urban form, materiality or a unique sense of arrival.

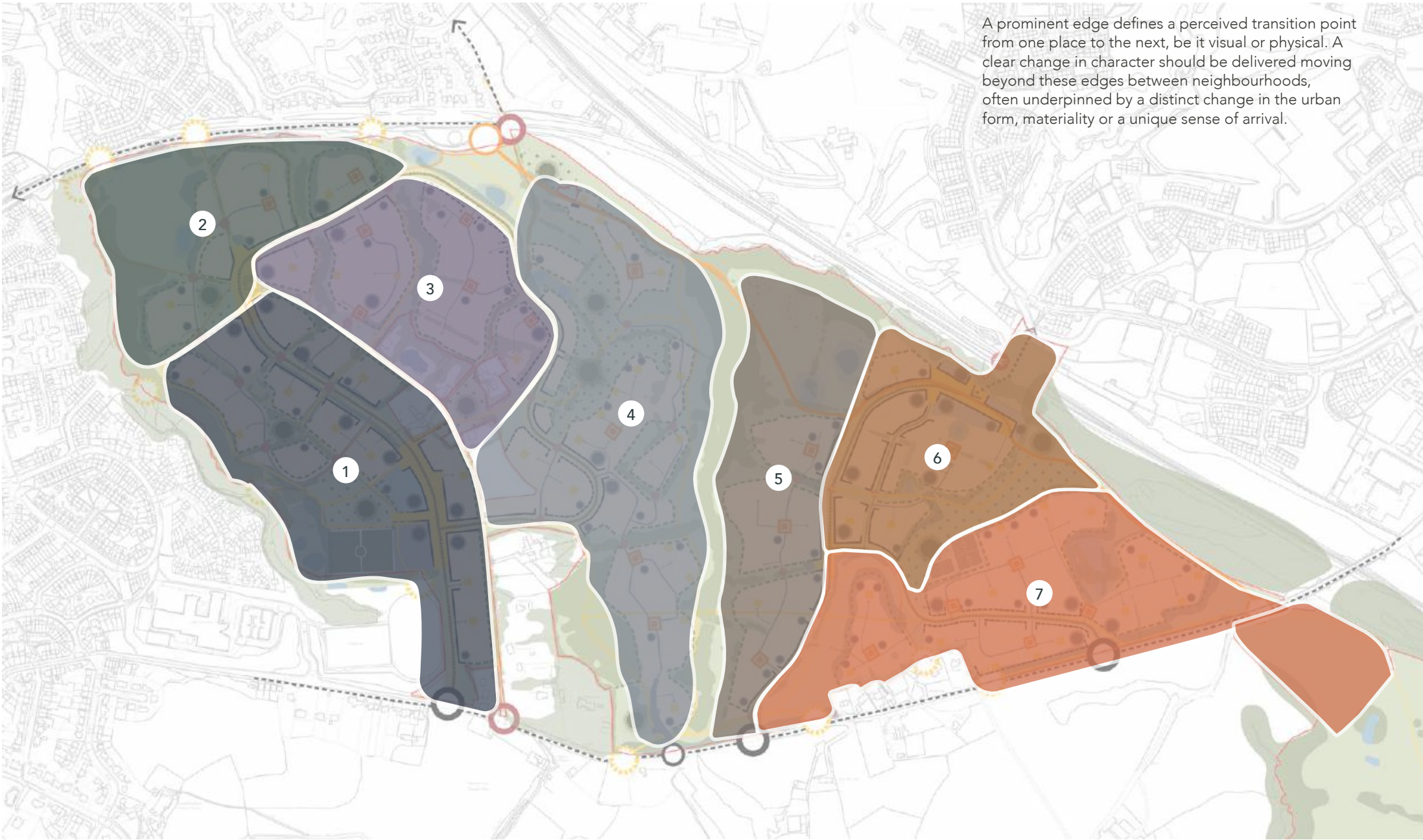
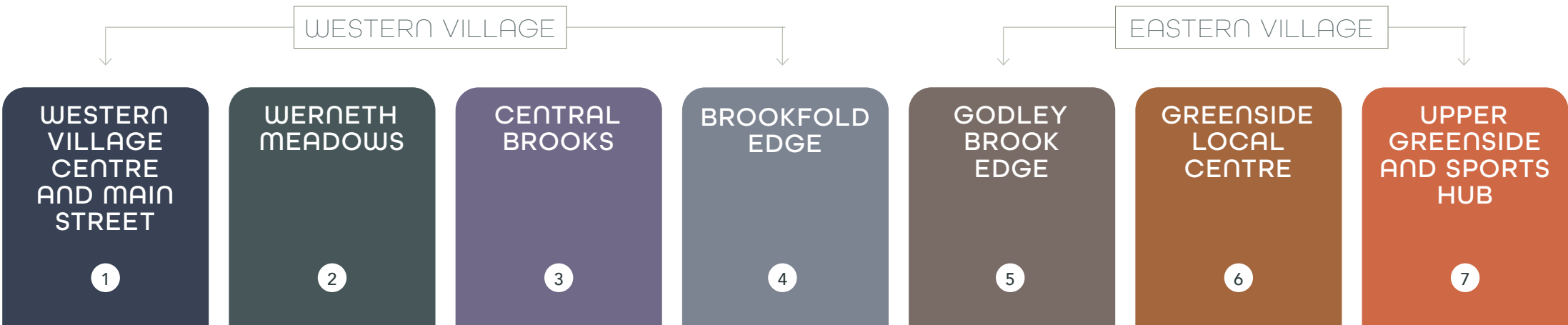


Figure 8.1 - The Neighbourhoods Plan (boundaries do not present an exact location)



THE GARDEN VILLAGE COMPONENTS



The best of local Town and Country



Exemplar 21st century Rural edge housing



Sustainable Design



A unique Godley Green landscape



Howards "Garden Cities" and Traditional Garden City Form

8.2 Western Village Centre and Main Street

The Western Village Centre and Main Street forms the heart of the western village, presenting a predominantly urban character that takes cues from the urban townscape of Hyde to the west.

The main village street presents a formal character, with strong building frontages, consistent tree planting and rows of 3 storey terraces stepping down the the existing south-north slope.

This formal, urban character structured on an irregular grid pattern, gradually softens moving east to west through the neighbourhood towards sensitive landscape edges. Green streets and pedestrian links frame views of surrounding landscape and woodland, as housing typologies become more rural in their nature addressing Green Lane and Werneth Brook Edge.

(Mandatory)

★ PRIMARY CODE

1

The below list provides a summary of Primary Code outlined earl relevant to this neighbourhood:

- » A mixed-use village centre and associated public realm, including a Senior Living Village in line with relevant SDC (p. 73-74);
- » Strong building frontage to primary roadway – raising in height to define the Village Centre (SDC - p. 68-69).
- » Godley Green Garden School (secondary education) and associated formal sports facilities adjacent to the Village Centre (SDC - p. 75);
- » A subtle transition in character from the main village street and village centre, towards sensitive landscape edges. A soft transition in scale and massing should be delivered, in line with SDC on p. 78-79;
- » A sensitive interface to Green Lane (p. 80-81) and specific access arrangements (SDC - p. 101;
- » Mixed materiality, taking cues from the Hyde context (SDC on p. 84);
- » A series of distinct green space destinations, connected by active travel links and habitat corridors (p. 88-91).



Figure 8.2 - Regulating Plan (Western Village Centre and Main Street)



KEY DESIGN FEATURES

- 1
- Historic Structure**
- The block structure respond to the historic spine created by Green Lane, with a hierarchy of east-west routes linking the neighbourhood to surrounding open spaces.
- 2
- The Historic Green**
- Acts as a focal point when transitioning from the main street, into more rural areas of the village. Future uses could include community growing space and orchards, as well as natural children’s play facilities.
- 3
- Village Centre and Senior Living Hub**
- Will deliver a range of community, health and retail facilities, selling food and drink produced on site in the growing hubs. Several Senior Living Apartments will be delivered around private courtyards adjacent to the centre.
- 4
- Green Lane Interface**
- Vehicular access to residential blocks off Green Lane must be accessed from the Primary Street. Buildings should be setback from Green Lane, providing a significant green curtilage adjacent to the route. For detailed measures, see Appendix 3.
- 5
- Key Frontage**
- Marks the arrival point to the village, and should deliver a contemporary take on locally distinctive architectural features and deliver a stepping roof form.
- 6
- Village Access Point**
- Design must deliver a distinctive sense of arrival to the western village, creating a green setting and an architecturally distinctive frontage which takes cues from the local context.

DELIVERING GARDEN VILLAGE COMPONENTS



With the landscape

New blocks will be sensitively embedded into the landscape framework. Green corridors, running along existing hedgerows and tree lines, creates routes through and break up the urban form.



Linear Park

A linear park, fronted by townhouses, will run parallel to the primary street into the Village Centre. Linear parks should deliver a range of recreational facilities and take cues from local examples.



Maximising Passive Solar Gain

Blocks and buildings should be oriented to maximise passive solar gain. Roof form should also maximise opportunities, and include solar panels and greening.



Roof Gardens and Terraces

Development should maximise opportunities to provide raised private amenity spaces, primarily located on south facing façades with views across the villages.



Figure 8.3 - Western Village Centre (artists impression)

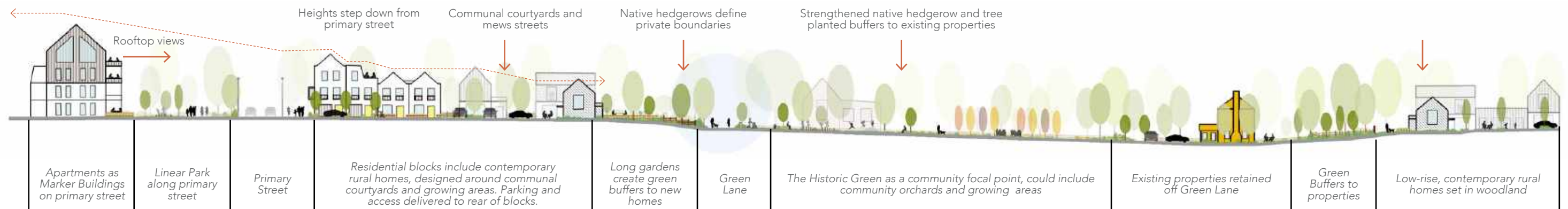


Figure 8.4 - Illustrative Cross Section through neighbourhood

8 Neighbourhood Design Code

8.3 Werneth Meadows

Werneth Meadows represents a point of transition within the western village, moving from the formal urban character of the main street to a looser urban grain along the northern edge.

