

Updated Planning Statement

Godley Green Garden Village, Land off Mottram Old Road, Hyde

On behalf of: Tameside Metropolitan Borough Council

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1 Introduction

1.1 Gerald Eve LLP, on behalf of Tameside Metropolitan Borough Council (“the Council”), submitted an outline planning application, with details of access, to the Council’s Local Planning Authority (LPA) for a major residential-led, mixed-use development on land to the north and south of Mottram Old Road, Hyde (“the site”) in October 2021 (application ref. 21/01171/OUT).

1.2 Following the submission of the planning application, and through discussions with the LPA and various statutory and non-statutory consultees, several minor amendments have been made to the proposals. The full details of these changes are set out in the Environmental Statement Addendum, but in summary they comprise:

- Minor alterations to the proposed site accesses, as well as the addition of Puffin and Pegasus crossing facilities on Mottram Old Road;
- The proposed realignment of the Trans Pennine Trail and National Cycle Route 62 through the site, which now routes through Brookfold Wood, across Godley Brook and through the eastern village before connecting to Mottram Old Road;
- The proposed one-form primary school on site has now been replaced by secondary school accommodation;
- Alterations to the sports provision within the site, with the area of playing fields and associated facilities on land to the south of Mottram Old Road replaced with financial contributions, and the relocation of playing pitches within the eastern village to a more central location;
- The subsequent removal of the proposed access to the south of Mottram Old Road;
- Slight alterations to the location of housing within the eastern village in order to accommodate the relocation of the playing pitches;
- A slight increase in the red line boundary of the site eastern edge of the site along the Mottram Old Road frontage; and
- An updated indicative phasing strategy for the site, which now provides further detail on how the site could be developed.

1.3 To capture these changes, the drawing pack associated with the planning application has been updated. In addition, various technical assessments have been revisited and, where necessary, updated to reflect the proposals as well as to address any comments raised by consultees during the determination process to date. Where necessary, additional technical documents have also been submitted in support of the application.

- 1.4 For completeness, the following drawings and documents now form the updated planning application submission:

Planning Application Documents

- Project Cover Letter prepared by Tameside Metropolitan Borough Council
- Updated Cover Letter prepared by Gerald Eve LLP
- Planning Application Form (signed and dated)
- Land Ownership Certificates (including press release for Certificate C) and Agricultural Land Declaration (signed and dated)
- Design and Access Statement (including Strategic Design Code) prepared by Planit-IE
- Long-term Stewardship Technical Briefing Note prepared by Planit-IE
- Trans Pennine Trail Briefing Note prepared by Planit-IE
- Updated Planning Statement (including Very Special Circumstances Case) prepared by Gerald Eve LLP
- Sequential Assessment for Retail and Main Town Centre Uses prepared by Alyn Nicholls Associates
- Energy Statement Report prepared by Mainer Associates
- Sustainability Statement and BREEAM Pre-Assessment prepared by Pea Green Ltd
- Statement of Community Involvement prepared by Kevin Murray Associates
- Mineral Assessment Review prepared by E3P
- Outdoor Sports Facilities Pre-Position Statement prepared by KKP
- Indicative Phasing Strategy prepared by Trebbi Continuum

Environmental Statement including Technical Appendices

The Environmental Statement Addendum is split into three Volumes, as set out below, and is prepared by Pea Green Environmental Planning:

- ES Volume 1: Non-Technical Summary
- ES Volume 2: Main Text
 - Chapter 1: Introduction
 - Chapter 2: Approach
 - Chapter 3: Site Description
 - Chapter 4: The Proposed Development
 - Chapter 5: Alternatives

- Chapter 6: Planning Policy Context
- Chapter 7: Landscape and Visual
- Chapter 8: Ecology
- Chapter 9: Historic Environment
- Chapter 10: Ground Conditions
- Chapter 11: Drainage and Flood Risk
- Chapter 12: Transport and Access
- Chapter 13: Air Quality
- Chapter 14: Noise
- Chapter 15: Lighting
- Chapter 16: Socioeconomics
- Chapter 17: Health
- Chapter 18: Waste
- Chapter 19: Cumulative Effects
- Chapter 20: Summary and Conclusions
- ES Volume 3: Appendices
 - Appendix 2.1: EIA Scoping Report
 - Appendix 2.2: EIA Scoping Opinion
 - Appendix 7.1: Landscape Baseline and Assessment
 - Appendix 7.2: Visual Baseline and Assessment
 - Appendix 7.3: LVIA Figures
 - Appendix 7.4: Views and Photomontages
 - Appendix 8.1: Ecology Desk Study
 - Appendix 8.3: Woodland NVC Survey
 - Appendix 8.9: Breeding Bird Survey
 - Appendix 8.10: Water Vole Survey
 - Appendix 9.1: Archaeological Desk-Based Assessment
 - Appendix 9.2: Historic Environment Assessment
 - Appendix 10.1: Phase I Preliminary Risk Assessment
 - Appendix 10.2: Phase II Geo-Environmental Site Assessment
 - Appendix 10.3: Environment Agency Correspondence
 - Appendix 10.4: Minerals Assessment
 - Appendix 11.1: Flood Risk Assessment
 - Appendix 12.1: Transport Assessment
 - Appendix 12.2: Framework Travel Plan

- Appendix 13.1: Air Quality Assessment Input Data
- Appendix 14.1: Background and Ambient Sound Level Results
- Appendix 15.1: 'Sky-brightness' Mapping
- Appendix 15.2: Light Monitoring Location Plan
- Appendix 15.3: Residential Receptor Location Plan
- Appendix 15.4: Ecological Receptor Location Plan
- Appendix 15.5: Assessed Scheme of Lighting
- Appendix 15.6: Light Spill
- Appendix 15.7: Lighting Model Imagery
- Appendix 15.8: Lighting Management Plan (Construction)
- Appendix 17.1: Greenkeeper Assessment

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 - Chapter 17: Health

- Chapter 18: Waste
- Chapter 19: Cumulative Effects
- Chapter 20: Summary and Conclusions
- ES Addendum Volume 3: Appendices
 - Appendix 7.5: Townscape and Visual Impact Assessment Technical Note
 - Appendix 8.2: Phase 1 Habitat Survey (Replacement)
 - Appendix 8.4: Arboriculture Impact Assessment (Replacement)
 - Appendix 8.5: Hedgerow Survey (Replacement)
 - Appendix 8.6: Amphibian Survey (Replacement)
 - Appendix 8.7: Badger Survey (Replacement)
 - Appendix 8.8: Bat Survey (Replacement)
 - Appendix 8.11: Phase 1 Habitat Survey South
 - Appendix 8.12: AIA Addendum
 - Appendix 8.13: Hattersley Footbridge Arboriculture Impact Assessment
 - Appendix 8.14: Winter Bird Survey
 - Appendix 8.15: Mitigation Land Breeding Bird Survey
 - Appendix 8.16: Biodiversity Net Gain
 - Appendix 9.3: Geophysical Survey Report
 - Appendix 10.5: Ground Investigation Report
 - Appendix 11.2: Drainage Strategy Addendum
 - Appendix 11.5: Water Framework Directive Screening Assessment
 - Appendix 12.3: Addendum Transport Assessment

Planning Application Drawings

The following drawings prepared by Planit-IE:

- Site Location Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0001-S4_P04)
- Illustrative Framework Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0010-S4_P04)
- Land Use Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0003-S4_P06)
- Density and Height Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0004-S4_P04)
- Movement and Access Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0006-S4_P05)
- Green Infrastructure Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0002-S4_P07)

- Proposed Retained and Removed Buildings (ref. PL1600.2-PLA-XX-XX-DR-U-0008-S2_P04)
- Indicative Site Phasing Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0011-S4-P07)

The following drawing prepared by Wilde Consulting Engineers:

- Western Village Ghost Island Junction General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0032_PO4)
- Eastern Village Ghost Island Junction 1 General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0033_PO4)
- Eastern Village Ghost Island Junction 2 General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0034_PO4)
- Western Village Emergency Access Junction General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0035_PO4)
- Mottram Old Road Eastern Village Pegasus Crossing (ref. 302-248-WLD-XX-XX-DR-P-0063_P01)
- Mottram Old Road Western Village Puffin Crossing (ref. 302-248-WLD-XX-XX-DR-P-0064_P01)
- Land Safeguarding Plan Mottram Old Road (ref. 302-248-WLD-XX-XX-DR-P-0065_P01)

- 1.5 As a result of the minor amendments to the scheme, it is proposed that the formal description of development is amended as follows:

“Outline application with all matters reserved other than access for the erection of a new residential-led, mixed-use development comprising residential dwellings (up to 2,150), local centres (including up to 1,300 sqm of retail, 1,600 sqm of commercial uses and 1,000 sqm of local community uses), secondary school accommodation, sports facilities, new vehicle, cycle and pedestrian connections, new bridge connection to Hattersley, construction of new site accesses from Mottram Old Road, landscaping, demolition of farm/agricultural buildings and stables, and associated works”

- 1.6 As before, this updated Planning Statement provides a summary of the site and the updated development proposal, before analysing how it accords with the relevant planning policy framework. For the avoidance of doubt, this document supersedes the previous Planning Statement.

- 1.7 The remainder of this Statement is set out as follows:

- Planning Application Background;
- Site Description and Allocations;
- Planning History;
- Proposed Development;
- Planning Policy;
- Planning Matters (Including Very Special Circumstances Case);
- Planning Balance; and
- Summary.

2 Planning Application Background

- 2.1 This Section sets out the background to the planning application including the Council's rationale for progressing the development, a summary of the extensive pre-application engagement undertaken with the LPA as the determining authority, the wider pre-application engagement carried out with local community and stakeholders and a summary of the Environmental Impact Assessment process to date.

Development Context

- 2.2 As a local planning authority, the Council has a responsibility to develop strategic planning policies to not only set out an overall strategy for the pattern, scale and quality of development in the area, but also to plan for and allocate sufficient sites to deliver this strategy.
- 2.3 In addition, at a corporate level the Council has a responsibility to deliver its Corporate Plan. The Corporate Plan for the period 2018 to 2025 brings together the priorities and ambitions of both the Council and NHS Tameside and Glossop Clinical Commissioning Group as part of a single leadership structure. The Plan commits to supporting economic growth, providing high quality health and care services, protecting the most vulnerable, and creating strong and supportive self-sufficient communities with the aim to ensure all residents lead long, fulfilling and healthy lives.
- 2.4 Through a joint planning policy process with other Greater Manchester councils, the Council has been seeking to develop a strategy to meet not only its statutory functions as a local planning authority but also the priorities of its Corporate Plan. Further detail on the planning policy background of this is set out in Section 6, but in summary this had been through the preparation of the now withdrawn Greater Manchester Spatial Framework (GMSF) and the subsequent Places for Everyone (PFE) joint development plan.
- 2.5 As part of this process, much of the site has been identified to be released from the Green Belt and allocated as a new residential-led development. An extract of the emerging allocation is attached at **Appendix A**. This has the potential to deliver a significant proportion of the Council's housing requirement in a sustainable location, alongside a host of significant benefits ranging from socioeconomic, health, ecology and green infrastructure.
- 2.6 Amidst an ongoing housing crisis, the Council has taken the decision to progress this planning application prior to the adoption of the emerging planning policy framework. It is hoped that by doing so the development can be realised sooner for the benefit of Tameside's residents.

- 2.7 To assist in the delivery of this process, the Council has taken two key actions. Firstly, it has secured grant funding through Homes England's Housing Infrastructure Fund (HIF), which will, if planning permission is granted, deliver key pieces of strategic infrastructure and services to assist in bringing development forward at a quicker rate of delivery.
- 2.8 Secondly, it has taken on the role of applicant for the planning application and, working alongside development partners, the role of master developer for the project. Taking such an approach helps to ensure that the long-term vision and key objectives of the development set out through this outline planning application are maintained throughout the development life cycle.

Pre-Application Discussions

- 2.9 Throughout the preparation of this planning application there has been regular and ongoing pre-application consultation with the LPA and internal consultees, such as the local highway authority and education department, dating back to February 2020.
- 2.10 Alongside this, the project team has been in dialogue with various statutory and non-statutory consultees. This includes the following:
- Environment Agency;
 - Highways England;
 - Transport for Greater Manchester (TfGM);
 - Network Rail;
 - Sport England;
 - Greater Manchester Ecology Unit (GMEU);
 - Greater Manchester Archaeological Advisory Service (GMAAS);
 - The Local Lead Flood Authority (LLFA);
 - Energy North West;
 - United Utilities; and
 - Cadent Gas.
- 2.11 The scheme has also been subject to a Places Matter Design Review in July 2020. Places Matter is an independent organisation, hosted by Royal Institute of British Architects, with the design review process providing an independent and impartial evaluation process by a panel of experts on the design of a proposal. Further detail on this is set out in the supporting Design and Access Statement.

- 2.12 These pre-application discussions have sought to enable early consideration of fundamental matters relating to the proposal, to provide critical feedback on the proposals as they develop, to agree relevant technical considerations and the scope of the planning application submission. Ultimately, it has sought to improve the efficiency and effectiveness of the planning application system for all parties in accordance with national guidance.
- 2.13 This outline planning application has, where possible, sought to respond to the views and outcomes of this pre-application process. Detail on such matters is noted within individual reports, most notably the Environmental Statement and its associated appendices, where relevant.

Community and Stakeholder Engagement

- 2.14 In line with best practice, community and stakeholder engagement has taken place during the preparation of this planning application. This initially began through an introductory stakeholder and agency workshop in 2019, followed by a more extensive engagement process undertaken between February and March 2021.
- 2.15 The latter stage of consultation in 2021 was split into four key stages, as summarised below:
- Stage 1 took place in February 2021 and was divided into two events: a stakeholder workshop and a dedicated session for on-site residents (those situated outside, but adjacent to the application red line). These events introduced the project team, the application approach, and sought initial views from participants on the masterplan framework to help inform the process.
 - Stage 1a comprised two online engagement sessions with the wider community. These presented the principles and approach to the masterplan and the draft framework, as well as providing an opportunity to ask questions following the presentation.
 - Stage 2 comprised an update session with residents and a stakeholder workshop. These sessions presented changes that had been made to the masterplan and further detail on areas of concern that had been raised in previous sessions. At this stage, the working draft of the Parameter Plans and Strategic Design Code were also presented.
 - Stage 2a consisted of a further set of wider community sessions. As with Stage 2, this presented the changes that had been made to the scheme, particularly in response to questions and concerns arising from Stage 1 and Stage 1a. The working drafts of the Parameter Plans and Strategic Design Code were also

presented, alongside a further opportunity for questions and dialogue following the presentation.

- 2.16 The circumstances around the Covid-19 pandemic restrictions at the time of the consultation activity meant that the process was undertaken via online workshops and the associated consultation website¹. However, non-digital options were also pursued through a community newsletter, which was sent to over 7,000 households including residents in Godley, Hattersley and Hyde, and others within a 1.5-mile radius of the site.
- 2.17 Overall, the consultation events were attended by some 350 participants from a range of diverse backgrounds including local and regional residents, family households, retirees, economically active people, business owners, representatives of community organisations and councillors. The methods of engagement used were considered to be the most appropriate to obtain feedback effectively from a wide group of local residents, community interest groups, local business, local organisations and other local stakeholders.
- 2.18 Reference should be made to the Statement of Community Involvement and the Design and Access Statement for detail on how the proposed development has considered and responded to the feedback of this consultation exercise.

EIA Scoping Opinion

- 2.19 Whether or not a proposal constitutes development requiring an Environmental Impact Assessment (EIA), and therefore whether the planning application needs to be supported by an Environmental Statement, is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA Regulations”). An EIA is mandatory for projects appearing in Schedule 1 of the EIA Regulations and is required for projects appearing in Schedule 2 if they are likely to give rise to significant effects on the environment.
- 2.20 The proposed development does not fall within the list of projects within Schedule 1, but the development does fall under Class 10(b) of Schedule 2 and is of a size and scale such that there is the potential for significant environmental effects to arise. Therefore, the Council has progressed an EIA voluntarily and an Environmental Statement is submitted with this planning application.

¹ <https://www.godleygreen.com/>

- 2.21 A scoping opinion request was submitted to the LPA in November 2020. The purpose of this was to seek the LPA's opinion as to the scope and level of information to be provided in the Environmental Statement.
- 2.22 The LPA issued its scoping opinion on 23 February 2021, a copy of which is attached at **Appendix B**. In accordance with the EIA Regulations, the Environmental Statement submitted in support of this application is based on the LPA's scoping opinion. Further detail on this can be found within Volume 2 of the Environmental Statement.
- 2.23 It should be noted that at the time of the LPA's scoping opinion the project was due to progress via a 'hybrid' planning application (part full and part outline) with the full element relating to two access roads into the site and a first phase of 300 dwellings. This is no longer the case, and the application is submitted in outline, with all matters reserved except access. It is not considered that this amendment raises issues with the LPA's scoping opinion or approach to the Environmental Statement.

3 Site Description and Allocations

Site Overview

- 3.1 The planning application site comprises two large parcels of land, totalling 127.78 ha, situated to the north and south of Mottram Old Road, Hyde.
- 3.2 The northern element of the site comprises an area totalling 102.98 ha and is bound by a disused railway line to the north (which is now a public footpath, cycle route and bridle path owned by Sustrans), the Glossop railway line to the north-east and east, Mottram Old Road to the south, Alder Community High School and its associated playing fields to the south-west and Werneth Brook and associated woodland to the west.
- 3.3 This area of the site is characterised by agricultural fields and grassland, defined by hedgerow and tree boundaries. Ponds and watercourses are also present, the most significant of which is Godley Brook towards the centre of the site. Clusters of residential dwellings and farm complexes are located along and off Green Lane, Brookfold Lane to the north, and along the frontage of Mottram Old Road. Many of these residential dwellings do not fall within the red line boundary for the application but do directly adjoin it. The site is broadly divided into two sections (east and west) by Godley Brook.
- 3.4 The southern parcel of land measures 24.8 ha and is bound by Mottram Old Road to the north with woodland and further agricultural land to the east, south and west.
- 3.5 This section of the site comprises sloping agricultural land and features occasional ponds and hedgerow field boundaries, with woodland present to the east and west of the site.
- 3.6 In terms of the wider area, Werneth Low Country Park is located to the south of Mottram Old Road, whilst the centres of Gee Cross, Hyde and Hattersley are located approximately 0.6 miles, 0.6 miles and 0.9 miles south-west, north-west and north-east of the site, respectively. Further afield, Ashton-Under-Lyne is 4.5 miles to the north, Stockport 6.5 miles to the north-east and the Peak District National Park is located approximately 2.5 miles to the south-east.
- 3.7 A site location plan is attached at **Appendix C**, which illustrates the area subject to this planning application outlined in red.

Site Characteristics

Existing Residents

- 3.8 Whilst not situated within the application red line, there are 24 existing dwellings situated adjacent to the application boundary and which form part of the existing community on site. Some of these properties, such as those accessed off Green Lane, comprise individual dwellings and associated gardens, whilst others comprise dwellings within a wider farm complex.
- 3.9 Existing dwellings are illustrated within the supporting Design and Access Statement (see Section 3.2 in particular).

Topography

- 3.10 The levels across the site are variable but broadly slope downwards from south to north. There are, however, steep changes in topography in and around the watercourses on the northern section of the site, where water has cut valleys into the landscape. This is the case for the main watercourses of Godley Brook and Werneth Brook as well as the network of smaller streams. There is also a steep increase in site levels in the east where a historic landfill is present.

Landscape Character

- 3.11 The site is not situated within any areas designated in recognition of their landscape quality or value at either a statutory national level or at a non-statutory local level.
- 3.12 The site is located within Area 54: Pennine Fringe National Character Area (NCA)². This area is characterised by deeply incised, steep valleys which are present as the landform transitions from moorland to urban area.
- 3.13 At a regional level, the site is located within the Pennine Foothills (Dark Peak) and Lulworth Moor and Dark Peak foothills, as defined within the Greater Manchester Landscape Character and Sensitivity Report (2018). This area is described as rural in character, sitting on the immediate urban fringes. Key features include: complex landscape with intricate steeply sloping land climbing up from the intersecting river valleys; varied field pattern;

² National Character Area Profiles, 2014. Natural England

cloughs cloaked in broadleaved and mixed woodland, including ancient woodland; and fields crossed by a dense network of public rights of way, with links to nearby communities.

- 3.14 At a local level, key landscape characteristics of the site include the varied topography, with steep sided valleys and areas of open elevated land. Werneth Brook to the west of the site and Godley Brook towards the centre are heavily wooded and key features of the site. Such features create a range of experiences when passing through the site.

Accessibility

- 3.15 The site has several access points designed to serve existing uses, primarily taken from Mottram Old Road. Within the site, Green Lane and Brookfold Lane facilitate access to the residential properties and farm complexes, with both being unadopted roads.
- 3.16 There are several public rights of way running through the site, predominantly on a north-south axis connecting Mottram Old Road to the residential areas to the north and west of the site. This includes the Trans Pennine Trail and National Cycle Route 62, which currently run along the former rail line at the north of Green Lane, before routing along Green Lane itself and then along Mottram Old Road. Notably, Sustrans removed the section along Mottram Old Road from the National Cycle Route on safety grounds due to high traffic flow and speeds in the summer of 2020.
- 3.17 In terms of public transport, there are a range of bus stops along the Mottram Old Road frontage of the site, providing regular services between Hyde and Glossop. There are also bus stops located to the west of the site on Grange Road North, and to the north of the site on Mottram Road.
- 3.18 The site is also situated close to two rail stations; Godley and Hattersley. Godley station is located to the north west of the site and can be reached via Brookfold Lane. Hattersley Station is located to the north east of the site and is currently accessed via the A560 through Hattersley. Both stations are located on the same rail line, which runs between Hadfield and Manchester Piccadilly. Manchester Piccadilly provides rail access to further regional and national destinations.

Flood Risk

- 3.19 There are a variety of watercourses and ponds situated throughout the site, however the most significant water course is Godley Brook. This flows south to north through the site and has a significant catchment upstream of the site's southern and eastern boundaries.

- 3.20 The Environment Agency's online flood risk map confirms that the entire site is situated within Flood Zone 1, meaning there is a low probability of flooding from rivers, and that the site is not at risk from reservoir flooding. Elements of the site are at high and medium risk of surface water flooding; such locations follow the existing routes of the watercourses throughout the site.

Ecology and Trees

- 3.21 The site comprises a variety of habitats including semi-natural broad-leaved woodland, semi-improved grassland, arable farmland, ponds, hedgerows and scattered trees (of varying quality). Elements of these habitats are designated for their ecological and amenity benefits, including areas of Godley Brook and Brookfold Wood as a Site of Biological Importance (SBI) and ancient woodland, and parts of Wenerth Brook as an SBI. There are also a range of Tree Preservation Orders (TPO) across the site.
- 3.22 The nature of the site and its current use means there is a range of species currently on site, including bats, badgers, great crested newts (and other amphibians) and breeding birds.

Agricultural Land Classification

- 3.23 The site is primarily used for grazing or pasture. With reference to Natural England's online regional land classification maps, agricultural land quality is recorded as being of either Grade 4 or urban in nature.

Heritage Assets

- 3.24 There are no designated World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas, Designated Wrecks, Designated Battlefields or Registered Parks and Gardens on the site or immediately adjacent to the site boundary.
- 3.25 The Grade II Listed Hyde War Memorial Obelisk is located within 250 m of the site's southern boundary and the Grade II Listed Church of St John the Baptist, located approximately 730m to the north, can also be seen within views from the central and western parts of the site.
- 3.26 Non-designated heritage assets are split between built heritage and historic landscape features across the larger northern parcel of the site. From a built heritage perspective, four buildings have been identified as being of heritage interest and comprise: a farmhouse and attached barn complex at no. 6 Greenside Farm, and a cottage and barn at Brookfold Farm.

3.27 There are also a range of non-designated built heritage assets within the setting of the site, which comprises the following:

- No. 2, 2a and 4 Greenside Farm;
- Albert's Farm and Ashwyn;
- Godley Green Farmsteads (this group comprises five farmsteads dispersed across the site, including Chadwick's / Godley Green Farm, Green / Rushafiel Farm, Brookfold Farmhouse and Iddesleigh); and
- Godley Villas (including Greenbank, Beechwood, Glandarach, Abbotsfold House and Greenacres along Green Lane).

3.28 From a landscape perspective, this includes features such as the historic field enclosure system widely used across the site, historic PRoW routes across the site, the ancient woodland surrounding Brookfold Wood and smaller areas of clough woodland, marl pits and wells.

3.29 In terms of archaeology, the areas of highest potential are focused around Greenside, east of Brookfold Wood, Green Lane, north of Brookfold Wood, Dove House Farm, and Godley Green.

Allocations and Designations

3.30 The current Development Plan indicates that the site benefits from several policy designations, some of which relate to specific sections of land rather than the whole site. An extract of the adopted policies map is attached at **Appendix D** and the emerging policy allocation is attached at **Appendix A**.

3.31 A summary of the site allocations is set out below.

Green Belt

3.32 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 development falls within a defined list of exceptions.

Sites of Biological Importance

3.33 There are two areas on the northern section of the site designated as SBIs, this being Werneth Brook to the west and Brookfold Wood within the centre of the site.

- 3.34 Back Wood SBI is located on land to the south of Mottram Old Road.
- 3.35 The SBIs are primarily designated for their woodland and grassland habitats and amphibian populations. Development should not adversely affect an SBI.

Protected Green Space

- 3.36 The area to the north of the railway line is designated as Protected Green Space. Development is not permitted in such areas unless it falls within certain defined exceptions.

Mineral Safeguarding Area

- 3.37 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.
- 3.38 Non-mineral development is not permitted unless certain criteria are met.

Emerging Planning Policy

- 3.39 As previously noted, the majority of the site is identified in the emerging PFE to be removed from the Green Belt and identified as a strategic residential-led housing allocation capable of accommodating up to 2,350 new homes (allocation ref. JP Allocation 31).
- 3.40 Further detail on the above, as well as the wider planning policy framework, is set out in Section 6.

4 Planning History

The Site

- 4.1 A search of the LPA's online planning register has been undertaken for the site. Given the nature of the site, it is unsurprising that the planning history comprises householder and minor permissions in relation to the existing uses at the site. This is not considered to be relevant for the purposes of this planning application and is therefore not considered further.

Surrounding Area

- 4.2 A search of the LPA's online planning register has also been undertaken in relation to the site's immediate surroundings, using Hyde Godley Ward, Hyde Newton Ward (to the north of the site) and Hyde Werneth (south of the site) as the basis of such a search, dating back to 2015.
- 4.3 As expected, there are a range of 'major' planning permissions that have been granted in the surrounding area over this period. This includes a range of residential outline planning applications within Hattersley³ and up to 127 homes at Newton Street, Hyde (application ref. 16/00897/OUT).
- 4.4 Other than with reference to committed developments for certain technical studies, this surrounding planning history is not considered to be material to the determination of this proposal.

³Application refs. 16/00960/OUT, 16/00962/OUT, 16/00948/OUT, 16/00963/OUT, 16/00961/OUT, 16/00958/OUT, 16/00964/OUT, 16/00959/OUT and 16/00965/OUT

5 Proposed Development

- 5.1 Outline planning permission, with details of access, is being applied for and the description of development is as follows:

“Outline application with all matters reserved other than access for the erection of a new residential-led, mixed-use development comprising residential dwellings (up to 2,150), local centres (including up to 1,300 sqm of retail, 1,600 sqm of commercial uses and 1,000 sqm of local community uses), secondary school accommodation, sports facilities, new vehicle, cycle and pedestrian connections, new bridge connection to Hattersley, construction of new site accesses from Mottram Old Road, landscaping, demolition of farm/agricultural buildings and stables, and associated works”

- 5.2 The subsections below provide further detail on the following key aspects of the proposal:

- Garden City principles;
- Land uses;
- Access and connectivity;
- Density and heights;
- Green infrastructure;
- Demolitions;
- Strategic design code;
- Illustrative masterplan;
- Timescales and delivery; and
- Planning obligations.

- 5.3 Alongside this Statement, reference should also be made to other supporting planning application documents, most notably the Design and Access Statement which explains the design evolution and principles underpinning the proposed development in detail.

Garden City Principles

- 5.4 In recent years, there has been a renewed interest in the idea of delivering large-scale, new housing developments through the principles of the Garden City movement, championed by Ebenezer Howard over 100 years ago. Evidence of this is demonstrated by the Government’s decision in 2017 to announce its support for 14 new ‘garden villages’ – new communities of 1,500-10,000 homes.

- 5.5 The principles of this movement, as highlighted in Figure 1⁴ below are seen as fundamental to delivering innovative, resilient and inclusive places that will stand the test of time.

The Garden City Principles

- 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, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy positive technology to ensure climate resilience.
- 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.

- 5.6 Creating a development that combines these principles with modern placemaking and delivery mechanisms, has been at the heart of this proposed development.

- 5.7 From a design perspective, the Design and Access Statement has undertaken an extensive analysis of Garden City literature and policy, as well as a design study of existing Garden City features to identify the best and most relevant design features. From this analysis, five design influences have been identified, as summarised below:

- ‘A Unique Godley Green Landscape’ – the unique landscape is fundamental in dictating the future form of the development;

⁴ Understand Garden Villages: An Introductory Guide by the Town and Country Planning Association (January 2018)

- ‘The Best of Local Town and Country’ – the site sits at the urban-rural interface and must combine the best features of local town and country to create a locally-distinctive new place;
- ‘Howard’s Garden Cities’ – the masterplan must create a framework to deliver the Garden City principles, ensuring an appropriate long-term management approach is adopted;
- ‘Sustainable Design’ – sustainable design principles must be delivered within the masterplan; and
- ‘21st Century Rural Edge Housing’ – the development must take design cues from exemplar contemporary rural-urban village developments.

5.8 Each of these influences have been explored further within the Design and Access Statement to define the most salient design components to carry forward in the Parameter Plans, Strategic Design Code and Illustrative Masterplan for the application. The image below reflects the outcome of this work and the key design principles embedded in the development:



5.9 On non-design related matters, the scheme has sought to ensure community stewardship is a central tenant of the development. The supporting Long-term Stewardship Technical Briefing Note prepared by Planit-IE demonstrates how various stewardship models could be adopted within the development, all of which seek to:

- Deliver strategic green infrastructure;
- Maintain and manage green space, public realm and other community uses;
- Ensure a community activator role is established, to engage existing communities and community organisations in the site via a series of projects to be delivered on the site, and that appropriate funding is available for this;
- Build community assets; and
- Ensure community governance and partnerships.

- 5.10 To ensure these models are robust, the options have been informed by detailed discussions with the Land Trust, a British charity which owns or manages open spaces for public benefit. These discussions have provided detailed insight based on real life experience around the challenges, mechanisms and processes involved with different forms of long-term stewardship bodies.
- 5.11 Whilst there are various options available, the precise model to be adopted across the site will depend on the final layout, the preferred approach of the developer(s) and what is considered the most practical for the different areas. On that basis, it is considered that a planning condition is an appropriate mechanism to control this element of the development. The wording of the condition will be subject to discussions with the LPA, but at this stage it is envisaged that the condition will require both a strategic site wide plan to be submitted prior to commencement of development, with further detail submitted to and approved by the LPA prior to commencement of the first dwelling in each phase of development.
- 5.12 Land value capture has also been an important element of the project. Here a portion of the enhanced land value arising from the development will be used to aid the wider project, particularly through key infrastructure delivery. This includes elements such as the bridge, road infrastructure, education and stewardship arrangements.
- 5.13 Other elements of the principles, including community engagement, mixed-tenure homes and housing types, local jobs, enhancing the natural environment and encouraging active travel are all key themes of the proposal. Further detail on each is set out within relevant technical studies and Section 7 of this Statement.
- 5.14 Overall, the Garden City principles form a fundamental thread running through the heart of the development.

Land Uses

- 5.15 The development comprises a residential-led, mixed-use development comprising a range of land uses. The table below summarises such land uses, as well as key parameters to guide future reserved matters applications.