Sitting at a key landscape interface and forming the northwestern village gateway, development must deliver a sensitive edge. Contemporary rural barn typologies should run along fine grain mews streets, with native hedgerow boundaries and tree planting immersing new homes in the landscape.

The neighbourhood responds to the historic structure of the site, focused around a prominent urban node and new park, marking the intersection of historic PRow's. Streets gradually slope from south to north, with layers of rural gables forming a varied roofscape pattern.

★ (Mandatory)
PRIMARY CODE

2

- The below list provides a summary of Primary Code outlined earl relevant to this neighbourhood:
- » Green Lane Park, including LEAP facilities (SDC on p. 108-109);
 - » A range of sensitive landscape edge treatments along site boundaries. Space for grassland meadow and woodland should be provided (SDC on p.110-111).
 - » A subtle transition in character from the main village street towards sensitive landscape edges. A soft transition in scale and massing should be delivered (SDC on p. 80-81);
 - » An enhanced Green Lane (SDC on p. 101);
 - » A mix of complimentary materials, seeking to achieve a rural character taking cues from the Hyde context (SDC on p. 85);
 - » A focal point along the primary street, including pedestrian priority design principles and a cluster of marker buildings (relevant public realm SDC on p. 74); and
 - » A network of fine grain, tertiary and mews streets (SDC on p. 94-95).



Figure 8.5 - Regulating Plan (Werneth Meadows)



KEY DESIGN
FEATURES

1

Northern Meadows

A naturalistic and wild edge should be delivered along the sites northern edge, enhancing semi-neutral grasslands and creating new pockets of wildflower meadow.

New rural buildings should form a sensitive interface with the landscape edge, integrated into the hillside and woodland. Edges should be well overlooked by habitable rooms.

2

Winding Rural Streets

Fine grain tertiary and mews streets step down the slope, creating an informal street pattern. Green Lane should be resurfaced to create an improved cycle environment.

3

Green Lane Interface

Development should avoid creating a 'wall' effect along Green Lane. A varied approach should be taken,, addressing the existing lane with active gable ends and some development frontage.

4

Retaining Rural Character

A range of native planting should be used to mark private property boundaries. Car parking should be delivered away from the landscape edge, using a range of parking principles as outlined in SDC on p.96-99.

5

Key Focal Point

A cluster of marker buildings, strong building frontage and pedestrian priority design principles combine to create a key orientation point within the village.

DELIVERING GARDEN VILLAGE COMPONENTS



Supporting Biodiversity

Native hedgerow planting and blue infrastructure along sensitive green edges, private property boundaries and Green Lane, as well as new and enhanced grasslands create high value habitats.



Celebrating Landscape Features

Development should form a positive interface with key landscape features, such as the historic marl pit in the northwestern fields.



Contemporary Rural Typologies

Housing typologies should take cues from historic farm buildings, delivering prominent roof pitches, gables and large windows.



Layering

New homes, comprising of a range of complimentary materials, step down and across contour lines to create a rich, layered townscape.



Figure 8.6 - Werneth Meadows (indicative artists impression)

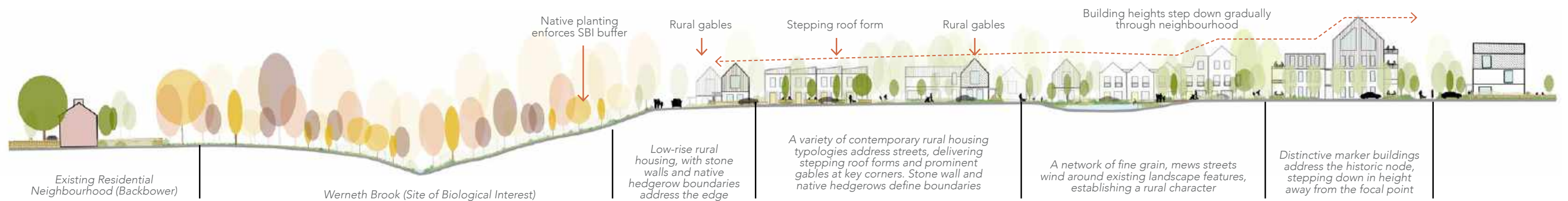


Figure 8.7 - Indicative Cross Section through neighbourhood

8.4 Central
Brooks

Wooded valleys and tree-lined footpaths run through the neighbourhood, connecting sensitively embedded new homes within the existing natural environment.

The existing landscape has dictated the urban form, with contemporary rural homes fronted by characteristic stone walls tucked into valley edges. Green streets run perpendicular to the valleys, carrying woodland through residential parcels. A sensitive response to the historic hamlet is delivered, with green buffers and rural homes proposed along its edges.

Informal streets and lanes traverse the stepping landscape - connecting a series of incidental squares, courtyards and greens. Such spaces are located at the intersection of streets, as witnessed in local village form, creating orientation points and community spaces. A varied response to topography creates a distinctive layered roofscape across the neighbourhood.

The character of the primary street becomes more informal from west to east, with gable ends and breakages in the building frontage at the interface with valleys creating a more rural character.

★ (Mandatory)

PRIMARY CODE

3

The below list provides a summary of mandatory code relevant to this neighbourhood:

- » Sensitive landscape edge treatments along the wooded valleys and at the interface of the historic hamlet and Green Lane (SDC on p.110-111);
- » A series of incidental public spaces and courtyards (see public realm SDC in Figure 7.0) within residential parcels, connected by green streets and active travel links (SDC on p.88 and 91).
- » A change in character along the Primary Street moving from west to east (SDC on p. 92-93);
- » Green Buffers at the interface of existing properties (SDC on p.112); and
- » A mix of complimentary materials, seeking to achieve a rural character taking materials cues from the Hyde context (SDC on p. 85).



Figure 8.8 - Regulating Plan (Central Brooks)



KEY DESIGN
FEATURES

1
Wooded Valleys

New homes should respond sensitively to the woodland valleys, using a variety of approaches as detailed in SDC on p.110-111.

Low-set dry stone walls and native hedges should be used along curtilage boundaries, referencing local vernacular and contributing to a rural character.

2
Green Streets and Courtyards

Fine grain tertiary and mews streets run off green secondary connections, stepping up and or running across existing slopes. Street should be well planted, carrying green from the valleys through residential parcels and linking a series of incidental spaces.

3
The Historic Hamlet

Development will ensure the rural character of the historic hamlet is retained. New homes addressing the area will be rural in character, set around courtyards tucked into existing and new woodland bunds.

New areas of public realm are proposed adjacent to historic buildings, retaining their green setting and enhancing their boundaries with new buffers.

4
The Historic Green

Acts as a key transition point between the rural residential neighbourhood and the more urban form of the Village Centre to the west.

DELIVERING GARDEN VILLAGE COMPONENTS



Contemporary Rural Homes

New homes will enhance the rural character, referencing key local features such as sloping roof forms and prominent gable ends.



Respecting the Hamlet

The Historic Hamlet is sensitively addressed, with significant green buffers and areas of green open space retained around existing dwellings.



Green Roofs and Raised Amenity

Where flat roofs are proposed, development should consider green and blue roofs adjacent to raised roof terraces and gardens.



Active Travel Links

New links run along valley edges and along green streets, connecting existing PRoW's with Village Centres and new open space destinations.



Figure 8.9 - Respecting the historic hamlet (artists impression)

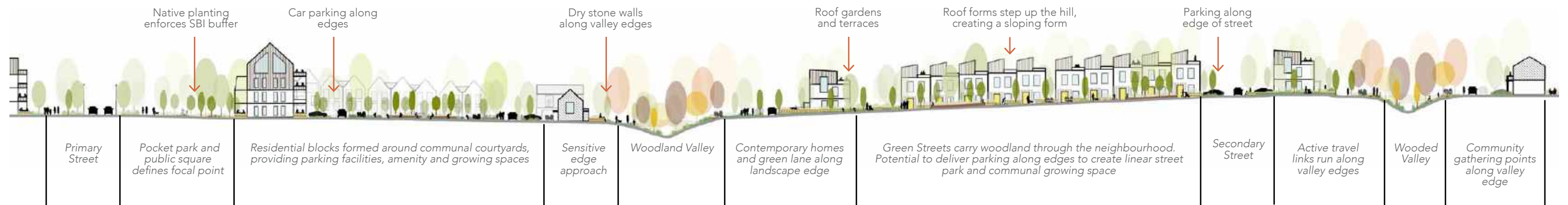


Figure 8.10 - Indicative Cross Section through neighbourhood

8.5 Brookfold Edge

Sitting on one of the steepest areas of the site, Brookfold Edge provides opportunities to deliver an innovative and integrated townscape response to the topography.

The urban form proposes rows of contemporary terraced housing 'hugging' contour lines, as witnessed in Broadbottom and other villages to the east. Terraces should deliver rooftop gardens and terraces, maximising opportunities for views across the village rooftops and of the hills beyond.

Landform also creates potential for the delivery of 'farmstead-style' housing typologies on hilltops and valley edges, replicating the rural brows of Mottram and Werneth Low. Farmstead typologies would generally be larger in size, located around a series of informal courtyards linked by winding, informal streets.

The area is structured around a substantial new park, designed sensitively into a prominent valley feature and connected to the wider network via sizable green corridors.

★ (Mandatory) PRIMARY CODE

4

The below list provides a summary of mandatory code relevant to this neighbourhood:

- » Sensitive landscape edge treatments along wooded valleys, the Valley Park and the edge of Brookfold Wood (SDC on p.110-111);
- » A gradual change in character from west to east. Residential density will drop, and materiality should begin to transition from predominantly red brick to stone/ gritstone (SDC on p.85);
- » Deliver buffer zones to SBI and Ancient Woodland (SDC on p.116-117).
- » Well embedded rows of terraces along contour lines, maximising opportunity for rooftop views (SDC on p. 82);
- » Contemporary farmstead typologies on hilltops and raised edges, based around rural courtyards (SDC on p.82-83);
- » The Valley Park (SDC on p.108); and
- » An Emergency Access Point off Mottram Old Road.