Land Use	Use Class	Parameters
Residential	C3	Up to 2,150 units
School accommodation	F1(a)	Limited to a secondary school provision and associated uses only (e.g. car parking)
Sports facilities and open space	F2(c)	Outdoor sports and recreation
Local centre: - Shops - Financial and professional services - Restaurants and cafés - Indoor sport, recreation or fitness - Medical or health services - Creche, day nursery or day centre - Offices - Public houses, wine bars, or drinking establishments - Drinking establishments with	E(a) E(b)-E(g)(i) Sui Generis	- Retail up to a combined maximum of 1,300 sqm, with a maximum of 650 sqm per local centre. Maximum unit size of 350 sqm. - up to 1,600 sqm of E(b)-E(g)(i) and sui generis - Medical centre not exceeding 400 sqm - All other units not exceeding 300 sqm - Sui generis uses to be limited to a) public houses, wine bars, or drinking establishments b) drinking establishments with expanded food provision and c) hot food takeaways

expanded food provision - Hot food takeaways		
Local Community Uses: - Museums - Public libraries or public reading rooms - Public halls or exhibition halls - Public worship or religious instruction - Halls or meeting places for the principal use of the local community	F1(c)-F1(f) F2(b)	- Up to 1,000 sqm - Units not to exceed 500 sqm

5.16 Within the residential element of the proposal, 15% of all dwellings will be affordable to be secured by legal agreement, with the split of tenure suggested at 60% affordable rent and 40% affordable home ownership subject to further discussion with the LPA. This level of affordable housing provision is in accordance with Council's Executive Cabinet's requirement for all new development.

5.17 At this stage, an indicative mix for the 2,150 dwellings has been developed although this is purely for illustrative purposes with the exact detail to be confirmed at the detailed design stage through reserved matters submissions. The indicative mix is set out in the table below:

Dwelling type	Share of housing (%)	No. of homes
1-bedroom apartment	12%	254
2-bedroom apartment	8%	167
2-bed family home	22%	482

3-bed family home	26%	564
4-bed family home	22%	482
1-bed senior living	6%	133
2-bed senior living	3%	68
Total housing provision		2,150

- 5.18 The Land Use Parameter Plan defines the broad location of land uses across the site (ref. PL1600.2-PLA-XX-XX-DR-U-0003-S4_P06). In summary, the scheme comprises two villages – split by Godley Brook into a western and eastern village - with an indicative split of 1,250 dwellings in the west and 900 dwellings in the east. The western village comprises a local centre, education and sports provision cluster situated off the primary access road. The eastern village includes a local centre to the north, with a non-vehicular multi-user bridge connection to Hattersley, alongside open space and sports facilities. In addition, an area to the south of Mottram Old Road is to comprise open space and ecological enhancement areas.

Access and Connectivity

- 5.19 There are four proposed vehicular accesses. Two, including an emergency access, serve the western village, and two for the eastern village. Details of these proposed junctions are illustrated on the following plans:
- Western Village Ghost Island Junction General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0032_PO4)
 - Western Village Emergency Access Junction General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0035_P04)
 - Eastern Village Ghost Island Junction 1 General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0033_PO4)
 - Eastern Village Ghost Island Junction 2 General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0034_PO4)
- 5.20 To accommodate the change in accesses along Mottram Old Road it is proposed that the speed is reduced to 30 mph.
- 5.21 The existing junction between Green Lane and Mottram Old Road is to be retained but would not comprise a vehicle access point for the proposed development (although existing vehicular access for residents will remain). Whilst not a vehicular access to the site, it would have connections with the site's active travel network.

- 5.22 Once inside the site, the Movement and Access Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0006-S4_P05) illustrates that the western village would be served by a primary access road that routes north before creating a loop road through the village to connect back to the site access. The emergency access route would provide an alternative vehicular access in the event that the primary access into the development needs to be closed. Vehicular access is to be restricted approximately 220m from Mottram Old Road, using controlled bollards or similar features. The section of the access road leading up to this feature would serve no more than 50 residential dwellings in the same way a cul-de-sac would function.
- 5.23 The eastern village's two access points would also route north and join in the centre before providing access to the local centre to the northern edge of the village.
- 5.24 Due to the topography of Godley Brook and its associated sensitive ecological features, no vehicular connection between the western and eastern villages is proposed. However, there will be active travel connections to ensure a permeable development.
- 5.25 In terms active travel connections, existing public rights of way will be incorporated and enhanced as part of the proposals, whilst new pedestrian and cycle facilities will be delivered. Key features of the Access and Movement Parameter Plan include footway, cycleway and multi-user connections between the eastern and western villages to provide attractive and convenient route options to destinations within and beyond the site.
- 5.26 In addition, to ensure safe access to existing public transport infrastructure on Mottram Old Road, as well as connections to the wider network of PRowS, it is proposed to provide a Puffin crossing east of the existing Green Lane access and a Pegasus crossing to the east of the proposed eastern access. These crossing facilities are illustrated on the following submitted drawings:
- Mottram Old Road Eastern Village Pegasus Crossing (ref. 302-248-WLD-XX-XX-DR-P-0063_P01)
 - Mottram Old Road Western Village Puffin Crossing (ref. 302-248-WLD-XX-XX-DR-P-0064_P01)
- 5.27 Furthermore, the Applicant has also demonstrated how potential cycle enhancements along Mottram Old Road could be accommodated in the future should the LPA wish to pursue this. This is illustrated on the following submitted plan, which highlights key areas of the site's frontage to Mottram Old Road that are to be safeguarded from development:

- Land Safeguarding Plan Mottram Old Road (ref. 302-248-WLD-XX-XX-DR-P-0065_P01)

- 5.28 The Trans Pennine Trail and National Cycle Route 62 are proposed to be re-routed through the proposed development site, making use of its active travel network. It is proposed that this will enter the site towards its eastern end, making use of a proposed Pegasus crossing facility on Mottram Old Road, extending through the site before connecting with the former rail line at the north of Green Lane. The proposed route is further set out within the supporting Trans Pennine Trail Briefing Note prepared by Planit-IE, which also includes detail on the design of the route through the various character areas of the site.
- 5.29 As part of the wider access and movement strategy, a new pedestrian and cycle bridge connection is proposed to Hattersley. The bridge will connect the development, via the eastern village, with Hattersley.
- 5.30 It is proposed that the bridge will span south-west to north-east over the existing Hattersley Station platform and railway tracks. The south-west approach to the bridge is anticipated to be located within the local village centre, whilst the north-east approach is anticipated to be located close to the station ticket office. Whilst the details of the exact location and design of the bridge will be determined at the reserved matter stage, the supporting Design and Access Statement does include indicative proposals of how the bridge could be designed and sited.
- 5.31 The primary access routes through the site are designed to accommodate bus movements. The 'loop' design of the site access roads in both villages would provide an efficient route for bus services and remove the need for bus turning facilities. In addition, the eastern village road network would also provide an interchange area, close to the rail station link, for bus set down and easy connection to Hattersley Station.
- 5.32 Parking levels across the site are to be confirmed at the reserved matter stage once the exact amount, mix and type of uses are defined. However, it is expected that parking will be in accordance with adopted standards subject to further discussion with the LPA. Electric vehicle charging infrastructure will be incorporated within the development in private properties as well as in public locations around the site.

Density and Heights

- 5.33 The development proposes a varying mix of densities and height across the site to respond to the character of the area and the proximity of existing dwellings. The detail of this is set out in the Density and Height Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0004- S4_P04).

- 5.34 In summary, density is proposed to gradually increase towards the centre of the two villages, particularly around the local centres, whilst reducing around visually sensitive areas and edges of the site. For example, around the two local centres densities are proposed to be up to 100 dwellings per ha, allowing mixed-use blocks with active frontages along high streets, whilst the more sensitive areas of the site are restricted to a maximum density of 30 dwellings per ha, providing a low rise and landscape rich residential environment.
- 5.35 Proposed heights across the development follow a similar pattern. Broadly speaking, building heights step up to 4 storeys in the two village centres and at key nodal points within individual neighbourhoods. This then gradually steps down to between 1.5 and 2 storeys through the neighbourhoods moving towards sensitive green edges. Notably, development adjacent to existing dwellings are limited to 1.5 storeys to protect the amenity of existing residents.

Green Infrastructure

- 5.36 Approximately 50% of the site is proposed to be either retained or proposed green infrastructure. The table below briefly summarises the various typologies proposed:

Category	Space Type
Natural space / countryside	• Natural open landscape • Semi-natural grassland • Wildflower meadows • Biodiversity zones • Valleys and hillsides • Woodland • Streams and minor waterbodies • Buffer zones around existing properties
Parks and gardens	• Play areas (LAP, LEAP and NEAP) • Retained and new woodland areas • Hillside and valley parks • Wetland zones adjacent to streams • Formal amenity grassland
Sports provision	• Non-pitch sport • Playing pitches

Amenity open space	• Sloping village greens and pocket parks • Green links and corridors • Linear parks and green verges • Formal amenity grassland • New areas of woodland planting • Residential buffers
Allotments	• Terraced growing spaces incorporated into hillsides • Flat areas for planters and beds

- 5.37 The Green Infrastructure Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0002- S4_P07) illustrates how the proposed development has sought to respond to the existing green infrastructure of the site, with development parcels separated by strategic green links and habitat corridors following existing landscape features.
- 5.38 The proposed strategy has been mindful of the site's ecological sensitivities, including the SBIs and ancient woodland, and has incorporated suitable measures, such as minimum offset distances and design parameters, to minimise any harm. Further detail on this is set out in the Design and Access Statement, Environmental Statement and Environmental Statement Addendum.
- 5.39 The green infrastructure strategy has also taken account of the existing residential dwellings that are adjacent to the proposed development, such as those along Green Lane. To help protect residential amenity, a series of new managed green buffers are to be provided alongside appropriate offset distances. The location of these is illustrated on the Green Infrastructure Parameter Plan. Further detail on residential amenity is set out in Appendix 3 of the Design and Access Statement.
- 5.40 In addition, the Parameter Plan illustrates the site's new play areas, with Local Areas of Play (LAP), Local Equipped Areas of Play (LEAP) and Neighbourhood Areas of Play (NEAP) distributed around the site, to ensure all homes are within a five-minute walk of formal play areas. The scheme also includes the provision of sports courts, formal grass sport pitches, as well as a network of running loops, outdoor gyms, trim trails and event spaces for a variety of sports activities.

- 5.41 The management and maintenance of this green infrastructure will be dealt with via the long-term stewardship arrangements adopted across the site, details of which will be controlled by planning condition.

Demolitions

- 5.42 Where possible, the development has sought to retain and incorporate existing structures within the development. However, it has been necessary to propose several demolitions, totalling approximately 5,460 sqm.
- 5.43 Details of the proposed retained and demolished buildings are set out within the Proposed Retained and Removed Buildings Parameters Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0008-S2_P04) but in summary the buildings and structure proposed to be demolished are as follows:
- Godley Stud Farm and associated buildings;
 - Several stable buildings to the north east of the site;
 - Far Meadow Farm and associated buildings;
 - The stable buildings of Brookfold Farm; and
 - The agricultural buildings of Greenside Farm.

Strategic Design Code

- 5.44 To further develop the range of design parameters and to inform future reserved matters submissions, a Strategic Design Code has been prepared in support of the planning application.
- 5.45 The Code is split into two tiers of guidance:
- Primary Code (Mandatory) – the primary code is mandatory, and as such future development must adhere to the code as detailed. The Mandatory Code typically relates to strategic elements outlined in Parameter Plans, such as the delivery and location of development; and
 - 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 the proposal as envisaged. Although advisory, future development at the reserved matters stage must provide clear justification to suggest why the Code cannot be delivered.

5.46 This two-tier system is applied to the following areas of the development:

- Urban design framework
- Development area and structure
- Land use
- Built form
- Movement
- Public open space and green infrastructure

Illustrative Masterplan

5.47 The Illustrative Masterplan (ref. PL1600.2-PLA-XX-XX-DR-U-0010-S4_P04) brings together the various land uses, design parameters and Strategic Design Code to demonstrate how the site could be developed. It must be stressed that this is indicative only and that the exact details of the scheme (i.e. the appearance, landscaping, layout and scale) would be determined at the reserved matters stage.

5.48 In addition, whilst the masterplan demonstrates how the site can be developed, it is the range of parameters plans supporting this planning application that have been used as the basis for technical assessment work, including the Environmental Statement.

Timescales and Delivery

5.49 A phased approach to the development will take place given the scale and nature of the land uses proposed. As the precise nature of the phasing is unknown currently, an Indicative Site Phasing Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0011-S4-P07) and associated Indicative Phasing Strategy have been submitted in support of this application.

5.50 The Plan and associated Strategy demonstrate how the site could be developed in a comprehensive way, broadly based around the following principles:

- Phase 0 – This phase seeks to address any outstanding matters following the grant of planning permission, readying the site for commencement. It includes securing reserved matters and the delivery of the access junction and initial spine road up to the western village centre. This phase also sees temporary improvements to key routes across the site such as the diverted Trans Pennine Trail and Green Lane.
- Phase 1 – This is the key stage in kickstarting delivery, including the provision of essential infrastructure including roads, drainage, flood basins, active travel

networks, and public open space. It will also see the commencement of the delivery of houses, as well as key community meeting facilities and public realm works.

- Phases 2-8 – These phases will continue to deliver a mix of homes, as well as any additional infrastructure that each phase requires (i.e. infrastructure not already delivered as part of Phase 1). For example, playgrounds, parks, sustainable travel infrastructure, emergency access routes, and ecological enhancements.

- 5.51 Given the scale of the site, it is envisaged that these phases will be split between the eastern and western villages, but ultimately work cohesively alongside each other.
- 5.52 To allow sufficient assessment and control of the final phasing for the scheme, it is considered that a condition is appropriate in this case. Such a condition can require the details of each phase as part of, or prior to, the submission of each reserved matters application. This would allow the LPA to assess and control the details of the final layout (for each phase) as it evolves and to ensure that each phase is consistent with the others.
- 5.53 Regarding delivery rates, it is difficult to be precise at this stage, but the following is considered to be realistic and achievable at the site based on multiple developers on-site at the same time:

Estimate Housing Delivery Trajectory																	
22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40
0	48	92	155	180	175	175	175	146	146	146	146	146	84	84	84	84	84

Planning Obligations

- 5.54 A draft list of obligations is attached at **Appendix E** and relates to matters such as affordable housing delivery, education provision, local employment schemes, biodiversity net gain, and maintenance arrangements.
- 5.55 It is submitted on a without prejudice basis and is subject to the receipt of formal consultation responses and evidence that the obligations satisfy the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).

6 Planning Policy

- 6.1 This Section sets out the relevant planning policy context in respect of the site and proposed development. It highlights any site constraints and the relevant criteria against which this proposal will be considered.

The Development Plan

- 6.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), all planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.3 In this instance the Development Plan comprises the following documents:
- 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).
- 6.4 For the purposes of this application, only the policies of the UDP and Joint Minerals Development Plan (“the Minerals Plan”) are deemed relevant. A summary of relevant planning policies from these documents is set out below

Tameside Unitary Development Plan (2004)

- 6.5 Adopted in 2004, the UDP is the principal document used to determine planning applications for development in the borough. In 2007, the LPA ‘saved’ the policies in the UDP thereby securing their continued use until such time that they are formally replaced. Since this time, some of the saved UDP policies have been replaced following adoption of the Greater Manchester Joint Waste Development Plan Document and the Minerals Plan.
- 6.6 The overall objectives of the UDP are to achieve sustainable development by focusing on:
- Attracting new, quality jobs and securing the future of major existing employers;
 - Ensuring a stable population by delivering sufficient levels of housing;
 - Developing a more attractive place in which to live, work and enjoy leisure, both for the benefit of existing residents and to help boost the local economy;
 - Continuing to facilitate and promote the regeneration of urban areas; and

- Continuing to protect the Green Belt and ensuring that greenfield sites are only developed for housing if brownfield supply, including windfalls, becomes insufficient to maintain an adequate supply.

6.7 At a strategic level, the UDP identifies a range of overarching policies to meet these objectives and to provide a framework for the detailed development management policies, as set out below:

- Policy 1.1 Capturing Quality Jobs for Tameside People
- Policy 1.2 Maintaining an Integrated Transportation Strategy
- Policy 1.3 Creating a Cleaner and Greener Environment
- Policy 1.4 Providing More Choice and Quality of Homes
- Policy 1.5 Following the Principles of Sustainable Development
- Policy 1.6 Securing Urban Regeneration
- Policy 1.7 Supporting the Role of Town Centres
- Policy 1.8 Retaining and Improving Opportunities for Sport, Recreation and Leisure
- Policy 1.9 Maintaining Local Access to Employment and Services
- Policy 1.10 Protecting and Enhancing the Natural Environment
- Policy 1.11 Conserving Built Heritage and Retaining Local Identity
- Policy 1.12 Ensuring an Accessible, Safe and Healthy Environment

6.8 At a more detailed development management perspective, the following saved UDP policies are relevant for the purposes of this planning application.

6.9 **Policy E5 Local Employment Opportunities and Mixed Uses** states that the LPA will permit developments, such as mixed-use schemes, which contribute to innovation, growth and diversity in the economy and generate local employment opportunities in areas of the Borough outside the "strategic employment sites" and "established employment areas". This is subject to the nature of the employment activities and the layout and design of any scheme not having an adverse effect on the amenities of surrounding residential areas or creating traffic problems, and in the case of developments in rural areas not conflicting with the purposes of the Green Belt.

6.10 **Policy E6 Detailed Design of Employment Developments** sets out a range of detailed design considerations for employment developments based around layout, design and external appearance.

- 6.11 **Policy E7 Local Access to New Employment** notes that where appropriate and at reasonable cost, the LPA will require the developer or occupier to make arrangements for training local people in skills related to employment opportunities at the proposed development, particularly if this is located in or adjacent to areas of the Borough where there are high levels of unemployment or deprivation.
- 6.12 **Policy H1 Housing Land Provision** sets a housing requirement of an average of 370 new dwellings per year, net of clearance, to be provided in the borough from April 2002 to March 2011 inclusive.
- 6.13 **Policy H2 Unallocated Sites** confirms that residential development on greenfield land which is not specifically allocated for this purpose will not be permitted unless an adequate five-year supply is no longer available through outstanding commitments and remaining allocated sites, inclusive of an appropriate allowance for brownfield windfalls.
- 6.14 **Policy H4 Type, Size and Affordability of Dwellings** outlines that the provision of new housing should incorporate a range of dwelling types, sizes, and affordability to meet the needs of all sections of the community and to help create better balanced communities for the future. The policy also goes on to outline the LPA's approach to affordable housing provision, which states that this will be sought in areas of need for residential sites of 25 or more dwellings or 1 hectare or more in size.
- 6.15 **Policy H5 Open Space Provision** sets out that where there is an open space deficiency, developers seeking planning permission for housing will be required to provide open space and facilities, proportional to the intended number of occupants, in a safe and convenient location within or near the site, and to make suitable arrangements for on-going maintenance. Where it is not practical or desirable to accommodate some or all the required open space and facilities as part of the development itself, the LPA will seek an equivalent payment for the remainder or all of the provision.
- 6.16 **Policy H6 Education and Community Facilities** states that where proposals are submitted for new housing developments, and the schools or other community facilities in the surrounding area would be unable to satisfactorily accommodate the additional demands, the LPA will require developers to provide a contribution towards the provision of additional or extended facilities, in proportion to the number of intended occupants.
- 6.17 **Policy H7 Mixed Use and Density** confirms that the LPA will encourage and permit a) schemes which contain mixed uses incorporating housing, b) schemes which make efficient

use of land through housing densities of between 30 and 50 dwellings per hectare net, or greater in locations highly accessible by public transport, and c) schemes which include limited provision of off-street car parking taking account of the needs of the potential occupiers and the availability of alternative means of transport.

- 6.18 **Policy H10 Detailed Design of Housing Developments** sets out a range of detailed design considerations for housing developments based around layout, design, and external appearance.
- 6.19 **Policy S6 New Local Shopping Developments** notes that the development of additional neighbourhood food stores, local shops and other small scale retail outlets serving local needs where suitable sites or buildings are available will be permitted, so long as these:
- a) will not adversely affect the vitality and viability of established district or local centres;
 - b) will not lead to a loss of amenity in surrounding residential areas; and
 - c) will not result in traffic problems on adjacent highways.
- 6.20 The supporting justification makes clear that this policy is concerned with retail development outside the borough's town centres, but which is of a smaller scale (less than 1,400 sqm gross floorspace) and which caters for local needs.
- 6.21 **Policy S7 Food and Drink Establishments and Amusement Centres** confirms that development for such uses will only be permitted where development:
- a) Does not harm the amenity of surrounding residential or other sensitive areas;
 - b) Does not create a danger to road users; and
 - c) Cumulatively, do not lead to an unacceptable change in the character of an area.
- 6.22 **Policy S8 Built Recreation, Leisure and Tourism Development** notes that other than leisure uses which are expected to attract large numbers of visitors, the LPA will permit proposals for all other new, replacement, improved or extended facilities for indoor sport, recreation, leisure or tourism, provided any scheme will not lead to an unacceptable loss of amenity in surrounding residential areas or lead to traffic problems on adjacent highways.
- 6.23 **Policy S9 Detailed Design of Retail and Leisure Developments** sets out a range of detailed design considerations for such development based around layout, design, external appearance, and operational impacts.

- 6.24 **Policy OL1 Protection of the Green Belt** confirms that the Green Belt will continue to be protected from inappropriate development and that approval will not be given, except in very special circumstances, for the construction of new buildings other than for:
- a) agriculture and forestry;
 - b) essential facilities for outdoor sport and outdoor recreation;
 - c) cemeteries; or
 - d) other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it.
- 6.25 **Policy OL4 Protected Green Space** confirms that development will not be permitted on such allocated land, unless one or more of the following exceptions are met:
- a) The development is ancillary to the principal use of a playing field or green space for recreation or amenity and does not adversely affect this use;
 - b) Redevelopment provides the only means of upgrading the site to the required standard, and the remaining playing field or green space will continue to meet the needs of the surrounding area for sport, recreation or amenity;
 - c) a playing field or green space which will be lost as a result of the proposed development would be replaced by a playing field or green space of an equivalent or better quality and quantity, in a suitable location and subject to equivalent or better management arrangements; or
 - d) it can be demonstrated, by means of a suitable supply and demand study taking account of possible future as well as current requirements, that the retention of a site or facilities for sport or recreational use is not necessary and the site has no special significance to the interests of sport and recreation.
- 6.26 **Policy OL6 Outdoor Sport, Recreation and Play Space Developments** outlines that the LPA will encourage and permit new, replacement, improved or extended provision for outdoor sport, recreation or play space purposes, provided any scheme meets a range of criteria relating to the detailed design of the facilities. This includes amenity considerations, (such as noise and lighting) access and parking arrangements, design and landscaping.
- 6.27 **Policy OL8 Informal Recreation and Countryside Access** sets out that where development is proposed adjacent to countryside or other areas available for informal recreation, the LPA will require developers to protect existing links into these areas and where appropriate to enhance existing links or form new ones. Where development would have a

detrimental effect on such areas or increase pressure of use, the LPA will require suitable mitigation or compensatory measures to be taken.

- 6.28 **Policy OL10 Landscape Quality and Character** confirms that within the countryside, river valley and urban fringe areas, development will be required to be sympathetic to its surroundings and high standards of siting, design, materials and landscaping will be expected, particularly where existing residential or agricultural buildings which contribute positively to the character and appearance of the landscape are involved.
- 6.29 **Policy OL11 Support for Agriculture** notes, inter alia, where development of agricultural land is unavoidable, the LPA will seek to encourage the use of poorer quality land in preference to that of higher quality, except where other sustainability considerations suggest otherwise.
- 6.30 **Policy T1 Highway Improvement and Traffic Management** sets out a range of criteria that the design of new access arrangements for development should achieve, wherever appropriate. This includes, inter alia:
- Improving safety for all road users
 - Encouraging the use of non-car modes
 - Providing safe and convenient facilities for pedestrians and cyclists
 - Assisting sustainable development
 - Safe management of congestion problems
 - Improving the efficiency and attractiveness of public transport and the convenience and safety of passengers
- 6.31 **Policy T7 Cycling** confirms that designated cycle routes will be protected from development or provision made within developments to ensure that links in the network are completed. In addition, development proposals will be required to consider provision for cyclists including secure cycle parking where appropriate.
- 6.32 **Policy T8 Walking** outlines that Public Rights of Way will be protected where they fall within sites proposed for development, subject to consideration of opportunities for local re-routing where this would improve convenience and safety for pedestrians. In addition, the needs of pedestrians must be taken account of in new development schemes, with the aim of encouraging travel on foot and by public transport. Emphasis should be placed on providing safe and convenient routes within and to/from the Borough's town and district centres, major developments, and public transport facilities.

- 6.33 **Policy T10 Parking** confirms that new developments will be subject to maximum levels of parking provision, in accordance with standards to be established in association with the other Greater Manchester authorities and in line with national and regional guidance.
- 6.34 **Policy T11 Travel Plans** outlines that the LPA will require Travel Plans to be produced in support of proposals for new development expected to result in significant travel implications.
- 6.35 **Policy T12 Special Needs** sets out that the LPA will require the access needs of relatively disadvantaged people, including the elderly, the disabled, parents with young children, and others with sensory impairment or restricted mobility, to be taken into account in development proposals of all kinds.
- 6.36 **Policy T14 Transport Assessment** confirms that where a development will have significant transport implications, planning permission will not be granted until an agreed Transport Assessment has been completed which shows whether associated highway works, or other measures are necessary. Applicants will be expected to supply an air quality impact assessment alongside a Transport Assessment.
- 6.37 **Policy C1 Townscape and Urban Form** outlines that the LPA will expect the distinct settlement pattern, open space features, topography, townscape, and landscape character of specific areas of the Borough to be understood, and the nature of the surrounding fabric to be respected within development proposals. The relationship between buildings and their setting should be given particular attention in the design of any proposal for development.
- 6.38 **Policy C6 Setting of Listed Building** confirms that new development which fails to preserve, or detracts from, the setting of a Listed Building or structure will not be permitted.
- 6.39 **Policy C10 Development Affecting Archaeological Sites** notes that where development is proposed in other areas of known or suspected archaeological importance, the LPA will ensure that:
- a) provision is made for the prior investigation and evaluation of the site;
 - b) facilities are made available for suitable inspection during site preparation;
 - c) sites and monuments are not needlessly damaged or destroyed, and unavoidable damage is mitigated; and
 - d) preservation of the archaeological evidence in situ is the preferred solution, or if this is not justified, adequate provision is made for excavation and recording before and during development.

- 6.40 **Policy N2 Locally Designated Nature Conservation Sites** confirms that the LPA will not permit development adversely affecting an SBI, without a proper assessment being made of the nature conservation value of the site in relation to the benefits of the development. Where loss or damage would occur to the nature conservation value of the site, and on balance it is accepted that the need for the development outweighs the protection of the habitat in-situ, this must be compensated for by habitat re-creation or enhancement of an equivalent or greater area elsewhere within the site or the surrounding area.
- 6.41 **Policy N3 Nature Conservation Factors** outlines that when considering development proposals, the LPA will wish to be satisfied that the potential benefits to nature conservation have been fully considered in the design of the scheme and arrangements for subsequent maintenance or management, including any opportunities to help create or enhance wildlife habitats and increase biodiversity in both urban and rural locations. Nature conservation factors should be addressed in the design of new areas of tree or shrub planting and landscaping, and in schemes for environmental improvement and reclamation of derelict land, particularly in wildlife corridors and areas which are deficient in wildlife habitats.
- 6.42 **Policy N5 Trees within Development Sites** notes that where the quality and location of existing trees, whether individually, in groups or in woodlands, are of significant value to the appearance and amenity of a site, the LPA will not permit development proposals which would:
- a) result in unnecessary loss of, or damage to, such existing trees;
 - b) not allow for successful retention of such existing trees; or
 - c) not make adequate provision for replacement planting.
- 6.43 Where a development proposal affects a site containing trees or woodlands, the LPA will require a full arboricultural impact assessment, survey and method statement to be undertaken and submitted with the planning application.
- 6.44 **Policy N6 Protection and Enhancement of Waterside Areas** confirms that the LPA will permit development alongside watercourses so long as they:
- a) allow for the retention or creation of a "green" corridor following the watercourse, wherever possible and at least along one side;
 - b) include improvements where appropriate to existing waterside features;
 - c) enable the waterside environment and its ecology to be enhanced generally, avoiding the creation of a backyard character;

- d) do not involve watercourses being culverted and, where appropriate and in accordance with Environment Agency policy, include the removal of existing culverts;
- e) avoid erosion or destruction of established habitats and associate species;
- f) encourage the provision of new habitats in appropriate locations;
- g) protect valuable floodplain habitats from development; and
- h) open up waterside land and frontages to public access where appropriate.

- 6.45 **Policy N7 Protected Species** outlines that the LPA will not permit development which would have an adverse impact on badgers or species protected by Schedules 1, 5 and 8 of the Wildlife and Countryside Act as amended, unless it can be demonstrated by the applicant that any such impact can be successfully mitigated, and the population status of the species be maintained at current levels.
- 6.46 **Policy MW11 Contaminated Land** notes that the LPA will require detail of contamination for any site that, based on historical knowledge, may have a contamination problem. Where contamination poses a threat to the proposed development, adjacent land or the environment, remedial measures will be necessary to remove, stabilise, contain or treat the affected land before the development can proceed.
- 6.47 **Policy MW12 Control of Pollution** states that planning permission will not be granted for a development if its operation is likely to be a source of pollution (including noise pollution) or a generator of waste which would pose a threat to the amenity of the surrounding area, lead to contamination of land, or adversely affect the quality of rivers, other watercourses, lakes, ponds or groundwater and their role for fishing, nature conservation and informal recreation.
- 6.48 **Policy MW14 Air Quality** outlines that the LPA will consider the extent to which the development may affect the target levels in any Air Quality Management Areas which are declared or the requirements of related action plans, and weigh this against other material considerations before granting planning permission.
- 6.49 **Policy MW15 Protection of Water Resources** confirms that development proposals which may have an adverse impact on water resources will only be permitted where they would not pose an unacceptable risk to the capacity or flow of groundwater or surface water systems.
- 6.50 **Policy U3 Water Services for Developments** confirms that new development will not be permitted unless adequate water supply resources, and foul sewers and sewage treatment works of adequate capacity and design, are available or will be provided in time to serve the

development. The incorporation of sustainable drainage systems into developments will be encouraged and promoted wherever appropriate, as a means of controlling run-off, managing water resources, minimising diffuse pollution, reducing environmental damage, and providing an opportunity for imaginative landscaping.

- 6.51 **Policy U4 Flood Prevention** outlines that when considering proposals for development the LPA will apply a risk-based approach to the assessment of possible flooding. Priority will be given to development in areas of little or no risk of flooding, over areas of low to medium risk, over areas of high risk. The LPA will consult the Environment Agency in any such assessment and will consider, among other things, whether the development would be at direct risk of flooding, likely to increase the risk of flooding elsewhere, likely to obstruct the flow of flood waters, or likely to interfere with the integrity of existing flood defences.
- 6.52 **Policy U5 Energy Efficiency** states that the LPA will encourage all development to incorporate energy efficiency within the proposal, so far as is appropriate, and will permit developments which include measures to improve or promote energy efficiency, as a means both of conserving resources and contributing to the reduction of emission of greenhouse gases, subject to assessment of any possible local impact.

Greater Manchester Joint Minerals Development Plan Document (2013)

- 6.53 The Minerals Plan identifies how Greater Manchester will deliver the spatial vision for minerals development to 2028. It sets out policies to guide future minerals development and identifies Areas of Search and Mineral Safeguarding Areas to meet aggregate requirements.
- 6.54 The following policies of the Minerals Plan are considered relevant to this proposal.
- 6.55 **Policy 8 Prior Extraction of Mineral Resources Within Mineral Safeguarding Areas** confirms that all non-mineral development proposals within a Mineral Safeguarding Area should extract any viable mineral resources present in advance of construction. Proposals for non-mineral development within the Mineral Safeguarding Areas that do not allow for the prior extraction of minerals will only be permitted where:
- The need for the development outweighs the need to extract the mineral;
 - It can be clearly demonstrated that it is not environmentally acceptable or economically viable to extract the mineral prior to non-mineral development taking place;

- It can be clearly demonstrated that the mineral is either not present or of no economic value or too deep to extract in relation to the proposed development; or
- The development is limited or temporary and would not prevent minerals extraction taking place in the future.