Figure 8.11 - Regulating Plan (Central Brooks)



KEY DESIGN FEATURES

- 1
- Brookfold Farm Hub**

The retained farm building could act as a base for a new community growing hub, located along the edge of the valley park and supported by a substantial new allotment area (SDC on p.75).
- 2
- Farmstead Typologies "on the hill"**

A distinctive, contemporary rural cluster of 'farmstead' typologies should sit on prominent hilltops, informed by local rural precedent (SDC on p.110).
- 3
- Valley Park**

Valley Park provides the primary green space focal point within the village, providing a range of facilities and opportunities to engage with the natural landscape (SDC on p.109).

Development is carefully placed to form a sensitive edge to Valley Park.
- 4
- Conservation Buffers**

Large buffer areas are proposed to protect and enhance key Nature Conservation Designations

DELIVERING GARDEN VILLAGE COMPONENTS



"Hugging" Contour Lines

Contemporary terraced housing, including elevated gardens and terraces, run along contour lines. Two-level homes and blocks could be delivered on steeper slopes.



Enhancing Biodiversity

New native hedgerows and trees will strengthen retained features, creating valuable new habitat corridors and immersing homes in landscape.



Protecting Nature Conservation

Defensive buffer zones will be delivered around the edges of Nature Conservation Areas, including a range of measures to protect and enhance biodiversity (SDC on p.114-117).



Barn Typologies

Larger "barn" style housing typologies will be nestled into the hillside, delivering a rural character along sensitive landscape edges.



Rural Green Brows

Sloping, curvilinear streets traverse the hillside, linking a series of rural courtyards. Streets should include significant areas of planting and SuDS, within the street and along threshold boundaries.



Figure 8.12 - Hillside Terraces (indicative impression)



Figure 8.13 - Barn Typologies on the hill (indicative impression)

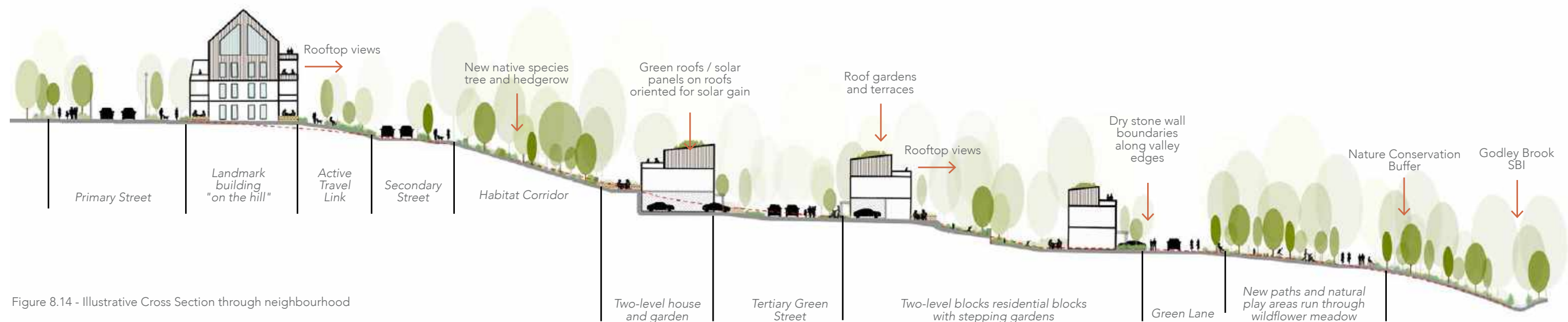


Figure 8.14 - Illustrative Cross Section through neighbourhood

8.6 Godley Brook Edge

A sensitive response to Brookfold Wood and Godley Brook SBI has driven the design approach for the neighbourhood, with compact residential blocks permeated by retained woodland and mature hedgerows.

Character will transition from east to west, moving away from the primary street towards Godley Brook and Brookfold Wood. The secondary street runs north-south along contour lines, acting as a clear transition point within the neighbourhood.

Split-level, formally arranged urban blocks address the primary street, before the urban form fragments moving west. Rural homes step down the slope towards the woodland, creating a layered roofscape image when viewed from new public open space in the Godley Brook Valley.

Homes will form a positive relationship with the landscape, framing views of woodland along retained east-west habitat corridors. The base material for buildings and boundaries transitions will be gritstone, as witnessed in villages such as Broadbottom and Tintwhistle to the east.

★ (Mandatory)
PRIMARY CODE

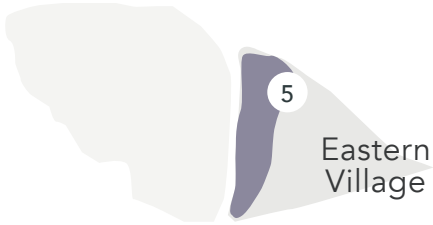
5

The below list provides a summary of Primary Code relevant to this neighbourhood:

- » A transition in character from east (formal and urban) to west (fragmented and rural);
- » Sensitive landscape edge treatments to Godley Brook SBI, Brookfold Wood and wooded valleys (SDC on p.110-111);
- » A strong building line (Figure 7.0 - p.68) addressing the primary street. Two-level blocks should be delivered to mitigate steep level changes (SDC on p.82-83);
- » Built form informed by villages to the east of the site, with gritstone (or other stone) acting as the predominant material in a mixed building materials palette (SDC on p.85);
- » Nature Conservation buffers along SBIs and Ancient Woodland (SDC on p.116);
- » A new nature pond (see 'ES Chapter 8 and associated appendices for details);
- » A pedestrian priority focal point at a key intersection of the primary street (SDC on p.74);



Figure 8.15 - Regulating Plan (Godley Brook Edge)



KEY DESIGN FEATURES

- 1
- Nature Conservation Buffers
- Minimum 15m buffer zones will be delivered around key environmental designations, in line with SDC on p.116. Buffers will restrict public access to the areas where possible, creating a natural defensive barrier.
- 2
- Two-level Blocks (Figure 7.19 - p.83)
- Should be delivered as a response to steep level changes from the primary street down to residential parcels. Rows of split-level terraces and townhouses, formed around internal courtyards and parking areas, create consistent building frontages along the Primary and Secondary Street.
- 3
- Habitat Corridors
- Run along retained hedgerows, watercourses and tree lines, creating a natural framework for development to sit into. These dictate the character of the neighbourhood, creating green streets and consistent visual connections with the landscape.
- 4
- Village Access Point and Key Frontage
- Located along the southern residential edge off Mottram Old Road, the access point must deliver a distinctive sense of arrival. The marker building and key frontage should deliver high-quality architecture, referencing distinctive local features.

DELIVERING GARDEN VILLAGE COMPONENTS



Figure 8.16 - Godley Brook Edge (artists impression)



Passive Solar Gain

East-west oriented blocks, maximising opportunities for passive solar gain, should deliver solar panels and large windows along active facades. Stepping roofscapes reference local village vernacular.



SuDS and Permeable Paving

New streets and footpaths should deliver SuDS features and areas of permeable paving, using the topography of the site to create sustainable streets.



A Green Neighbourhood

Substantial planting in streets and retention of woodland fingers will create a green and biodiverse neighbourhood.



Rooftop Gardens

Housing typologies should deliver roof gardens along south facing elevations, or to provide views across Godley Brook valley and Brookfold Wood.



Figure 8.17 - Indicative Cross Section through neighbourhood

8.7 Greenside Local Centre

Forming the heart of the Eastern Village, Greenside Village Centre presents a formal, urban character structured along a loose grid-iron-street pattern, as witnessed in towns such as Glossop to the east.

The landscape character of the area, as well as its proximity to Hattersley Train Station, provides real opportunity to maximise residential density. Mature hedgerows are retained and strengthened along edges, containing new homes. Sections of the neighbourhood sit in low-lying areas of land and valley foothills, further contributing to the sense of enclosure.

Undulating topography will have a lasting impact on the nature of the place. Rows terraces and townhouses will line formal linear streets, running along contour lines to create a layered townscape. A series of pocket green spaces, formed around retained ponds, create incidental breakages in the dense urban form. Such orientation points aid legibility in the journey from south to north towards the Village Centre. Connected by a new bridge to Hattersley, the Village Centre will deliver a gathering space and shared asset for new and existing communities to come together. The Hillside Park to the east overlooks the neighbourhood, with prominent views available from the top of the park across stepping roofscapes and the mountains beyond.

(Mandatory)

★ PRIMARY CODE

6

The below list provides a summary of Primary Code relevant to this neighbourhood:

- » A mixed-use village centre and associated public realm - including a Senior Living Village, Cycle Hub and a cycle-footbridge to Hattersley Station (SDC on p.74-75);
- » A dense urban character (SDC on p.76-79), delivering a mix of complimentary materials and locally distinctive building form that takes design cues from local towns such as Glossop and Stalybridge (SDC on p.85);
- » Development that cuts into the hillside along contour lines, creating a terraced/ layered townscape (SDC on p.83);
- » Development that forms a sensitive edge to the Hillside Park, delivering a range of approaches (SDC on p.110-111);
- » A key east-west habitat corridor in line with recommendations outlined in SDC on p.110-113;
- » A series of neighbourhood greens (Figure 7.0 on p.68) around retained pond features; and
- » The Hillside Park, including strong views across the valley to the north (SDC on p.109).



Figure 8.18 - Regulating Plan (Greenside Local Centre)



KEY DESIGN FEATURES

1

The Village Centre

Tucked into the hillside, the Village Centre will deliver a range of facilities and amenities serving both new and existing communities. A new footbridge will connect to Hattersley, with buildings referencing locally distinctive features found in local towns such as Glossop, fronting a new public square.

2

A Grid of Terraced Streets

The urban form of the neighbourhood responds to compact local towns, notably Stalybridge and Glossop. Rows of contemporary terraced houses and streets should run along contour lines, stepping up and down existing hillsides and valleys to create a layered effect.