6.56 For the purposes of Policy 8, the supporting policies map of the Minerals Plan identifies parts of the eastern, central and western areas to the north of Mottram Old Road are situated within a Mineral Safeguarding Area for Brickclay, Sand, Sand and Gravel, and Sandstone, whilst elements of the site to the South of Mottram Old Road fall within a Mineral Safeguarding Area for Sand, Sand and Gravel, Sandstone, and Coal.

Other Material Considerations

National Planning Policy Framework (2021)

- 6.57 The National Planning Policy Framework (NPPF) was updated on 20 July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.
- 6.58 The NPPF is split into chapters covering various policy topic areas, with each chapter providing specific policy tests for both plan-making and decision-taking. Relevant policy tests from each chapter are set out below.
- 6.59 **Paragraph 2** confirms that the NPPF is a material consideration in the determination of planning applications.
- 6.60 The overarching aim of the NPPF is to achieve sustainable development by satisfying the economic, social and environmental dimensions as set out by the Framework (**paragraphs 7-8**).
- 6.61 **Paragraph 11** sets out the presumption in favour of sustainable development. For decision-taking, this means:

“c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

6.62 Footnote 7 in relation to paragraph 11 (d) (i) lists relevant policies which, if applicable, remove the tilted balance. This includes, inter alia, development that runs contrary to Green Belt policy.

6.63 Footnote 8 of paragraph 11 identifies circumstances where policies are to be considered out-of-date for decision making purposes. This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

6.64 **Paragraph 48** relates to emerging local plans and sets out that from the day of publication, decision-takers may give weight to relevant policies in emerging plans according to:

“a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)”

6.65 **Paragraph 49** relates to arguments of prematurity in decision making and confirms that such arguments are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

a) “the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and

b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.”

- 6.66 **Paragraph 50** goes on to note that the refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination. Where a refusal is proposed, the local planning authority will need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process.
- 6.67 **Paragraph 56** confirms that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 6.68 **Paragraph 57** relates to planning obligations and confirms that these must only be sought where they meet all the following tests, as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations (2010):
- “a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.”*
- 6.69 **Paragraph 60** confirms that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 6.70 **Paragraph 61** states that to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing needs figure, any needs that cannot be met within neighbouring areas should also be considered in establishing the amount of housing to be planned for.
- 6.71 **Paragraph 65** sets out that major housing developments should expect at least 10% of the total number of homes to be available for affordable home ownership (as part of the overall affordable housing contribution from the site), unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.
- 6.72 **Paragraph 66** outlines that strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified

housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period.

- 6.73 **Paragraph 68** states that strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, considering their availability, suitability and likely economic viability
- 6.74 **Paragraph 73**, in a strategic plan-making context, recognises that the supply of a large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.
- 6.75 **Paragraph 74** requires that local planning authorities identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. This supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:
- “a) 5% to ensure choice and competition in the market for land; or
b) 10% where the local planning authority wishes to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or
c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.”*
- 6.76 **Paragraph 81** confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 6.77 **Paragraph 87** relates to the sequential test and outlines that this should be applied for main town centre uses which are not in an existing centre or in accordance with an up-to-date plan. It confirms that main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

6.78 **Paragraph 88** provides further guidance on the sequential test and states that, for edge and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. In addition, applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

6.79 **Paragraph 90** is concerned with impact, and it relates to proposals for development which are not in accordance with an up-to-date Local Plan, and which fall outside a town centre. It indicates that when proposals are over a proportionate, locally set floorspace threshold (or if there is no locally set threshold the default threshold is 2,500 square metres), local planning authorities should require an impact assessment. Paragraph 90 specifies only two matters that should be included within an assessment of impact. These are:

- the impact of the proposals on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposals; and
- the impact of the proposals on town centre vitality and viability including local consumer choice and trade in the town centre and wider retail catchment as applicable to the scale and nature of the proposal.

6.80 **Paragraph 91** confirms that where the sequential test is failed then planning permission should be refused.

6.81 **Paragraph 92** outlines that decisions should aim to achieve healthy, inclusive and safe places which:

“a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”

6.82 **Paragraph 93** states that to provide the social, recreational and cultural facilities and services a community needs, policies and decisions should, inter alia:

- plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments;
- take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; and
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

6.83 **Paragraph 96** outlines that to ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

6.84 **Paragraph 98** notes that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. It goes on to state that planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities and that such information should be used to determine what open space, sport and recreational provision is needed.

6.85 **Paragraph 100** states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.

6.86 **Paragraph 104** identifies the importance of considering transport issues from the earliest stages of development proposals so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;
- opportunities to promote walking, cycling and public transport use are identified and pursued;

- the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes.

6.87 **Paragraph 105** goes on to state that the planning system should manage patterns of growth in support of such objectives. This includes ensuring that significant development is focused in locations that are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

6.88 **Paragraph 110** outlines that for sites that decision should ensure that:

“a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

6.89 **Paragraph 111** confirms that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.90 **Paragraph 112** outlines that planning applications should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

6.91 **Paragraph 113** requires all developments that will generate significant amounts of movement to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

6.92 **Paragraph 119** confirms that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

6.93 **Paragraph 120** outlines that in determining planning applications, decision makers should:

“a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.”

6.94 **Paragraph 124** outlines that decisions should support development that makes efficient use of land, taking into account:

- “a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*
- b) local market conditions and viability;*
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*
- e) the importance of securing well-designed, attractive and healthy places.”*

6.95 **Paragraph 125** sets out that area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.

6.96 **Paragraph 126** outlines that good design is a key aspect of sustainable development, creates better places in which to live and work, and helps make development acceptable to communities.

6.97 **Paragraph 130** sets out that planning policies and decisions should ensure that developments:

- “a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

6.98 **Paragraph 131** outlines that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined (unless justified), that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

6.99 **Paragraph 132** states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.

6.100 **Paragraph 134** confirms development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents, such as design guides and codes. Conversely, significant weight should be given to:

“a) development accords which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

6.101 **Paragraph 137** sets out that the Government attaches great importance to the Green Belt. It confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

6.102 **Paragraph 138** sets out the five purposes of the Green Belt, which are:

*“a) to check the unrestricted sprawl of large built-up areas;
b) to prevent neighbouring towns merging into one another;
c) to assist in safeguarding the countryside from encroachment;
d) to preserve the setting and special character of historic towns; and
e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”*

- 6.103 **Paragraph 147** confirms that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 6.104 **Paragraph 148** sets out that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 6.105 **Paragraph 149** confirms that the construction of new buildings is inappropriate development in the Green Belt, unless certain exceptions are met.
- 6.106 **Paragraph 152** notes that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 6.107 **Paragraph 154** outlines that new development should be planning in ways that:
- a) avoid increased vulnerability to the range of impacts arising from climate change
 - b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design
- 6.108 **Paragraph 157** relates to decision making and confirms that local planning authorities should expect new development to a) comply with any development plan policies on local requirements for decentralised energy supply unless it is not feasible or viable to do so and b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

6.109 **Paragraph 167** confirms that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

6.110 **Paragraph 169** outlines that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- “a) take account of advice from the lead local flood authority;*
- b) have appropriate proposed minimum operational standards;*
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
- d) where possible, provide multifunctional benefits”*

6.111 **Paragraph 174** sets out that planning policies and decisions should contribute to and enhance the natural and local environment by:

- “a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.”*

6.112 **Paragraph 180** confirms that when determining planning applications, local planning authorities should apply the following principles:

“a) significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”

6.113 Paragraph 183 outlines that planning policies and decisions should ensure that:

“a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);

b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and

c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.”

6.114 Paragraph 185 confirms that planning policies and decisions should also ensure that new development is appropriate for its location. In doing so, the following should be taken account of:

“a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.”

- 6.115 **Paragraph 186** outlines that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.
- 6.116 **Paragraph 194** requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- 6.117 **Paragraph 199** states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 6.118 **Paragraph 202** identifies that where a proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.119 **Paragraph 203** states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 6.120 **Paragraph 212** relates to Mineral Safeguarding Areas and notes that local planning authorities should not normally permit other development proposals in such locations if it might constrain the potential future use of mineral working.

- 6.121 **Paragraph 219** outlines that existing policies in development plans should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to them, according to their degree of consistency with the NPPF.

National Design Guide and National Model Design Code (2021)

- 6.122 The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. The National Model Design Code sets a baseline standard of quality and practice to consider when developing local design codes from a planning policy perspective and when determining planning applications. In the absence of local design guidance, the LPA will be expected to defer to both the National Design Guide and National Model Design Code which can be used as material considerations in planning decisions.
- 6.123 The 10 key characteristics set out in the National Design Guide are briefly summarised below:
- Context – development should be based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; integrated into their surroundings so they relate well to them; influenced by and influence their context positively; and responsive to local history, culture and heritage.
 - Identity – buildings and spaces should have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion; have a character that suits the context, its history, how we live today and how we are likely to live in the future; and are visually attractive, to delight their occupants and other users.
 - Built Form – developments should have compact forms of development that are walkable, contributing positively to well-being and placemaking; accessible local public transport, services and facilities, to ensure sustainable development; recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.
 - Movement – proposals should have a clear network of streets that is safe and accessible for all; functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes; limits the impacts of car use by prioritising and encouraging walking,

cycling and public transport, mitigating impacts and identifying opportunities to improve air quality; promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

- Nature – buildings and spaces should integrate existing, and incorporate new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience; prioritise nature so that diverse ecosystems can flourish to ensure a healthy natural environment that supports and enhances biodiversity; and provide attractive open spaces in locations that are easy to access, with activities for all to enjoy, such as play, food production, recreation and sport, so as to encourage physical activity and promote health, well-being and social inclusion.
- Public Spaces – proposals should include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion; have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks; have public spaces that feel safe, secure and attractive for all to use; and have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.
- Uses – well-designed places should have a mix of uses including local services and facilities to support daily life; an integrated mix of housing tenures and types to suit people at all stages of life; and well-integrated housing and other facilities that are designed to be tenure neutral and socially inclusive.
- Homes and Buildings – homes and buildings should provide good quality internal and external environments for their users, promoting health and well-being; relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion; and resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.
- Resources – developments should have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water; are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste; and use materials and adopt technologies to minimise their environmental impact.
- Lifespan – proposals should be designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages; robust, easy

to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully; adaptable to their users' changing needs and evolving technologies; and well-managed and maintained by their users, owners, landlords and public agencies.

6.124 The National Model Design Code sets a baseline standard of quality and practice, including;

- The layout of new development, including street pattern;
- How landscaping should be approached including the importance of streets being tree-lined;
- The factors to be considered when determining whether façades of buildings are of sufficiently high quality;
- The environmental performance of place and buildings, ensuring they contribute to net zero targets; and
- That developments should clearly take account of local vernacular and heritage, architecture and materials.

Emerging Planning Policy

6.125 Up until the end of 2020, the 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.

6.126 The first draft of the GMSF was published for consultation on 31 October 2016, ending on 16 January 2017. Following substantial re-drafting to address several key issues, a further

consultation on the GMSF took place between January and March 2019. A publication version (Regulation 19⁵) was due to undergo a final round of consultation in early 2021.

- 6.127 In all three drafts, the majority of the site, excluding the area to the south of Mottram Old Road and north of the railway line, was proposed to be allocated as a strategic, residential-led, mixed-use development for up to 2,350 new homes and a range of supporting uses⁶.
- 6.128 However, following the withdrawal of Stockport in December 2020, the GMSF was officially withdrawn. Instead, the nine remaining Greater Manchester councils formally agreed to prepare PFE as a new joint development plan for jobs, new homes and sustainable growth across their boroughs.
- 6.129 Much of PFE, including the spatial strategy, planning policies, proposed allocations and evidence base, are based on the GMSF with the differences between PFE and the GMSF, other than the change in plan period from 2021 to 2037, broadly categorised into the following:
- As a direct result of the withdrawal of Stockport Council from GMSF;
 - As a direct result of changes to government policy since October 2020;
 - As a direct result of new evidence/information being made available since October 2020;
 - Clarification of policy wording; and
 - Minor typographical changes.
- 6.130 The site's proposed allocation in the GMSF has been carried across in PFE (allocation ref. Policy JP Allocation 31). An extract of the draft allocation is attached at **Appendix A**.
- 6.131 The PFE progressed straight to consultation on the pre-submission draft⁷ between the 9 August 2021 and 3 October 2021. Following this consultation period, PFE was submitted for Examination in Public on the 14 February 2022, with hearing sessions commencing on the 1 November 2022.
- 6.132 At the time of writing, PFE is subject to ongoing examination and the Inspectors have not yet indicated whether the plan is or could be found sound subject to main modifications. It is

⁵ Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012, as amended.

⁶ Allocation ref. EG3 in the 2016 draft, GMA43 in the 2019 draft and GMA39 in the 2021 draft.

⁷ Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012

therefore considered that only limited weight can be applied to the policies of PFE at this point in time.

- 6.133 As such, other than the site's proposed allocation, which is assessed within Section 7 of this Statement, PFE policies are not considered further within this Statement.

Supplementary Planning Documents

- 6.134 Supplementary Planning Documents (SPD) build upon and provide more detailed guidance about policies in the Development Plan. In this case, only the following SPDs are considered to be relevant:

- Tameside Sustainable Design and Construction Guide Supplementary Planning Document (2005)
- Trees and Landscaping on Development Sites Supplementary Planning Document (2007)
- Residential Design Supplementary Planning Document (2010)

- 6.135 A summary of each SPD is set out below.

Tameside Sustainable Design and Construction Guide Supplementary Planning Document (2005)

- 6.136 Adopted in 2005, the Sustainable Design and Construction Guide SPD is intended to be used as a reference for developers to assist them in developing a high-quality built environment. Whilst not setting prescriptive requirements, it identifies 10 key areas that development should consider:

- Community participation;
- Economic development – maximising economic opportunities as part of the scheme, such as jobs and training for local people;
- Energy – minimising energy consumption, reducing the emission of greenhouse gases and associated polluting emissions;
- Use of land – ensuring the efficient use of land and infrastructure including the remediation of previously developed sites;
- Water management – minimising water consumption and discharges of wastewater and sewage;

- Waste management – minimising waste generation, providing adequate facilities for the storage of recyclable materials, re-using existing material and minimising waste generation during demolition and construction;
- Access and linkages – integrating good access for cycling, walking and public transport, and creating buildings that are easily accessible and usable by all;
- Reducing crime – reducing the risk of crime and achieving high quality, low maintenance, urban design;
- Biodiversity – protecting and enhancing biodiversity, trees and other natural landscape features of the site; and
- Character and heritage – conserving local heritage and buildings.

6.137 The SPD also refers to the use of BREEAM assessments and encourages developers to carry out such assessments to demonstrate the sustainability of their developments.

6.138 Given the age of the document, elements of the SPD are no longer considered to be up to date, for example reference to Lifetime Homes standards, although the thrust of the SPD is considered to still be relevant for the purposes of guiding development.

Trees and Landscaping on Development Sites Supplementary Planning Document (2007)

6.139 The Trees and Landscaping on Development Sites SPD was adopted in 2007 and sets out the LPA's approach towards the standard of information required in relation to landscaping schemes and guidance on the protection of trees during construction.

6.140 Key elements of the SPD include guidance on the following:

- Landscape schemes, with thought being given to key matters such as ecology, soft landscaping, hard landscaping, water areas, designing out crime, waste disposal, recycling, climate change and the street scene. It notes that a high-quality landscape scheme is required with all 'full and reserved matters' applications, where it is considered that the development will have a significant impact on the surrounding environment.
- Where future maintenance of the landscaping scheme remains the responsibility of the developer or is to be transferred to a private management company or trust, the developer will be required to submit for approval a management plan for the long-term maintenance of the landscaped areas and open space as part of the planning process.

- The need for applications to be supported by an appropriate tree survey and arboricultural method statement.
- Tree protection measures for retained and newly planted trees within proposed development.