The design of roofscape should be playful and reference locally distinctive features, as well as maximising opportunities for rooftop gardens and views.

3

The Hillside Park

The Hillside Park represents the green centre point of the Eastern Village. The park should deliver a range of experiences and facilities, forming a harmonious relationship with adjacent homes.

Taking cues from traditional Garden City studies, the Cycle Hub and Community Hall sits at the interface with the park, fuelled by the abutting community growing hub taking food from field to table

4

The Western Village Street

Runs north-south along the edge of the neighbourhood, the street will deliver a range of character along its route (SDC on p.88-89), a consistent building line and prominent 3 storey homes along its length (SDC on p.68). A series of key intersections will deliver pedestrian priority principles (p.74), fronted by distinctive apartments.

DELIVERING GARDEN VILLAGE COMPONENTS



The Community Hub

A dedicated building will be delivered containing: a Cycle Hub, Community Hall and catering facilities adjacent to the hillside growing zone and public square.



Live-Work Culture

Mixed-use blocks will deliver a range of retail, commercial and workshop spaces adjacent to Hattersley Station. Spill out spaces will be delivered to activate the public square.



New Green Connections

New footpaths and cycleways will connect the Village Centre to the Hillside Park, creating easy access to a range of play facilities and viewing platforms scattered around the new terraced park.



A Green Heart

The Hillside Park creates a substantial new green space destination at the heart of Greenside Village. The park will be chiseled into the hillside, creating a range of opportunities to play, relax and enjoy nature.



New Blue Connections

A network of blue infrastructure including permeable surfaces and SuDS foster biodiversity and sustainability in the neighbourhood.



A New Village Square

The Greenside Village Square creates a key public space destination, providing facilities and spill out spaces that activate the surroundings.



Figure 8.19 - Greenside Local Centre (artists impression)

8.8 Upper Greenside and Sports Hub

Located at the interface with Werneth Low Country Park and the wider countryside, the neighbourhood requires a uniquely rural character that responds sensitively to historic features along Mottram Old Road and Greenside Farmstead.

The neighbourhood is visible from key viewpoints identified to the south of the site. As such, the character of development should respond to the rural context, utilising stone and timber materials, and a more agricultural style.

This rural character is broadly proposed south of the primary street. Moving north, the character becomes more formal, with terraced homes lining linear streets. The grid pattern frames views of the surrounding countryside, terminating at a series of courtyard spaces along the edge of the Hillside Park.

The steep-sided valley running along the northern edge of the neighbourhood creates opportunities to deliver distinctive new edges. Prominent roof pitches and rural gables, organised informally, should rise above new native woodland to define the interface.

★

(Mandatory)

PRIMARY CODE

The below list provides a summary of mandatory code relevant to this neighbourhood:

- » A distinctive village arrival around access points, retaining views of the retained pond feature and delivering sensitive marker buildings (Figure 7.0 on p.68);
- » A predominantly rural character that responds to farmstead clusters, landscape features and sensitive viewpoints, using stone and timber in buildings (SDC on p.85);
- » A distinctive, prominent interface along the Hillside Park edge that responds to the rural precedent example of farmsteads on exposed, elevated edges. (SDC 'Courtyard Edges' on p.110-111);
- » Green Residential Buffers to existing properties (SDC on p.112);
- » New off-road Active Travel Links, parallel to Mottram Old Road. A new Trans Pennine Trail link runs along the northern edge of the area (SDC on p.88-91); and
- » A green edge to Mottram Old Road, creating a green buffer along the road and filtering views from the roadway, and sensitive viewpoints to the south (SDC on p. 110-111).

7

KEY DESIGN FEATURES

1

Contemporary Rural Clusters

Low-rise contemporary barn dwellings address incidental courtyards and mews streets to the south of the primary street, contributing to a distinctly rural character within the neighbourhood. A sensitive response existing homes and heritage features along the southern edge is key to the success of the neighbourhood.

2

The Pond

A new semi-natural park space around the retained pond feature creates a centre to the neighbourhood. Lush planting, boardwalks and seating areas allow new residents to enjoy peace around the waterbody.

3

A Rural Village Gateway

New woodland buffers, informal development form and views of existing landscape features will all contribute towards a distinctly rural sense of arrival to the western village. Buildings should deliver a contemporary take on locally distinctive architectural features.



Figure 8.20 - Regulating Plan (Upper Greenside and Sports Hub)

DELIVERING GARDEN VILLAGE COMPONENTS



Rural Gables

Like many local farmstead clusters, new homes should create prominent features along valley edges. Homes should be informally arranged around courtyards, with strong gable features piercing new native planting.



Green Streets and Courtyards

Deliver an authentic rural feel, carrying green infrastructure through the heart of the neighbourhood. SuDS features and native planting

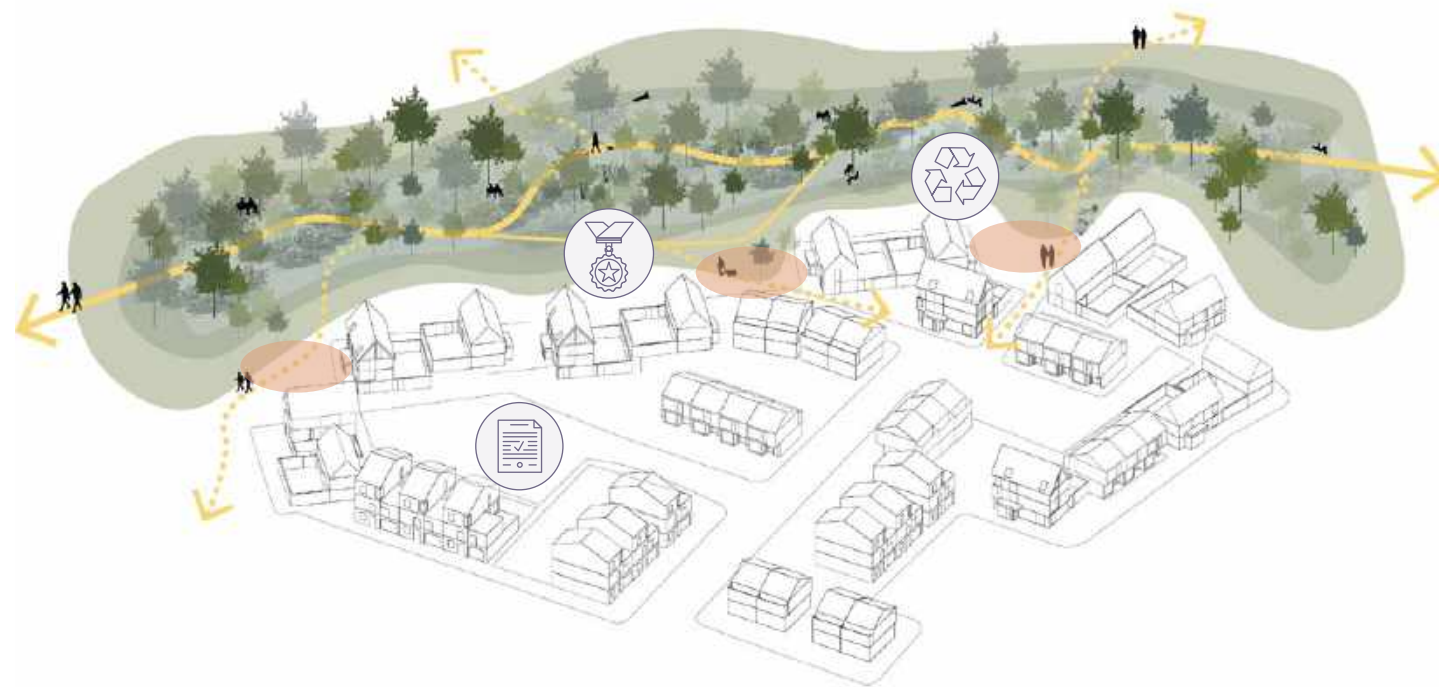


Figure 8.21 - Valley Edge Courtyards and Gables



Respecting the Existing Context

Green residential buffers will be delivered around the edges of existing homes and Greenside Farm, planted with native species to enhance biodiversity. Heritage features are retained and sensitively embedded into the design.



Contemporary Rural Dwellings

Larger "farmstead" style housing typologies and contemporary cottages will address Greenside Farm and existing properties.



Enhancing Views

An informal development edge will be established, with regular breakages in building frontage and splayed blocks creating glimpsed views into the neighbourhood.



Figure 8.22 - A sensitive response to Mottram Old Road and Greenside (artists impression)

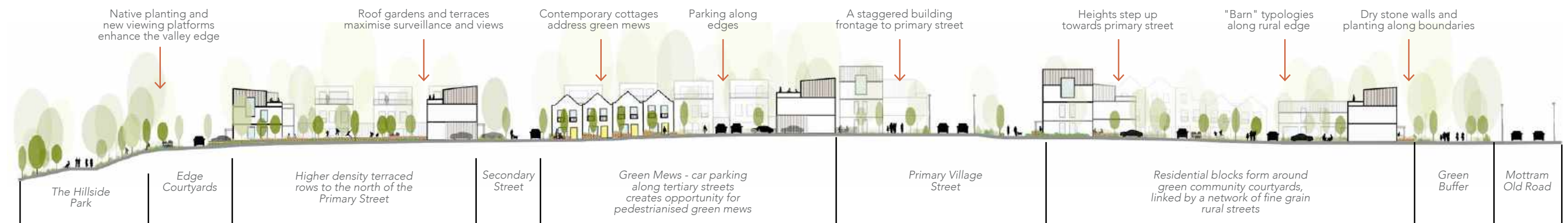


Figure 8.23 - Indicative Cross Section through neighbourhood

A Sustainable Village

Sustainability sits at the centre of the vision for an exemplar Garden Village at Godley Green. Sustainable design principles have underpinned all elements of the design code presented, steering future design towards a zero-carbon development.

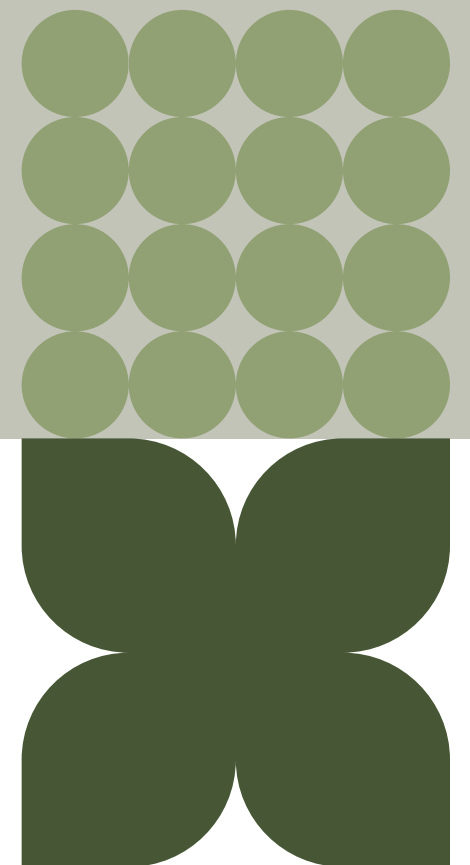
The purpose of this chapter is to collate these principles, offering a clear and concise summary of

the expectations for the site.

Garden Cities were ahead of their time with regards to sustainability. Extensive green infrastructure promotes biodiversity and recreation, a range of food growing facilities promote collaboration and self sufficiency, the 'live-work-play-shop' in one place model represents an early form of mixed-use, walkable neighbourhoods

and the long-term stewardship models employed puts community right at the heart of the place.

The sustainability strategy starts with these principles, working in new design thinking that uses state of the art smart technology to set out standards for a self-sufficient, sustainable Garden Village that meets the requirements of both today, and the future.



9.1 A Confident and Sustainable Village

The sustainability strategy for Godley Green, informed by the 'Energy Statement Report' and Sustainability Statement, sets out key expectations and design standards for future development. A variety of design principles, across a range of scales, are presented to add detail to and support design code outlined in the previous chapter.

At this early visioning stage, this means outlining and prioritising key sustainability objectives for the site, including key infrastructure the village must deliver over the long-term build period to ensure it's futureproof and energy efficient.

The future delivery of key sustainability principles, as summarised in Figure 9.1, is of critical importance to ensure TMBC's aspirations for a truly sustainable Garden Village are realised through every phase of development.

Garden Settlements, in their very nature, offer an exciting opportunity to tackle the climate crisis head-on, and at scale. Godley Green offers Tameside, Greater Manchester and the UK an immediate chance to embrace this challenge and work towards their Climate Change objectives. By setting out and upholding only the highest standards of sustainable residential design, Godley Green could carry the torch for strategic housing development in the United Kingdom.

Future development should deliver the full range of sustainable design principles and features outlined in the 'Godley Green: Energy Statement Report' and Sustainability Statement, to be agreed at Reserved Matters. A summary of design measures is provided overleaf.

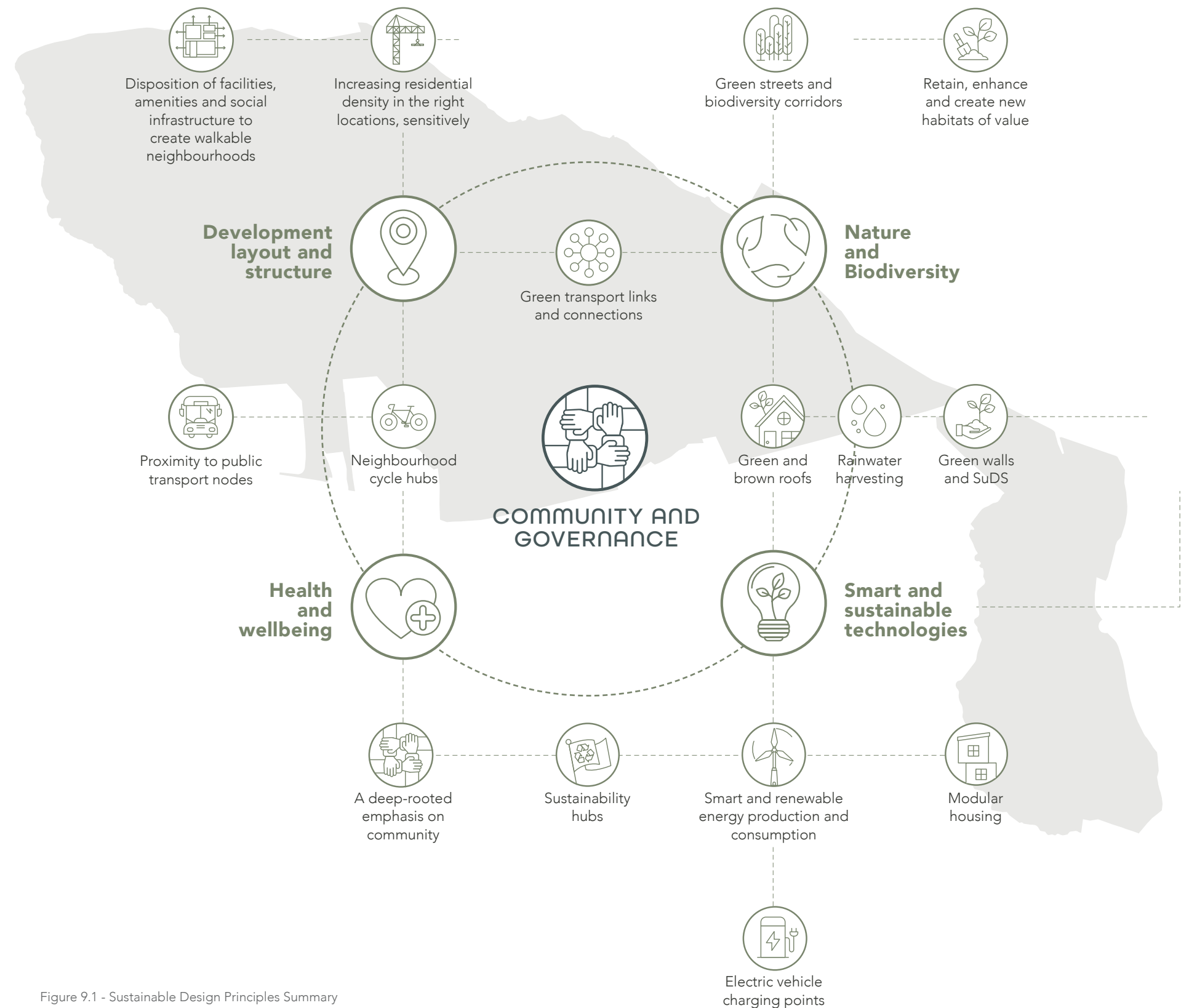
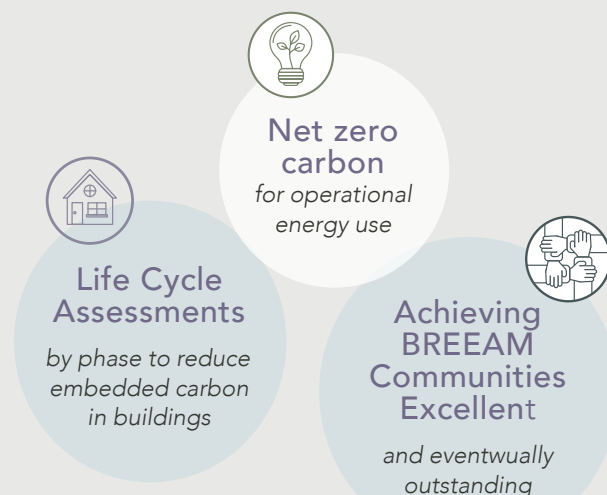


Figure 9.1 - Sustainable Design Principles Summary

GODLEY GREEN COMMITS TO..



9 A Sustainable Development

9.2 A Hierarchy of Sustainable Design Measures

DEVELOPMENT LAYOUT AND FORM

- » Plot layout and building locations should be designed to facilitate air movement and enhance natural ventilation, seeking to avoid ‘wind tunnelling’ impacts.
- » Soft landscaping and porous screens in outdoor public spaces could disturb the wind regime. During the detailed design, entrances to buildings may be recessed where necessary.
- » Where possible, taller buildings should be to the north of the development to avoid overshadowing, enhancing net passive solar gains for the whole development.
- » Where possible, development blocks and buildings should be oriented east-west to take advantage of south-facing aspects for passive solar gains.
- » Buildings should have their main elevations orientated within 45 degrees of south. Where pitched roofs are proposed, the optimum roof angle for PV panels is typically between 30 - 45° from horizontal.

HEALTH AND WELLBEING

- » Deliver a hierarchy of active travel links across the site, connecting new homes with on-site green infrastructure, facilities and amenities and surrounding countryside.
- » The use of public transport is strongly promoted through the design of the site, with new bus routes linking to Hattersley Train Station and connecting with the existing network.
- » New formal sports, childrens play and informal activity trails will be delivered across the site.
- » New homes will form a constant visual relationship with nature, maximising the biophilic benefits the natural landscape can provide. Large windows and habitable rooms will be situated adjacent to green streets and key aspects over the countryside.
- » Streets and public spaces are designed to prioritise pedestrian movement over cars. Car parking will be designed to minimise the impact of parked cars on the street, embedded using planting and landscape or within building footprints to maximise the amenity value of the public realm.
- » A Cycle Hub and Community Hall will be delivered in the Eastern Village Centre, encouraging active lifestyles and community cohesion.

GREEN INFRASTRUCTURE AND BIODIVERSITY

- » Incorporate extensive areas of green open space (formal and informal) throughout the masterplan. Green Infrastructure ‘breaks up’ the urban environment, helping to provide evaporative cooling at night and thereby reducing the urban heat island (UHI) effect.
- » Deliver significant blue infrastructure (water features) and an extensive SuDS network within the public realm to provide ambient cooling.
- » Deliver street-scene planting to provide naturally shaded areas/ corridors and local cooling of the microclimate.
- » Woodland planting to the north and north-east of development is encouraged to provide shelter from cold north-easterly winds. Existing woodland in these areas should be retained where possible.
- » Protect, enhance and create new areas of biodiversity value across the site, in line with 'ES Chapter 8 and associated appendices and SDC on p.116-117.