Residential Design Supplementary Planning Document (2010)

6.141 Adopted in 2010 the Residential Design SPD provides specific planning guidance on the design of high quality, sustainable homes. The SPD is effectively split into two sections, providing guidance on residential design and residential extensions. The former is focused on detailed design matters appropriate to inform full or reserved matters submissions such as:

- minimum privacy distances;
- car parking standards and space sizes;
- cycle parking design;
- design and layout of private amenity space;
- refuse storage;
- minimum dwelling sizes;
- materials; and
- boundary treatments.

6.142 The SPD also provide some guidance on sustainable development including setting a decentralised energy requirement of 10% for all major developments, supporting wind and solar panel development subject to specific design criteria and seeking Sustainable Urban Drainage Systems (SUDS) on all residential developments.

6.143 The decentralised energy requirement of 10% set out in the SPD is set out on the basis of complying with Code for Sustainable Homes and Policy EM18 of the North West Regional Spatial Strategy. This guidance and regional policy framework have been revoked.

Summary

6.144 For the purposes of this planning application, the saved policies of the UDP and the Minerals Plan are the key Development Plan documents.

6.145 Within the Development Plan the whole site, other than the area north of the railway line, is situated within the Green Belt, which is a restrictive policy seeking to limit most forms of development unless certain exceptions are met, or very special circumstances can be

demonstrated. Alongside the Green Belt designation, the following policy designations are relevant:

Sites of Biological Importance

- 6.146 There are two areas on the northern section of the site designated as SBI's, this being Werneth Brook to the west and Brookfold Wood within the centre of the site. Back Wood SBI is also located on land to the south of Mottram Old Road.
- 6.147 The SBIs are primarily designated for their woodland and grassland habitats and amphibian populations. Development should not adversely affect an SBI.

Protected Green Space

- 6.148 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

- 6.149 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.
- 6.150 There are also several other relevant Development Plan policies relating to matters such as new homes, affordable housing, ecology, trees, highways, contamination and heritage.
- 6.151 Alongside the Development Plan, there are also several material considerations that are relevant to the proposed development.
- 6.152 The NPPF, which sets out strategic objectives for plan making and decision making in England, is significant material consideration. Within the NPPF, there are several policies relevant to the site including those related to the presumption in favour of sustainable development, housing, employment, transport, design, Green Belt, the natural environment, the historic environment and minerals.
- 6.153 The National Design Guide and the National Model Design Code provide design guidance for both plan-making and decision-taking to ensure well-designed and beautiful places are created.

- 6.154 Following the withdrawal of Stockport Council from the joint planning making process in 2020, the nine remaining Greater Manchester councils are preparing a new joint plan – PFE – which utilises much of the previous GMSF evidence base and which is currently being examined. Within PFE, the majority of the site, excluding the area to the south of Mottram Old Road and north of the railway line, is proposed to be allocated as a strategic residential-led development for up to 2,350 new homes and a range of supporting uses.
- 6.155 The LPA has several SPDs to build upon and provide more detailed guidance about policies in the Development Plan. Of the adopted SPDs, the following three are considered to be applicable to this application: Sustainable Design and Construction Guide SPD, Trees and Landscaping on Development Sites SPD and Residential Design SPD.
- 6.156 A detailed assessment of how the proposed scheme fits within the planning policy context outlined above is set out within the subsequent Planning Issues section of this Statement.

7 Planning Matters (including Very Special Circumstances Case)

7.1 Both Policy OL1 of the UDP and paragraph 149 of the NPPF confirm that the construction of new buildings in the Green Belt should be regarded as inappropriate development unless certain exceptions are met. Policy OL1 is inconsistent with the NPPF on this basis, given the reduced list of exceptions available, but in any case, the development does not fall within any defined exception and must therefore be considered inappropriate development in the context of the Green Belt.

7.2 In such situations, Policy OL1 and paragraph 147 of the NPPF state that development should not be approved except in very special circumstances. What constitutes very special circumstances is not defined and is a matter of planning judgement based on the facts of the case, although paragraph 148 of the NPPF is explicit that:

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

7.3 This Section therefore assesses the harm and other material policy considerations arising from the development based around the following key planning matters, before drawing this together to assess whether very special circumstances exist in this case:

- Green Belt;
- Emerging site allocation;
- Prematurity;
- Housing delivery;
- Affordable housing delivery;
- Local centres;
- Protected green space;
- Open space and sports provision;
- Education provision;
- Highways and access;
- Design;
- Character and appearance;
- Energy and sustainability;
- Socioeconomic impacts;
- Health impacts;

- Ecology and arboriculture;
- Agricultural land;
- Lighting;
- Heritage impacts;
- Flood risk and drainage;
- Ground conditions and waste;
- Mineral safeguarding;
- Noise and vibration; and
- Air quality.

Green Belt

- 7.4 Paragraph 148 of the NPPF makes it clear that “any harm” to the Green Belt must be afforded substantial weight in the assessment of very special circumstances. Having already established the harm to the Green Belt arising from the inappropriateness of the proposal, it is necessary to consider other forms of harm.
- 7.5 To do this, the following subsections assess a) the impact of the proposal on the openness of the Green Belt and b) the impact on the purposes of including land in the Green Belt.

Impact on Openness

- 7.6 The openness of the Green Belt is one of its fundamental characteristics, as noted in paragraph 137 of the NPPF:

“The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.”

- 7.7 Whilst an essential characteristic, it is a function of the Green Belt that planning policy does not define; it is ‘open-textured’, and several factors can be relevant when it comes to applying it to the facts of a specific case. This is noted in Planning Practice Guidance⁸, which states the following:

⁸ Paragraph: 001 Reference ID: 64-001-20190722

“Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
- the degree of activity likely to be generated, such as traffic generation.”*

- 7.8 In this case, whilst there are clusters of residential dwellings and other built development features within and adjacent to the site, the site is rural in nature and characterised by agricultural fields, grassland and woodland. It is therefore largely free from built development, and both spatially and visually has a strong sense of openness.
- 7.9 The proposed development would introduce a significant amount of built development and activity at the site through the erection of up to 2,150 new homes, two local centres, secondary school accommodation, road infrastructure and other associated built development. Such development has a significant impact on the openness of the site.
- 7.10 However, this impact is mitigated given that approximately 50% of the development comprises green infrastructure. Such a significant proportion of non-built development not only reduces the spatial impact of the proposed development but also the visual impact by breaking up the urbanising features of the site.
- 7.11 Other measures, such as reduced density and heights in visually sensitive locations, the retention of mature landscaping features to provide instant screening, as well as new vegetation across the site to increase visual screening over time, all help to reduce the impact of the proposal on the openness of the Green Belt.
- 7.12 Notwithstanding the above, owing to the character of the site and nature of the development proposed it would still have the effect of a considerable reduction in the openness of the site. In accordance with paragraph 148 of the NPPF, this impact on openness must be afforded substantial weight.

The Effect on the Purposes of the Green Belt

- 7.13 Paragraph 138 of the NPPF sets out the five purposes of the Green Belt, as set out below:
- a) *“to check the unrestricted sprawl of large built-up areas;*
 - b) *to prevent neighbouring towns merging into one another;*
 - c) *to assist in safeguarding the countryside from encroachment;*
 - d) *to preserve the setting and special character of historic towns; and*
 - e) *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”*
- 7.14 For the purposes of this application, it is considered that purpose b) and d) of paragraph 138 are not relevant given that the site does not lie directly in the gap between neighbouring towns, nor does it lie in the setting of a historic town.
- 7.15 Whilst of limited weight, given that it is yet to be fully tested at examination, this view is also confirmed by the findings of the Stage 2 Greater Manchester Green Belt Study: Assessment of Proposed 2019 GMSF Allocations (2020) (“Stage 2 Assessment”)⁹. The Stage 2 Assessment is an evidence base document for the emerging PFE and assesses the harm to the Green Belt purposes resulting from the proposed development allocations.
- 7.16 In relation to the remaining purposes of the Green Belt, these are assessed below with reference to the Stage 2 Assessment where relevant.
- a) *To Check the Unrestricted Sprawl of Large Built-up Area*
- 7.17 The northern element of the site is adjacent to the built-up areas of both Hyde and Hattersley and its development would be seen as an extension of such areas, thereby technically constituting sprawl. However, this section of the site can be seen as an isolated pocket of Green Belt land adjacent to the urban edges of Hyde and Hattersley, rather than being an area of Green Belt land with strong associations to the wider countryside. This weak distinction from the urban edge therefore reduces the perception of sprawl.

⁹ It should be noted that the ‘site’ in relation to the Stage 2 Assessment relates to the allocation boundary (as illustrated at Appendix A), which includes additional land (such as the Alder Community High School playing fields and properties along Green Lane) and does not include the land to the south of Mottram Old Road as part of this application. Notwithstanding this, such differences are considered minor given the scale of the site and so its findings are still considered to be a material consideration.

- 7.18 In addition, whilst there are features present that reduce the distinction between these urban areas, such as the Werneth Brook to the west and the railway line to the north and east, the lack of separation distance is not considered to alter the site's characteristics. Furthermore, Mottram Old Road along the southern boundary acts as a clear urbanising feature that separates this area from the wider Green Belt beyond.
- 7.19 Regarding the land to the south of Mottram Old Road, there is proposed to be no built development with this area and as a result there is no impact on this Green Belt purpose.
- 7.20 The extent and impact of extending the built-up area also needs to be considered at a strategic scale. Tameside's Green Belt comprises 5,075 ha of land. At 127.6 ha, the proposed development would result in just 2.5% of this land being developed, although when factoring in the extent of green infrastructure across the site this figure is closer to 1.2%. The proposal's impact on the wider integrity of the Green Belt as a result of its sprawl is therefore limited.
- 7.21 It should be noted that the Stage 2 Assessment in relation to the site's emerging allocation concluded that the allocation boundary made a significant contribution to this purpose. The reasoning for this is set out below:

"Hyde is part of the Greater Manchester large built-up area, so development expanding this area would constitute sprawl. The Allocation's openness, and strong distinction on the urban edge created by the railway lines and wooded brook, contribute to its role in preventing sprawl."

- 7.22 As noted above, it is accepted that Werneth Brook to the site's western edge and railway line along the northern and eastern edge do offer a degree of separation between the urban edges of Hyde and Hattersley, but this is not considered to be strong given the distances involved. This assessment also fails to consider the site's containment, its lack of relationship with the wider open countryside and defensible boundary in the form of Mottram Old Road, which as noted above, reduces the perception of sprawl. When considering these factors, the site's contribution is considered to be 'moderate'.
- 7.23 Notwithstanding the above, it is considered that the development would constitute urban sprawl and therefore conflict with this purpose of the Green Belt.

c) Assist in Safeguarding the Countryside from Encroachment

- 7.24 As noted previously, whilst there are clusters of residential dwellings, farms, and other built development features within and adjacent to the site, it is predominantly rural in nature and

characterised by agricultural fields, grassland and woodland. The nature and characteristics of the proposed development would therefore be seen as an encroachment into the countryside.

- 7.25 However, the impact of such encroachment is tempered by the site's relationship with the surrounding built-up area of Hyde and Hattersley. As explained in relation to purpose a), the proximity of adjacent built development and urbanising boundaries result in the developed area of the site being an isolated pocket of Green Belt land adjacent to the urban edges of Hyde and Hattersley, rather than being an area of Green Belt land with strong associations to the wider countryside.
- 7.26 Consequently, whilst the site itself is rural in nature and its development would result in the loss of countryside locally, at a strategic scale the impact on this purpose is limited.
- 7.27 As with purpose a), the Stage 2 Assessment reached a conclusion that the emerging allocation made a significant contribution to this purpose, noting:

"The release would encroach on land which is free of urbanising uses and, thanks to strong distinction on the urban edge, retains a relatively strong relationship with surrounding open countryside."

- 7.28 Whilst the lack of urbanising uses is accepted, it has previously been explained why the Stage 2 Assessment's analysis of surrounding influencing uses is misguided. When factoring these in, the site's contribution to this purpose is 'moderate'.
- 7.29 Again notwithstanding the above, it is accepted that the development, as a whole, would be viewed as encroachment into the countryside.

e) To Assist in Urban Regeneration, By Encouraging the Recycling of Derelict and Other Urban Land

- 7.30 For this purpose, it is necessary to consider the LPA's Strategic Housing and Economic Land Availability Assessment (SHELAA) and the emerging planning policy framework. It should be noted that the Stage 2 Assessment did not assess this purpose in relation to the emerging allocation for the site, with it instead noting that all Green Belt land makes an equal contribution to this purpose.
- 7.31 The LPA's latest SHELAA, which is an evidence base considering the availability, suitability and achievability of land possible for development, was adopted in April 2022 and covers the

period from 2022 to 2037. Having reviewed a comprehensive set of sites, including sites with extant planning permissions, allocated sites, sites with an expired or withdrawn permission and sites put forward through a Call for Sites exercise, the SHELAA confirms that there is a supply of 6,575 dwellings for the 15 year period between 2022 and 2037.

- 7.32 This supply contains no urban land within Tameside that is available or suitable to accommodate the development proposed. In addition, given the difference in scale and type of development between those sites in the SHELAA and the proposed development, it is not considered that the development of this site would disincentivise the urban regeneration of sites elsewhere.
- 7.33 In relation to the emerging planning policy framework, the emerging PFE is progressing an argument of exceptional circumstances to amend Green Belt boundaries to accommodate the proposed development strategy and levels of growth.
- 7.34 Paragraph 141 of the NPPF is clear that before exceptional circumstances exist to justify amending Green Belt boundaries, other reasonable options for meeting identified needs should have been fully examined including making full use of suitable brownfield sites, optimising the density of development and discussing with neighbouring authorities on whether identified need can be accommodated within their authority.
- 7.35 The PFE evidence base document titled “Green Belt Topic Paper and Case for Exceptional Circumstances to amend the Green Belt Boundary”, dated July 2021, outlines that the key strategic case for exceptional circumstances is the need to deliver the development strategy and objectively assessed need for both employment and housing. In doing so, the document makes it clear that despite undertaking the requirements of paragraph 141 of the NPPF, insufficient is available either within the urban area or within neighbouring authorities to meet the need. Therefore, the release of Green Belt land is needed.
- 7.36 Accordingly, the development of the site is not considered to detract from urban regeneration and therefore does not conflict with this purpose of the Green Belt. This is a neutral factor neither weighing for or against the development.

Harm to Green Belt

- 7.37 In summary, the following can be concluded:
- The proposal is inappropriate development in the Green Belt;

- Notwithstanding the nature and measures incorporated within the development, it would reduce the openness of the Green Belt; and
- The proposed development would conflict with purposes of the Green Belt as set out in paragraph 141 of the NPPF, namely purpose a) and c), although the extent of harm is moderated by the site characteristics.

7.38 Each of the above is harmful to the Green Belt and as directed by paragraph 148 of the NPPF, each should be afforded substantial weight.

Emerging Site Allocation

7.39 As noted within Section 6, up until the end of 2020 the GMSF was being prepared as a joint development plan for the 10 local authorities of Greater Manchester. In all three drafts, the site, excluding the area to the south of Mottram Old Road and north of the railway line, was proposed to be allocated as a strategic, residential-led development for up to 2,350 new homes and a range of supporting uses¹⁰.

7.40 However, following the withdrawal of Stockport in December 2020, the GMSF is no longer being progressed and has officially been withdrawn. Instead, the remaining 9 local authorities are progressing PFE as a new joint plan. Much of PFE, including the spatial strategy, planning policies, proposed allocations and evidence base, are based on the GMSF.