SMART AND SUSTAINABLE TECHNOLOGY

- Future development will take a ‘fabric first’ approach to minimise space heating demand by making new buildings highly energy efficient and well insulated. This may include the use of, for example, cavity wall insulation, warm roof systems, highly efficient glazing and mechanical heat recovery ventilation (MHRV) systems.
- » Where flat roofs are proposed, consider use frame-mounted PV systems should be considered alongside other proposals for roof space such as amenity space and green/ brown roofs.
 - » Passive and Active measures should be delivered to reduce energy demand across the village.
 - Active Measures could include: using 100% low energy lighting, water efficiency measures such as flow control devices and water metres and zonal heating controls.
 - Passive Measures could include: avoiding the use of heavy masonry balconies, keeping plant rooms away from southern elevations and using high performance insulation.
 - » Utilise various sources of non-gas energy to provide the development’s heating, hot water and electricity needs.
 - Individual properties could be fitted with solar PV and Air Source Heat Pumps (ASHP) to meet the majority of their needs.

THE SUSTAINABILITY HIERARCHY

- The hierarchy takes example design principles proposed within the strategy, outlining how they can be designed and applied across multiple scales within the village.
- This setup could be combined with battery storage or even smart car charging to utilise electric vehicle batteries as part of the household energy system.
 - Village Centres have excellent potential for the use of a district heating network, potentially powered by Ground Source Heat Pumps (GSHP) with below ground piped loops laid beneath playing pitches, open spaces and areas where earthworks fill is required to create a development platform or road.
 - Commercial buildings could also be fitted with solar PV and battery storage to assist with the running of district heating networks as well as the provision of electricity.
 - » Electric vehicle charging infrastructure will be installed across the site, including within all private parking/garages and in shared parking spaces.
 - » A Life Cycle Assessment (LCA) for each phase of the development will be delivered, to focus the attention of the detailed design and delivery teams on reducing embodied carbon.

SPATIAL DESIGN

- » Extensive green infrastructure
- » Compact, walkable neighbourhoods
- » Strategic road layout to maximise solar gain
- » Green corridors between development parcels
- » New and retained areas of woodland
- » Natural daylight and shading
- » Orientation and alignment of parcels

PLOT DESIGN

- » East-west orientation to maximise solar gain
- » Key frontages along southern elevations
- » SuDS features integrated into the streetscene
- » Natural shading and wind blocks
- » A range of incidental green spaces at the centre of blocks and parcels
- » Communal growing spaces
- » Street tree planting
- » Permeable paving along minor streets
- » Materials with low embodied carbon

Outline Planning

Reserved Matters (detailed design)

BUILDING DESIGN

BUILDING SPECIFICATION

ENERGY EFFICIENCY

LOW/ZERO CARBON ENERGY

9.3 Designing in Sustainability at Outline Planning

Whilst many of the principles detailed in the Sustainability Strategy are not yet spatially fixed, the diagram below indicatively illustrates how they could be realised across the various neighbourhoods proposed within the masterplan.



Figure 9.2 - Sustainable Design Principles (indicative impression)

9 A Sustainable Development

9.4 Community Stewardship and Governance

The community facilities, public open space and public realm (the ‘Community Infrastructure’) at Godley Green Garden Village will be managed and maintained in the long-term. The proper management of these community spaces will ensure that the Garden Village delivers a legacy of social, health and wellbeing benefits to its residents and the wider community.

Long-term stewardship , and the array of benefits it brings, is so often overlooked in the delivery of new housing.

Too often, the challenges are deemed too difficult to overcome, completely overlooked or deemed a ‘non-essential, nice-to-have’. Godley Green Garden Village presents a major opportunity to ensure long-term stewardship and community building sits at the heart of the development process, beginning before the first brick is laid and benefiting Godley Green communities long into the future.

The Long-Term Stewardship Briefing Note accompanying this planning application sets out how securing a successful long-stewardship body is an essential step in achieving Tameside’s garden village vision for Godley Green, and the options proposed to deliver the relevant garden village principles.

These principles are highlighted below.

- **Land value capture for the benefit of the community.**
- **Strong vision, leadership and community engagement.**
- **Community ownership of land and long-term stewardship of assets.**

Following desktop analysis of existing literature, guidance and a review of best practice case studies, as well as engagement with a specialist trust, the briefing note presents a series of potential options for a long-term stewardship body at Godley Green Garden Village.

The research process has uncovered a series of key requirements, deemed essential in achieving a successful long-term stewardship body for Godley Green. These requirements are summarised here.

KEY REQUIREMENTS

Delivery of strategic green infrastructure

The delivery of high-quality strategic green infrastructure across the site will create an essential community asset. Space should be inspirational, and should be designed and delivered alongside existing and future communities occupying the village. This includes improvements to existing Public Right of Way’s through the site and strategic active travel infrastructure.

Maintenance and management of green space, public realm and other community assets

Maintenance and management of green space and public realm, which requires a deep understanding of the challenges and complexities involved. It is essential the service is fully funded in the long-term, and that the organisations appointed to perform the service has the expertise to deliver it to a high standard. It is also key that the organisation delivering the service engages existing and future communities in the task, encouraging future community ownership of open spaces.

A Community Activator

A Community Activator role, be it a group or individual, who will start work before the first house is built. They will engage existing communities and community organisations in the site via a series of projects to be delivered on the site, and will continue to work with new residents in setting up community governance, groups and subgroups to perform a variety of roles.

Initial community projects and Infrastructure

Funding for the activator to deliver initial community projects and infrastructure across the site, for example the ‘Orchard of the Green’ project along Green Lane. This and others like it will be important in engaging existing local communities/ community groups in stewardship and maximising social value. Similarly, they will become key spaces for future communities to interact and socialise. As part of this, small, potentially semi-permanent ‘hub’ facilities should be created as liaison points for the community, for both information and as a social space.

Built community assets

Built community assets, such as the Village Hall or other rentable premises and facilities within parks or village centres, should be dedicated to and owned by the community. Not only are these essential spaces for interaction, but provide opportunities for the community to generate revenue to fund the maintenance and management of green space, and benefit from land value uplift. Long-term stewardship is not only about green space.

Community Governance

A Community Governing Body and governance groups/ sub-groups are key to ensuring the future community take ownership of their site, providing an essential voice for the residents throughout the development process, as well as a mechanism for community cohesion (events / activities) and managing community assets in the long run. As part of this structure, it is important a group/s is created that involves multiple actors from each of the sectors identified in Chapter 4, providing an important forum for residents, the Council and the master developer to communicate.

Options

The Long-Term Stewardship Briefing Note identifies a number of different stewardship body options and the responsibility for the funding and delivery of these key requirements to the relevant actor/s, which vary depending on the composition of the stewardship body proposed.

The range and variety of options presented in the briefing note, highlight the number of ways that long-term stewardship can be achieved on a site, beyond the more traditional approach where a Local Authority takes responsibility for maintenance and management following the development of a site.

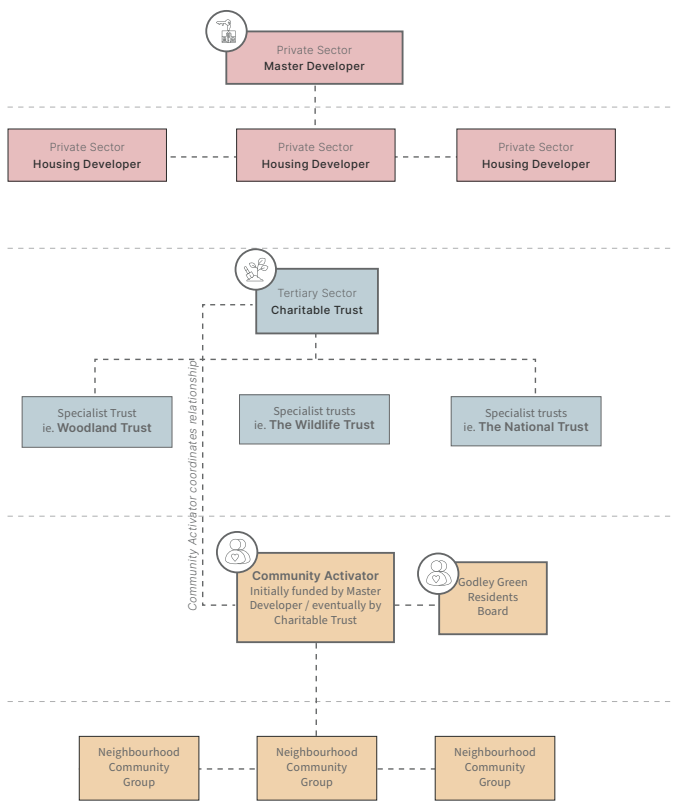
A potential timeline for their delivery is also outlined under each option, set within the context of the construction process for the villages. This allows us to understand when stewardship funding will be required to incite a key project or begin paying for a key service.

The stewardship body options have been established on the premise that the site is likely to be developed in a partnership between Tameside Council and a preferred private sector development partner, who will act as a ‘master developer’ on the site throughout its construction. It is important to note, that as master developer of the garden village, the funding and delivery of many of the key requirements are an expectation, and should be considered within economic viability analyses now and included as contractual obligations as part of the development procurement process. This is one part of the important ‘next steps’ required to ensure a successful long-stewardship body is achieved and secured for Godley Green.

Protected in Planning

Equally as important is ensuring these key stewardship requirements are enshrined within the planning application and conditions for the site. Upon the issuing of this document, conversations with the Local Planning Authority should begin now, tying the key stewardship requirements into Section 106 agreements, developer contributions, Community Infrastructure charging schedules and planning conditions.

Figure: Example Stewardship Body Organisation - Transfer to Charitable Trust



NEXT STEPS

Once a Preferred Development Partner is in place, it is anticipated that an Outline Community Management and Maintenance Plan (‘CMMP’) will be produced. This will set out the key elements of proposed Community Infrastructure, the management vehicle that will be created to maintain the Community Infrastructure, the legal framework underpinning the process, and the potential sources of funding.