7.41 As such, the site's proposed allocation in the GMSF has been carried across in PFE (Policy JP Allocation 31). The pre-submission draft of PFE was submitted for Examination in Public on the 14 February 2022, with hearing sessions commencing on the 1 November 2022

7.42 The table below sets out the site-specific criteria for the proposed allocation and how this proposed development accords with it:

Policy JPA31: Site Specific Principles		
Policy Wording		Assessment
1	Construct around 2,350 new homes	Based on a thorough analysis of site constraints and design opportunities, the development proposes up to 2,150 new

¹⁰ Allocation ref. EG3 in the 2016 draft, GMA43 in the 2019 draft and GMA39 in the 2021 draft.

		homes across the site. This is compliant with this criterion given that there is no specific housing requirement proposed and the development is within 10% of the estimated capacity.
2	Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment (HNA)	The exact split and type of tenure will be determined at the reserved matters stage with reference to the latest HNA. However, the Illustrative Masterplan demonstrates how a mix of dwellings could come forward including apartments, houses and senior living accommodation.
3	Ensure Garden City principles are enshrined throughout	As set out within Section 4, the development ensures such principles are fundamental to the design of the development.
4	Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders	The application is supported by a range of Parameter Plans and Strategic Design Code which have been informed by engagement, both with the LPA, local community and relevant stakeholders. The LPA can condition such elements to ensure the detailed design of the scheme is in accordance with the key outline principles. An Indicative Phasing Plan has been submitted to show the site could be comprehensive developed. The LPA can condition the final details to be submitted at the reserved matters stage.
5	Be informed by an assessment of archaeology	A programme of survey work has been undertaken at the site, with further work to be undertaken at the detailed design stage. This can be conditioned.
6	Take an integrated and co-ordinated approach to	The Indicative Phasing Plan demonstrates how infrastructure is expected to come

	infrastructure to support the scale of the whole development	forward in a co-ordinated approach to support the delivery of the site. For example, the local centres are expected to be delivered in early phases alongside key pieces of infrastructure such as the bridge to Hattersley.
7	Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live	The Parameter Plans and Strategic Design Code set out key design principles for the site, which the Illustrative Masterplan puts into practice. This demonstrates that a high-quality development can be achieved at the site. These elements can be conditioned to inform the detailed design of the scheme.
8	Ensure the character of, and interface between, new and existing development including the setting of heritage assets and dwellings and gardens, particularly those within the site, are sensitively designed and acknowledged by development proposals	The development proposes various mitigation measures to protect the character and amenity of existing features at the site. This includes a minimum 10m landscaped buffer between the boundaries of existing properties and proposed dwellings, as well as the protection and enhancement of key features within the setting of non-designated heritage assets.
9	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, separated by Godley Brook as a central landscape feature	The Land Use Parameter Plan demonstrates the two villages – split by Godley Brook into a western and eastern village – with an indicative split of 1,250 dwellings in the west and 900 dwellings in the east. The western village comprises a local centre, education and sports provision cluster situated off the primary access road. The eastern village includes a local centre to the north, with a multi-user, non-vehicular bridge connection to Hattersley, and sports provision in the south adjacent to Mottram Old Road. Whilst not connected via a vehicular route internally, there are various pedestrian, cycle

		and equestrian routes through the site connecting both villages.
10	Deliver higher density residential development around Hattersley train station and the village hubs	The supporting Density and Height Parameter Plan demonstrates how this is achieved.
11	Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate	This application is supported by a draft set of planning obligations. This will be subject to further discussion and agreement with the LPA. In addition, secondary school accommodation is provided on site and the range of land uses include a health centre.
12	Ensure employment, education and training opportunities are available for residents within the local area, both through construction phases and upon completion	The socioeconomic impact assessment within the Environmental Statement demonstrates that a significant level of jobs will be created both in the construction and operational phases of the development. The scheme seeks to ensure that a large number of the construction jobs are sourced locally for the benefit of existing residents. It is proposed that this will be controlled by way of a planning obligation and include initiatives such as: • Ensuring full, fair employment opportunities, training and education for local residents; • Encouraging local procurement where practical; and • Establishing links with local businesses to offer employment, training and apprenticeship opportunities.

13	Set aside land to accommodate additional education provision, unless it can be demonstrated that sufficient additional school places will be accommodated off site within the local area to meet the likely demand generated	The Land Use Parameter Plan illustrates that a secondary school accommodation will form part of the local centre in the western village.
14	Provide access into the site from the A560 Mottram Old Road including improved cycling and pedestrian facilities along the site's frontage	All new vehicular access points into the site are off Mottram Old Road. Pedestrian and cycle improvements are proposed through the provision of an off-road route within the site parallel to Mottram Old Road, where possible. In addition, the Applicant has also demonstrated how potential cycle enhancements along Mottram Old Road could be accommodated in the future should the LPA wish to pursue this. This is illustrated within the submitted Land Safeguarding Plan Mottram Old Road (ref. 302-248-WLD-XX-XX-DR-P-0065_P01), which highlights key areas of the site's frontage to Mottram Old Road that have been safeguarded from development.
15	Ensure highways are designed to accommodate bus routing and provision of services are sought within the early phases of development	The primary access routes through the site are designed to accommodate bus movements. The primary access routes are key pieces of infrastructure that would be delivered in the early phases of development.
16	Provide, in the early phase of development, a pedestrian, cycle, equine (multi-user and accessible to all) bridge connecting to Hattersley and be designed and	As part of the wider access and movement strategy, a new pedestrian and cycle bridge connection is proposed to Hattersley. The bridge will connect the development, via the eastern village local centre, with Hattersley

	located to encourage use of public transport services at Hattersley train station	and forms a key component of the movement and access strategy for the site. The Indicative Phasing Plan demonstrates that this will be delivered in the early phases of development.
17	Ensure neighbourhoods are green, walkable and safe places	The Movement and Access Parameter Plan incorporates various routes within the site to assist in active travel, set within a wider green infrastructure strategy.
18	Ensure active travel is promoted through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways	The Movement and Access Parameter Plan illustrates a clear hierarchy of travel through the site, with a focus on sustainable pedestrian and cycle connectivity.
19	Incorporate and enhance as attractive and desirable routes, existing public rights of way and the Trans Pennine Trail	Existing public rights of way and the Trans Pennine Trail will be incorporated and enhanced as part of the proposals.
20	Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as schools, cycle and walking routes, public transport services and Werneth Low Country Park	Key features of the Access and Movement Parameter Plan include footway and cycleway connections to destinations within and beyond the site, as well as new connections in the south-west corner of the site to provide access to Alder Community High School.
21	Protect and enhance the designated Sites of Biological Importance of Werneth Brook and Brookfold Wood	Suitable mitigation measures are proposed to protect the designated SBIs during construction and the operational phase of development. This includes appropriate minimum buffer distances as well as enhancement plans.
22	Protect and enhance key landscape and ecological features, including protected trees and woodlands, areas of Ancient	The Green Infrastructure Parameter Plan demonstrates how the proposed development has sought to respond to the existing green infrastructure, with development parcels

	Woodland, other mature trees and hedgerows, cloughs, watercourses and ponds	separated by strategic green links and habitat corridors following existing landscape features. Various mitigation measures, such as sensitive design and minimum buffer zones to SBIs and ancient woodland have been incorporated to protect key features of the site.
23	Deliver a high-quality public realm that incorporates street tree planting	The Illustrative Masterplan, Parameter Plans, and Design Code demonstrate how this is possible. These will be conditioned as part of the permission to inform future reserved matters submissions.
24	Set aside land for a range of public open spaces, such as: parks and gardens, natural space, amenity space, play provision and allotments, in accordance with the Council's most up to date Open Space Review	Alongside existing green infrastructure, the Parameter Plan also demonstrates how new green infrastructure through elements such as parks, amenity open space, sports provision and allotments can be integrated into the site. The exact quantum and design of open space will be progressed at the detailed reserved matters stage.

- 7.43 The table above demonstrates very limited conflict with certain site-specific criteria of the emerging planning policy. For example, the non-compatibility of the proposed bridge with equestrian use.
- 7.44 It is also recognised that additional land to the south of Mottram Old Road is proposed as part of this planning application, which is not included in the emerging PFE allocation. However, given that this area is to be used as open space and for wider ecological enhancement, it is not considered to cause significant conflict with the emerging policy framework.
- 7.45 Overall, when assessed as a whole it is considered that the proposed development is overwhelmingly in accordance with the emerging planning policy strategy for the site.

- 7.46 In terms of the weight that may be applied to this, it is recognised that the site's allocation has not yet been tested by the Inspectors at the Examination in Public, and that whilst it is consistent with the NPPF there remain significant unresolved objections. In accordance with paragraph 48 of the NPPF, the emerging site allocation is therefore of limited weight at this point in time and so to the site's overarching compliance.

Prematurity

- 7.47 As set out in Section 6, paragraph 49 of the NPPF is clear that arguments of prematurity are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

- a) *"the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and*
- b) *the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area"*

- 7.48 Paragraph 50 of the NPPF goes on to provide further clarification, noting that grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination. Even where both criteria are met, the LPA would need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process.

- 7.49 The Applicant has sought legal advice on this matter given the scale of the proposal and the fact that PFE is currently being considered at Examination in Public. In summary, this outlines the following:

- In the absence of any conflict between the planning application and the site's allocation in PFE (as established in the subsection above), the only issue is whether development should be permitted via a planning application, requiring the establishment of very special circumstances, or via the development plan process and the demonstration that exceptional circumstances exist.
- The justification required to establish the existence of very special circumstances or exceptional circumstances in the case of the proposal would be the same. Consequently, establishing that very special circumstances exist to justify

inappropriate development in the Green Belt would not prejudice the PFE process as the same issues would need to be considered.

- 7.50 As such, the advice concludes that pre-determining the issue now would have no prejudicial effect on the policies of PFE relating to the scale and location of proposed development. Therefore a refusal on the ground of prematurity and prejudice to PFE would not be justified.

Housing Delivery

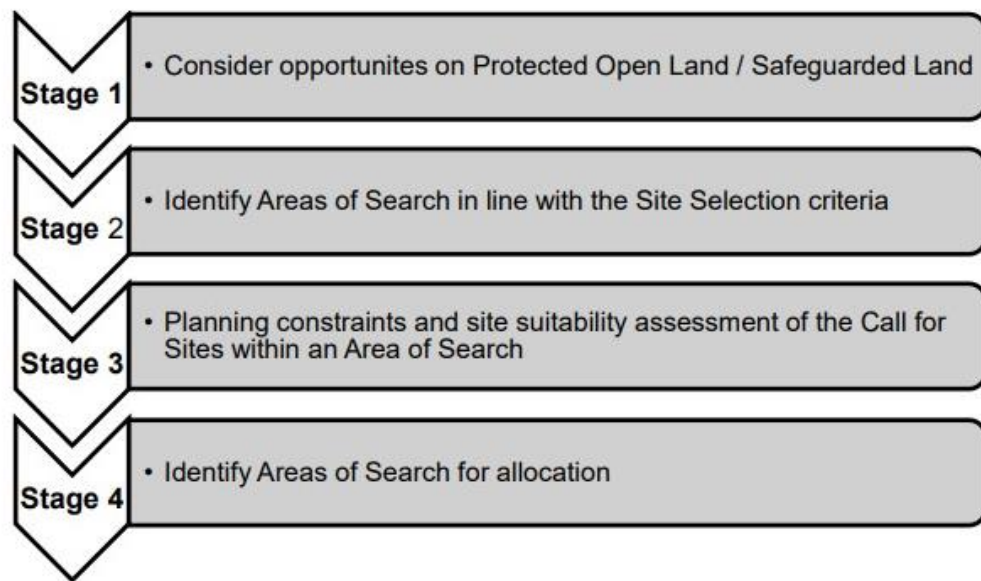
Long-term Housing Delivery

- 7.51 Paragraph 60 of the NPPF seeks to support the Government's objective of significantly boosting the supply of homes, stating that it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 7.52 In this regard, the NPPF requires strategic policy-making authorities (i.e. the LPA) to establish a housing requirement figure for their area, which shows the extent to which their identified housing need can be met over the plan period.
- 7.53 This housing requirement figure, unless exceptional circumstances justify an alternative approach, should be based on a standard methodology set out in Planning Practice Guidance by the Government. Within this methodology, housing targets are based on ONS 2014 household projections as the starting point, with an uplift to cater for local affordability issues.
- 7.54 The LPA's housing requirement through saved Policy H1 of the UDP was time limited to 31 March 2011 and was replaced by the North West Regional Spatial Strategy, which itself was revoked in 2013. As such, there is currently no adopted housing target for the LPA in accordance with the NPPF and Policy H1 is out-of-date for the purposes of decision-making.
- 7.55 It is in this context that the LPA is preparing PFE as a joint development plan with the other authorities of Greater Manchester (excluding Stockport) given that, inter alia, it would establish the LPA's housing requirement figure in accordance with the NPPF.

- 7.56 The standard methodology for the LPA provides a minimum annual housing requirement of 658 dwellings or a total of 9,870 dwellings over the PFE plan period of 2022 to 2037¹¹. However, the spatial strategy of the PFE seeks to redistribute housing requirement across the nine authorities, rather than requiring each authority to meet its full housing need. For Tameside, this redistribution process reduces the housing requirement to an average of 497 dwellings per annum or a total of 7,459 dwellings over the PFE plan period¹².
- 7.57 In terms of available housing supply, the LPA's latest SHELAA, dated April 2022, confirms that there is a land supply of 6,575 dwellings between 2022 and 2037. There is therefore a shortfall of 3,295 dwellings against the LPA's unadjusted housing need, and a shortfall of 884 against the adjusted PFE housing target. In both cases, the shortfall is significant.
- 7.58 In delivering up to 2,150 dwellings over the plan period, with a range of dwelling types and sizes, the development would make a significant contribution to meeting the LPA's housing requirement, whilst also according with the emerging policy framework. Not only this, but the existing and emerging evidence base demonstrates that this is the only suitable large-scale, strategic site within Tameside to meet long-term housing need.
- 7.59 As noted previously in the context of the Green Belt and urban regeneration, the LPA's latest SHELAA demonstrates that the existing supply of sites contains no urban land within Tameside that is available or suitable to accommodate the development proposed.
- 7.60 In addition, there is only one other housing allocation proposed in the emerging PFE: South of Hyde (allocation ref. JPA32), which is proposed to deliver approximately 440 homes. This alone would lead to a significant shortfall against the net PFE housing requirement and so it is necessary for the LPA to assess whether other sites can accommodate the levels of proposed growth.
- 7.61 This has been done through a site selection process, as set out in 'Places for Everyone Site Selection Background Paper', dated July 2021, and summarised in the diagram below:

¹¹ Tameside Strategic Housing and Economic Land Availability Assessment (2022)

¹² Tameside Strategic Housing and Economic Land Availability Assessment (2022)



7.62 Stage one relates to land that is outside of the existing urban area, but which is not in the Green Belt. As the diagram above illustrates, if this stage does not identify sufficient land to meet the need, then it is necessary to consider sites which are currently in the Green Belt within stage two.

7.63 Stage two is the identification of broad “Areas of Search” based on site selection criteria. An Area of Search was drawn where any identified site met one or more of the Site Selection criteria. The criteria reflect the priorities of the PFE spatial strategy and objectives and are set out below:

- *“Criterion 1 - Land which has been previously developed and/or land which is well served by public transport*
- *Criterion 2 – Land that is able to take advantage of the key assets and opportunities that genuinely distinguish Greater Manchester from its competitors*
- *Criterion 3 – Land that can maximise existing economic opportunities which have significant capacity to deliver transformational change and / or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth*
- *Criterion 3 – Land that can maximise existing economic opportunities which have significant capacity to deliver transformational change and / or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth*
- *Criterion 4 – Land within 800 metres of a main town centre boundary or 800m from the other town centres’ centroids*

- *Criterion 5 – Land which would have a direct significant impact on delivering urban regeneration*
- *Criterion 6 – Land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long-term viable sustainable travel options and delivers significant wider community benefits.”*

7.64 Stage three is an assessment of technical constraints, as well as undertaking an independent Site Suitability Assessment.

7.65 Stage four of the assessment identifies proposed allocations within the Areas of Search, where a site is considered to have no other significant constraints precluding development and which represents the best fit for delivering the PFE Spatial Strategy and need.

7.66 In relation to Tameside, as there were no sites identified at Stage 1 of the methodology, it was necessary to consider suitable Green Belt sites in accordance with Stages 2 -4.

7.67 For the site, Appendix 6 of the Site Selection Background Paper identifies that it meets the following site selection criteria:

- Criteria 1 - Land which has been previously developed and or land which is well served by public transport;
- Criteria 5 - Land which would have a direct significant impact on delivering urban regeneration; and
- Criteria 6 - Land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long-term viable sustainable travel options and delivers significant wider community benefits.