The Outline CMMP will be supplemented by a Detailed CMMP, which would be secured by planning condition and approved prior to occupation of the development. The Detailed CMMP will be informed by stakeholder consultation and legal advice and will include detailed cost analyses and preliminary budgets. Thereafter, it will govern the use, maintenance and management of the Community Infrastructure in perpetuity, subject to periodical review.

9.5 Stewardship Case Studies

Perhaps a similar arrangement to Queen Elizabeth Park could be employed, where smaller Community Interest Companies (ie. Our Parklife) work in coordination with a private management company to help deliver specific goals, on behalf of the Local Authority.

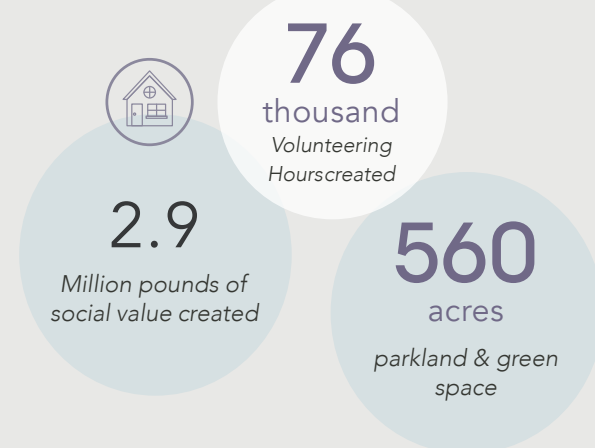
This would see a transfer of control, but allows for a finer grain of community involvement and wider engagement and flexibility in funding.

Our Parklife Community Interest Company (CIC) is a social enterprise on Queen Elizabeth Olympic Park designed to help deliver the legacy of the 2012 London Olympic and Paralympic Games.

It was set up as part of the Estates and Facilities Management (EFM) contract on the Park with the specific task of involving local people in the Park through the management of the parklands and venues. As a CIC Our Parklife is a not for profit company – any surpluses generated will be reinvested into its social purpose.

London

QUEEN ELIZABETH OLYMPIC PARK



Our Parklife CIC has four founding members – ENGIE, idverde, Renaisi and Groundwork London.

Aim

'To create measurable, positive social impact for local people through how the Park is managed and maintained by involving local people in services, activities and events. We do this through employment and training, volunteering programmes and providing services on the Park. The income we receive for the services we provide is reinvested in our social purpose.'



Public Green Infrastructure MILTON KEYNES



The Parks Trust is an independent, self-financing charity that cares for over 6,000 acres of green space in Milton Keynes.

Mission

"To create beautiful and inspirational parks, lakes and landscapes that will be loved by the people of Milton Keynes, forever."

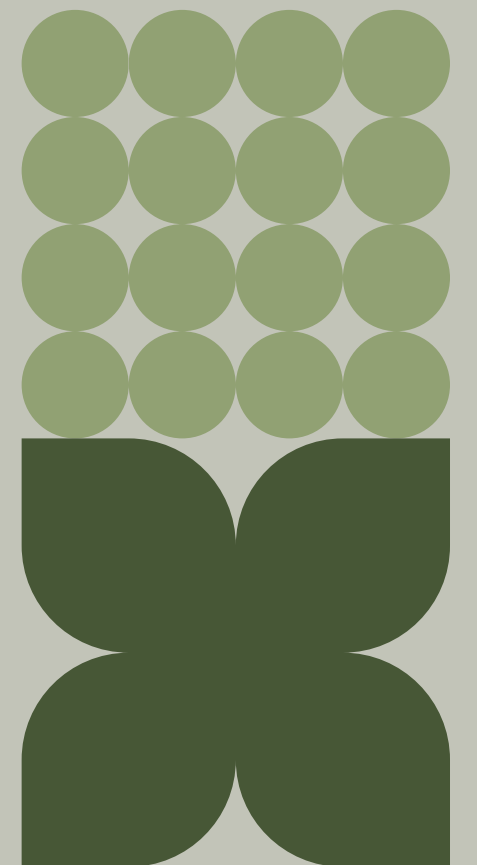
Developers are required to include a management and maintenance strategy for all new or extended open space and green infrastructure, which shall include details of the proposed ownership of the open space/ green infrastructure; the identity of the responsible maintenance (stewardship) body (e.g. the MK Parks Trust; a local council, etc.), financial and public accountability, and a suitable and sustainable financial arrangement to enable the stewardship body to maintain the open space and green infrastructure to the required standard in perpetuity.

It is MK Council's clear preference that the financial arrangement for private communal space should take the form of an endowment or commuted sum paid to the management body, rather than a service charge to be levied on specific properties each year in perpetuity.



10

Summary



10.1 Garden Village Vision Summary of Approach

This Design and Access Statement has demonstrated how the proposed Masterplan for the Garden Village and Parameter Plans have evolved to deliver an attractive, contextual and sustainable new residential community.

Godley Green presents a unique opportunity to the people of Tameside; the chance to create a truly sustainable, 21st century Garden Village in the foothills of the Peak District. The vision for Godley Green goes beyond “just another housing site”; through a considered and viable approach, the council intends to create a Garden Village with a unique sense of place - by Tameside, for Tameside.

This document sets out an ambitious but attainable vision for the Garden Community. The site provides a 'once in a generation' opportunity to align the land assets of all of the Godley Green Landowners and Tameside Councils ambition for the site, mapping out a direction that best co-ordinates the investment of resources, people, time, finance and brainpower in ways that can will ensure a Garden Village is delivered as envisioned.

The DAS seeks to capture the ambition of TMBC in delivering a sustainable new community at the rural-urban interface. In order to ensure a Garden Village is delivered as planned, the following objectives have been established, bringing together key strategic policy requirements as outlined in both the 'Places for Everyone' regional plan and the Local Plan.

This document has clearly set out:

- » The key Garden Village and contextual design principles, ethos and concepts that have been applied to the development. Reference has been made to traditional garden settlements, and assessment of what principles are relevant to the 21st century.
- » It demonstrates the steps taken to appraise the context of the development and how the design of the development takes that context into account. A detailed townscape analysis and identification of local vernacular and character has also been undertaken, and signposted throughout the character sections to show where these principles have been carried through to the layout and design of the development.
- » The consultation and design evolution that has been undertaken, and how issues raised have resolved and elements incorporated into the scheme. A simple timeline of consultation and stakeholder events, and the evolution of the scheme as a result of these is provided.

- » The proposed strategy in terms of access, and how this will promote sustainable movement patterns which accords with both local and national policy guidance. Detailed layouts are provided showing how the site connects to wider movement patterns, substantially increases the amount of publicly accessible routes across it, and promotes the full range of potential users. It sets out how new facilities within the local centre and within green infrastructure will support green travel, link to bus and rail routes as well as recreational features, formal sports pitches and play areas.

KEY DRIVERS & INFLUENCES

This document has set out the basis for the design approach, sitting at the heart of the vision for a modern day Garden Village at Godley Green. Analysis has formed an evidence base to ensure proposals respond to their immediate landscape and townscape context whilst also capturing the best design features of garden settlements - **the best of town and country, both new and old.**

Strategic Masterplan Objectives (p. 11)

The strategic masterplan objectives **collate key policy objectives and requirements** for Godley Green.

Garden Village Ethos (p. 37)

The Garden Village Ethos makes a series of statements about **the type of place Godley Green aims to become**, bringing together key themes and principles identified in desktop analysis of Garden City literature.

Garden Village Design Influences (p. 38)

Five Garden Village design influences have been identified. Each influence has been analysed critically to understand the most salient and **important design components to carry forward in the design of Godley Green Garden Village.**

Site Considerations and Technical Constraints

Informed by detailed survey work and site analysis, the design of the masterplan responds sensitively to the **technical constraints presented by the site.**

DESIGN CODE

An integral part of this Design & Access Statement is the Strategic Design Code (SDC) which has been developed to inform future development and Reserved Matters applications at Godley Green Garden Village.

The SDC supports the Parameter Plans and the Illustrative Masterplan, acting as a placemaking tool to aid the delivery of the Garden Village vision and design components to ensure future development at Godley Green delivers high-quality, sustainable and contextually sensitive design.

ACHIEVING DMPO 9 REQUIREMENTS

The DAS has been compiled in accordance with Article 9 'Design and access statements' of the The Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO 9).

- » (3a) explain the design principles and concepts that have been applied to the development;
 - Chapters 4 and 5 - Introduces the concept and vision for a 21st Century Garden Village, underpinned by a series of influences and design components.
 - Chapter 6 - describes the application of the Garden Village Design Components at the site scale.
 - Chapter 7 - presents Parameter Plans supported by a detailed design code to guide Garden Village development.
 - Chapter 8 - additional design code to ensure Garden Village character and design components are achieved at the neighbourhood level.
 - Chapter 9 - presents key sustainable design features that will underpin future development, relating to energy, biodiversity, active travel and community.
- » (3b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - Chapter 2 - summarises findings of local and wider spatial analysis, providing an understanding of the immediate and wider context.
 - Chapter 3 - summarises key constraints and considerations that have driven the form of the masterplan.
 - Chapter 5 (and Appendix 1) - presents a summary of detailed local townscape character appraisals, outlining salient design principles to carry forward.
- Chapter 6/7/8 - explains how local townscape features have informed the design of the masterplan, proposed neighbourhoods and future development at Reserved Matters.
- » (3c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
 - Chapter 6 - describes site access principles as well as their integration into the wider masterplan.
 - Chapter 7 - provides detail on the movement and access strategy for the site, including key features such as the design of streets, active travel links and specific access points in accordance with national, regional and local policy.
 - Chapter 8 - provides further detail on the movement and access hierarchy.
- » (3d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation (additional detail provided in Appendix 3); and
 - Chapter 6 - describes the evolution of the masterplan in line with feedback from consultation feedback.
 - Chapter 7 and 8 - provides further detail on design responses to consultation feedback.
- » (3e) explain how any specific issues which might affect access to the development have been addressed.
 - Chapter 7 - specific issues relating to site access around Green Lane and Hattersley Station are addressed.

10.2 Garden Village Vision Summary of Proposals

AMOUNT

The proposals demonstrate how a new residential community of up to 2150 new homes could be laid out to form a series of attractive sustainable residential neighbourhoods, which are accessible, interconnected and linked to wider movement routes. Supporting these new homes will be a secondary education facility and two new local centres with retail floorspace up to a maximum of 1600m2 and non retail community facilities up to a maximum of 1600m2 along with recreational spaces, natural open countryside and allotments/ growing areas.

ACCESS

- » Sustainable development principles underpin the disposition of the residential and neighbourhood-level facilities within the Site. These promote interconnection between land uses and opportunities for green travel modes - walking/ cycle, bus and rail travel.
- » A new network of accessible pathways is provided that link facilities to new and existing homes, including a new route through the site for the Trans Pennine Trail. These routes are designed as multi user, to allow for pedestrian, cycle and equestrian users. Over 5km of new off road pathways are proposed by the development that are well surfaced, well maintained, safe and where ever possible overlooked by new homes.
- » A new bridge is proposed to link to Hattersley Station, that will provide a direct link for Godley to the National Rail network and Manchester City Centre, as well as allowing new and existing residents to benefit from access to local facilities.
- » Vehicular access will be provided from Mottram Old Road, with four new entrance points created to serve the development and provide the necessary emergency access. Inside the site a hierarchy of roads, streets and lanes are proposed that will contribute to place making throughout the development, creating attractive spaces routes to new homes and the local centres. Traffic speeds of 20mph within the site are proposed to improve residents safety.
- » The existing Green Lane will be maintained to allow access to private residences, with improvements to the surface treatment shown. No new residential properties will be accessed by these routes to preserve residential amenity, and it is proposed to close the northern section of the lane to vehicles to prevent rat running from surrounding areas. Where new road infrastructure crosses this route, these areas will be designed (with further consultation with residents) to prevent unauthorised car access, but permit full access to existing properties.

LAYOUT

- » The proposals are structured around the creation of an accessible, legible residential development, with two new villages created on the site - each with its own local centre and associated infrastructure.
- » The masterplan acknowledges and retains the historic field structure, retaining hedge lines and mature trees wherever possible. It also respects the countryside edge location and the potential views into the Site from surrounding areas.
- » Given the challenging site topography, the layout of residential areas, new roadways and open spaces has been designed to avoid significant areas of cut and fill. The new homes and centres 'step' with the hillside (a key defining characteristic of surrounding settlements), and on steep slopes homes are split over multiple levels. The new streets and lanes flow with the site contours to create accessible routes around the villages.

SCALE

- » The proposed masterplan is sensitive to the character and scale of the surrounding suburban settlements - and the layout of new homes and facilities have been tested through a full LVIA process. A thorough process of site analysis, has helped inform the scale and disposition of development within the Site.
- » The Building Heights Parameter Plans help set restrictions to areas of the site that are sensitive to change, and also to ensure development is focused to the most appropriate locations. Areas adjacent to existing residential properties are identified as particularly sensitive, where new built form must respect the scale and context of the existing farmsteads and mansions. This drop if scale is used in conjunction with new green buffer spaces to ensure residential amenity is protected.

APPEARANCE

- » This document provides an overview of the proposed spaces, streets and architectural character and materiality of the proposed development and the various neighbourhoods within it.
- » It describes how the proposals should draw reference from the surrounding towns and villages, utilise local materials, building vernacular, street massing, boundary treatments and open spaces. Particular reference is drawn to the way development address's level changes and hillside, with stepping roofscape, prominent building gables and informal street spaces and junctions.
- » The comprehensive townscape analysis highlights these key features, which are then signposted within the character sections, for how they manifest within the final proposals.

LANDSCAPE

- » Detailed survey and analysis of the existing landscape fabric as well as consideration of the layers of underlying historic development has informed the landscape proposals.
- » At its heart the Blue/Green Infrastructure Plan indicates how existing valued natural features within the Site are preserved, and how a series of new open spaces have been formed within the development to provide a range of amenity open spaces and parkland.
- » Flowing through and around the proposed new homes is a comprehensive network of public open spaces, laid out to form parks, gardens, natural spaces and growing areas. These will be accessible to both existing and new residents within the area. This will form a rich tapestry of green spaces, that are within easy reach of new homes and larger spaces will form green 'hearts' to the development. In addition new sports facilities are located to form sporting hubs within each village and are stand alone facilities or linked to adjacent school/ community buildings - ensuring maximum usage and additional revenue generation.
- » New buffer areas are provided around existing residential properties to help preserve residential amenity and the green context of the buildings. By using native woodland planting mixes, these will mature into attractive green spaces that provide a green backdrop to existing homes.
- » The quantum of open space exceeds policy requirement, with 50% of the site given over to green infrastructure.

BUILDING FOR LIFE

- » A Building for Life 12 (BfL12) assessment has been undertaken on the scheme to support the application. It is the most widely used, objective assessment of measuring design and place quality, common across many local authorities (some employ a BfL Assessor) and familiar with PINS.
- » In terms of assessing the performance of the scheme against each of the 12 questions, it uses a traffic light system rather than a points score. A well designed scheme should perform well against all 12 of the new questions – the top score being 12 Greens.

The assessment highlights how Godley Green performs well against each of the the key questions topics recording a score of 11 greens and one amber. The amber score relates to detailed external storage solutions, which the DAS assumes will be dealt with in individual Reserved Matters applications. Applications should state how storage solutions are sensitively integrated into residential schemes.

As required by the assessment guidance, cross referencing to the Design and Access Statement is provided for supporting information/ justification.

The full assessment report is provided in Appendix 4.

CONCLUSION

Proposals are acceptable in terms of Design, Access and in accordance with relevant Planning Policy for the site. It clearly establishes design rationale and expectations for the site, and the key mix of ingredients needed to deliver it.

The four key drivers of the scheme have guided the form, layout and appearance of the proposals - embedding a Garden Village ethos and contextual approach to the development, that supports a comprehensive understanding of the technical challenges of the Site.

The Design Code element of this document builds upon the basic design principles outlined within the vision and provides specific guidance on the key elements of development structure, design, appearance and form.

This detailed guidance ensures that development comes forward in an appropriate manner, and clearly sets out the Councils expectations with regards to this exemplar 21st century Garden Village. It can be used as a guide from which to assess subsequent Reserved Matters application.

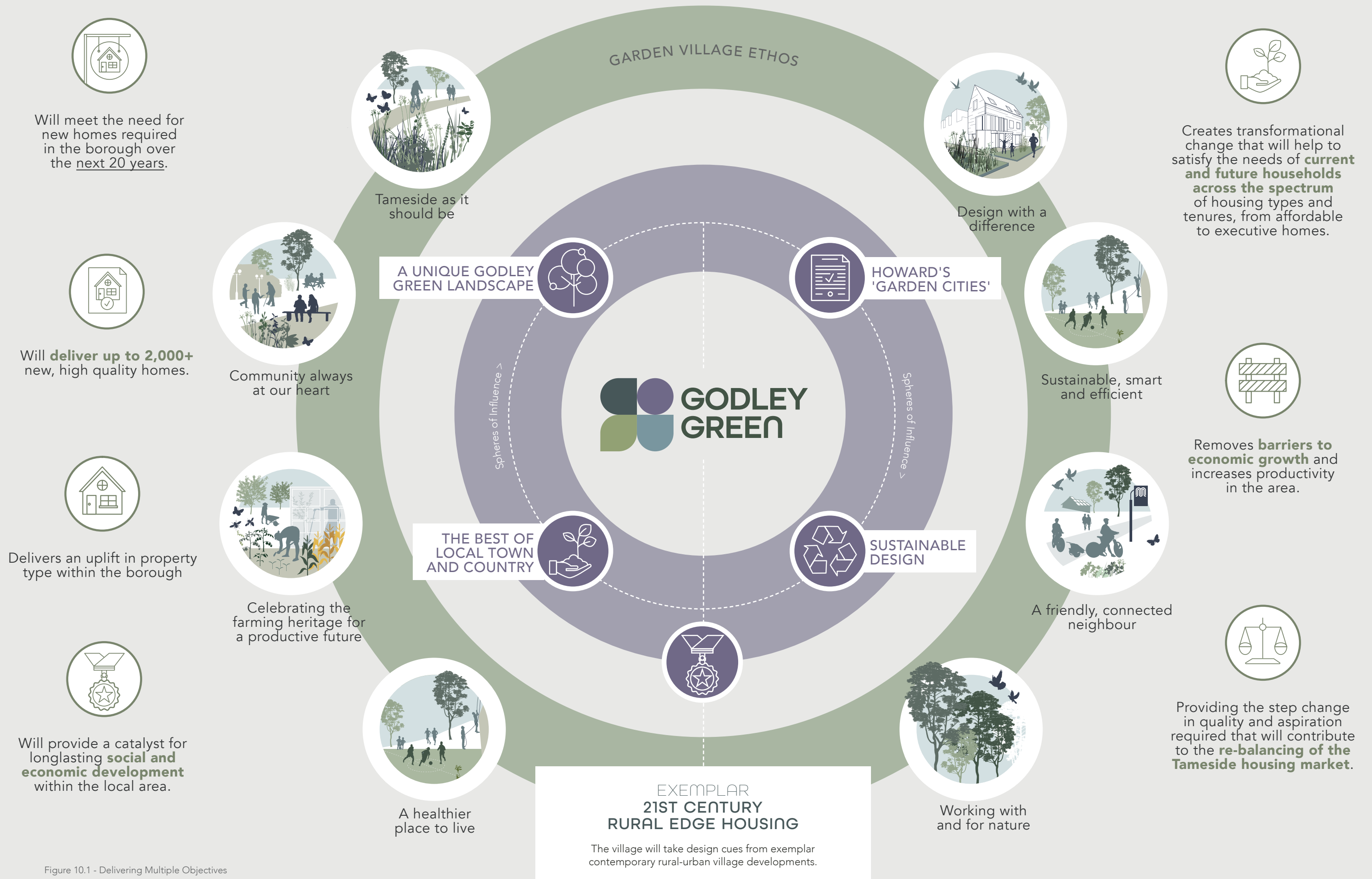


Figure 10.1 - Delivering Multiple Objectives