7.68 Whilst the work undertaken at stages 3 and 4 demonstrated no significant site constraints precluding the development of the site. Notably, this conclusion was reaffirmed in the supporting PFE document ‘The JP Allocation Godley Green Garden Village JPA 31 Topic Paper’, dated July 2021, which states at paragraph 30.6 that:

“Various technical assessments have been undertaken in support of the site which indicate that whilst there are some constraints that would need to be considered in the site’s masterplanning and ultimate development, these can either be overcome or are

reflected in the site allocation policy requirements and not so significant as to preclude its allocation.”

- 7.69 Importantly, as well as identifying sites for allocation the LPA has also had to justify why sites have been discounted. For example, where a site has met site selection criteria at stage 2 but has subsequently been discounted at stage 3 due to technical constraints. This is set out in Appendix 7 of the Site Selection Background Paper and demonstrates that a total of 26 sites have been discounted within Tameside.
- 7.70 Given the above, it is evident that not only is the site a suitable location for a large-scale housing-led development, but that there are no other suitable and available sites that could address the LPA’s housing need, as such sites would have been identified by the site selection process in PFE.
- 7.71 It is recognised that this evidence base has yet to be fully tested at Examination in Public and therefore the weight that may be applied to this as a material consideration is limited at this stage. Notwithstanding, it nevertheless represents the LPA’s latest views on the site and its suitability for development.

Five-year Housing Land Supply

- 7.72 In addition to the long-term delivery of housing at the site, the LPA’s five-year housing land supply needs to be considered. Paragraph 74 of the NPPF makes it clear that the LPA needs to identify and update annually a supply of specific deliverable sites, sufficient to provide a minimum of five-years’ worth of housing against its housing requirement.
- 7.73 Alongside this, UDP Policy H2 states that residential development will not be permitted on greenfield sites (such as this) unless the LPA is unable to demonstrate an adequate five-year housing land supply. It should be noted, however, that this policy test is inconsistent with the NPPF and therefore should be afforded limited weight in accordance with paragraph 213.
- 7.74 To calculate the five-year housing land requirement, given that the LPA’s strategic policies are out of date, paragraph 74 requires the standard methodology set out in Government guidance to be used with an additional 5% in this case. This leads to a five-year housing land requirement for the LPA of 3,455 dwellings.
- 7.75 In terms of a deliverable supply of this five-year period, the SHELAA confirms that there is an overall supply of 2,267 dwellings. The LPA therefore has a housing land supply of 3.3 years. This is a significant shortfall against its requirements.

- 7.76 The indicative trajectory for this proposal demonstrates that within the first five years of development there would be the delivery of 475 dwellings. This would have a significant beneficial impact on the LPA's five-year housing land supply.
- 7.77 It is recognised that the above is only an indicative trajectory but given the emerging planning policy position it is unlikely that the LPA's housing land supply would significantly change in the short to medium term without this development. As such, even if the site is not developed in accordance with the indicative trajectory, it would nevertheless still significantly boost the supply within the LPA's area when it does come forward.
- 7.78 In summary, the delivery of up to 2,150 dwellings would make a significant contribution to not only the long-term delivery of housing within the borough but also the LPA's five-year housing land supply. In planning policy terms, the development would comply with Policy H2 and H4 of the UDP and assist in boosting the supply of housing in accordance with the NPPF.

Affordable Housing Delivery

- 7.79 Policy H4 of the UDP requires, inter alia, that new housing should incorporate a range of affordability tenure options to meet the needs of all sections of the community and to help create better balanced communities for the future. To assist in this process, it notes that where there is a lack of affordable housing the LPA will seek affordable housing provision on suitable sites of 25 or more dwellings or 1 hectare or more in size.
- 7.80 The quantum of affordable housing, or type of tenure, is not set out in policy, although the supporting justification notes the LPA would seek to negotiate 10% of the total dwellings on each suitable site. This has subsequently been amended through Council's Executive Cabinet's, which seeks 15% as a requirement for all new development.
- 7.81 The NPPF provides further guidance on the type of affordable housing tenure, noting at paragraph 65 that where major development includes affordable housing that 10% of the overall affordable housing offering should comprise dwellings available for affordable home ownership, unless certain exceptions are met.
- 7.82 As part of the emerging evidence base for PFE, the GMCA has prepared the Greater Manchester Strategic Housing Market Assessment (SHMA), dated April 2021. The purpose of the SHMA is to present a clear, evidenced picture of the housing market in Greater Manchester. In doing so, it provides an assessment of affordable housing need for each authority which is compliant with Government guidance to identify whether there is a shortfall or surplus of affordable housing.

- 7.83 In order to arrive at a figure, the SHMA makes forecasts and assumptions about a range of matters including how many and what type of households will emerge in the future, how many might be homeless, in temporary accommodation or overcrowded, what household incomes might be and the future costs of renting and buying property.
- 7.84 In relation to Tameside, the SHMA identifies a net annual affordable housing requirement of 523 dwellings. This is the fifth highest in Greater Manchester.
- 7.85 Whilst these figures outlined within the SHMA are not targets for new affordable house building, given that affordable housing delivery can come through a variety of measures aside from direct delivery through the planning system, it nevertheless demonstrates a significant need for affordable housing across the borough.
- 7.86 As part of this planning application a total of 15% of the dwellings are proposed to be affordable. This equates to the delivery of up to 323 dwellings across the lifetime of the development. This is a significant level of provision that is equivalent to five times the existing level of the committed supply of new affordable units in the borough¹³ or approximately 62% of the current annual need.
- 7.87 In terms of tenure, reference has been made to the adopted Housing Needs Assessment (2020). On this basis, a tenure mix of 60% affordable rent and 40% affordable home ownership is proposed. Based on this provision, the development would accord with the NPPF which seeks a minimum of 10% of units to be available for affordable home ownership.
- 7.88 In summary, there is a significant need for affordable housing within Tameside as demonstrated by the SHMA's net annual affordable housing requirement of 523 dwellings. The development proposes that 15% of all dwellings will be affordable, split 60% affordable rent and 40% affordable home ownership. Given the scale of development this is a substantial level of provision and will assist the Council in addressing affordable housing needs in the borough.

¹³ Table 7.10 of the SHMA outlines the committed supply of new affordable units. New affordable dwellings that are committed at the time of the assessment include housing on sites with full or outline planning permission, or where Government funding has been allocated to a specific scheme. For Tameside, Table 7.10 identifies a total of 63 units.

- 7.89 In light of the above, it is considered that the proposed development is in accordance with Policy H4 of the UDP as well as the provisions of the NPPF in relation to affordable housing delivery.

Local Centres

- 7.90 To ensure a sustainable residential environment the development proposes a local centre within each village to provide a range of facilities and services. In broad terms, the locations of these proposed neighbourhood centres would be within an easy walking distance of all parts of the proposed development.
- 7.91 The need for a range of supporting services for a development of this scale is highlighted both within the NPPF and emerging PFE. In particular, a requirement of the emerging allocation for the site is to:

“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, separated by Godley Brook as a central landscape feature”

- 7.92 In terms of specific uses, it is proposed that the local centres would have a flexible range of uses including the following:

- Shops;
- Financial and professional services;
- Restaurants and cafés;
- Indoor sport, recreation or fitness facilities;
- Medical or health services;
- Creche, day nursery or day centre;
- Offices;
- Public houses, wine bars, or drinking establishments;
- Drinking establishments with expanded food provision;
- Hot food takeaways; and
- Local community uses (e.g. library, community halls and museums etc.).

- 7.93 The retail component of the development would be up to a combined maximum of 1,300 square metres gross floorspace, with a maximum of 650 square metres within each local centre. A maximum unit size of 350 square metres is proposed for the retail uses.

7.94 Regarding other uses, the application proposes up to 1,600 square metres gross floorspace of Use Classes E(b)-E(g)(i) and sui generis uses. There is proposed to be a medical centre not exceeding 400 square metres floorspace. No other unit within a local centre would exceed 300 square metres.

7.95 Sui generis uses would be limited to:

- public houses, wine bars, or drinking establishments;
- drinking establishments with expanded food provision; and
- hot food takeaways.

7.96 Given the flexible and wide-ranging nature of the uses proposed in each local centre there are a series of planning policy considerations:

- a) The acceptability of the uses proposed in this location; and
- b) Whether there are sequentially preferable sites to accommodate the main town centre uses.

7.97 Each of these is assessed in further detail below.

a) The acceptability of the uses proposed in this location

7.98 Broadly speaking the range of uses in each local centre can be grouped into either retail, food and drink establishments, leisure, community uses and employment. Within the UDP there are different policy tests for each of these uses.

7.99 For retail development, Policy S6 states that neighbourhood food stores, local shops and other small scale retail outlets serving local needs will be permitted, so long as these:

- a) *“will not adversely affect the vitality and viability of established district or local centres;*
- b) *will not lead to a loss of amenity in surrounding residential areas; and*
- c) *will not result in traffic problems on adjacent highways.”*

7.100 In relation to criterion a), the Sequential Assessment report prepared in support of this planning application demonstrates a clear and substantive quantitative need to provide additional floorspace and the provision of other facilities within the development. This is based on the estimated expenditure on convenience and comparison retail, as well as expenditure services such as hairdressing and personal grooming. It is clear from this that the provision of retail development is there to directly serve the needs of future residents.

- 7.101 In addition, given the parameters proposed, with a maximum floorspace of 650 sqm in each local centre with no individual unit greater than 350 sqm, that the level of retail provision will be limited to small-scale, local retail stores rather than, for example, large-scale food stores that could compete with existing centres.
- 7.102 It is also important to note the distances from the site to the existing centres. The Sequential Assessment notes that distances are (when measured from the nearest boundary of the site):
- Hyde Town Centre: 1 km;
 - Hattersley (new) District Centre: 1.4 km;
 - Hattersley Valley Parade Neighbourhood Parade: 650 m; and
 - Gee Cross Village Centre: 1km.
- 7.103 As the Sequential Assessment highlights, typically a distance of 400m is a reasonable walking distance to access centres. In this case, none of the scheme is within such a distance. Based on distance alone, there is therefore a need for additional retail to supplement existing centres to meet retail needs arising from the development.
- 7.104 Accordingly, it is considered that the scheme will not adversely affect the vitality and viability of established district or local centres and will instead compliment the role of the existing centres in addressing the need arising from the development.
- 7.105 Both criteria b) and c) relate to the detailed design of the local centres which cannot be confirmed at this outline stage. However, a suitable scheme at the detailed reserved matters stage will address these criteria, through design, noise mitigation, servicing and delivery arrangements, and operating hours.
- 7.106 In relation to the proposed food and drink uses and leisure, these are covered by Policy S7 and S8 of the UDP, respectively. Broadly speaking, these policies permit such development subject to the development not resulting in unacceptable loss of amenity in surrounding residential areas, leading to traffic problems on adjacent highways and, in the case of food and drink uses, not changing the character of the area.
- 7.107 These are detailed planning policy matters which the scheme is unable to address at this stage given its outline nature. However, matters such as suitable noise mitigation, appropriate operating hours, suitable parking and appropriate servicing and delivery arrangements will be developed at the reserved matter stage to ensure compliance.

- 7.108 For community uses, Policy H6 of the UDP states, inter alia, that new housing developments should provide a contribution towards the provision of additional or extended facilities, in proportion to the number of intended occupants, where there is insufficient capacity in the surrounding area. Whilst this relates to financial contributions, it nevertheless demonstrates a need for development to be supported by appropriate community facilities, as is also recognised by the NPPF.
- 7.109 In this case, the proposed floorspace and level of flexibility proposed at this outline stage provides sufficient floorspace to allow for a variety of community uses to come forward at the detailed design stage to cater for the demands of the future population. This includes a medical facility, library, community hall, crèches and day nurseries.
- 7.110 Finally, for employment uses, given that office floorspace is a potential use, Policy E5 of the UDP permit developments, such as mixed-use schemes, which contribute to innovation, growth and diversity in the economy and generate local employment opportunities in areas of the Borough outside the "strategic employment sites" and "established employment areas". This is subject to the nature of the employment activities and the layout and design of any scheme not having an adverse effect on the amenities of surrounding residential areas or creating traffic problems.
- 7.111 Here the proposed office uses would form part of a wider local centre and intended to serve small local business and start-ups, as demonstrated by the maximum floorspace of 300 sqm. The incorporation of this use provides further opportunity for local employment whilst not being of a scale to negatively impact on established employment areas in Tameside. The detailed policy requirements of layout, design, amenity and highways will be satisfactorily addressed at the reserved matters stage.
- 7.112 Overall, the above demonstrates that the variety of uses proposed within the local centres all comply, or will comply at the detailed design stage, with the variety of relevant UDP policies.

b) Whether there are sequentially preferable sites to accommodate the main town centre uses

- 7.113 Other than for large-scale retail (over 1,400 sqm), which is not applicable in this case, the issue of whether there are sequentially preferable sites to accommodate the proposed main

town centre uses¹⁴ is not a policy issue that is addressed by the UDP. However, the NPPF is clear on this matter. It states at paragraph 87 that:

“Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered”

7.114 In support of this planning application a Sequential Assessment report has been prepared, which identifies and addresses the relevant planning policy, guidance and case law surrounding the application of the sequential assessment. It considers the following four key issues in relation to the proposal:

- The need for retail and other facilities;
- Whether the need is justified as being specific to the development;
- Whether existing centres are located where they could satisfy the need; and
- Whether there are suitable sites available in or adjacent to existing centres.

7.115 The findings for each of these considerations is set out below.

7.116 For need, the report notes that the requirement for additional retail floorspace and other facilities arising from the proposal is significant. There is a clear and substantive quantitative need to provide additional floorspace and the provision of other facilities. By meeting the need for facilities, this ensures the sustainability of the development as a whole. There will be local shops, services and local facilities to meet day to day needs occurring in the scheme to minimise demand for travel and also to provide local employment opportunities.

7.117 In consideration of whether this quantitative and qualitative need should be addressed by this development, the report highlights shops and facilities must be provided as an integral part of the overall development in order to secure a sustainable development, in accordance with both the Garden Village principles and national planning policy contained in the NPPF (such as paragraph 93).

¹⁴ “Main town centre uses” are defined in Annex 2: Glossary to the NPPF and include retail uses as well as other uses that national policy directs to town centre locations.

- 7.118 Regarding the location of existing centres and whether there are suitable sites available, the report notes that these are located too far from the scheme to cater for the day to day needs that arise. The nearest, Valley Parade in Hattersley, is beyond an easy walking distance from the boundary of the site. Reliance on existing centres to meet the requirement would inevitably result in an unsustainable pattern of development.
- 7.119 Given the above, the report concludes that the sequential test is satisfied and there is therefore no conflict with the NPPF in relation to the incorporation of main town centre uses within the development.

Protected Green Space

- 7.120 Saved Policy OL4 of the UDP relates to areas designated as Protected Green Space. It confirms that development will not be permitted on such allocated land, unless one of the following exceptions are met:

- a) *“The development is ancillary to the principal use of a playing field or green space for recreation or amenity and does not adversely affect this use;*
- b) *Redevelopment provides the only means of upgrading the site to the required standard, and the remaining playing field or green space will continue to meet the needs of the surrounding area for sport, recreation or amenity;*
- c) *a playing field or green space which will be lost as a result of the proposed development would be replaced by a playing field or green space of an equivalent or better quality and quantity, in a suitable location and subject to equivalent or better management arrangements; or*
- d) *it can be demonstrated, by means of a suitable supply and demand study taking account of possible future as well as current requirements, that the retention of a site or facilities for sport or recreational use is not necessary and the site has no special significance to the interests of sport and recreation.”*

- 7.121 In the case of the site, a small section to the north of the railway line is allocated as Protected Green Space. The parameters of the planning application in this portion of the site illustrate the location of the non-vehicular multi-user bridge, given its proximity to the proposed local centre and existing infrastructure at Hattersley Station.
- 7.122 Whilst the exact design of the bridge has not been defined at this stage, there is likely to be ‘development’ occurring within the area identified as Protected Green Space (for example, pillar foundations).

- 7.123 In this case, any loss of area within the Protected Green Space resulting from the development is offset by the extensive network of newly created accessible green spaces within the site, which is considered to be better in terms of quality and quantity, in a suitable location given the accessibility and proximity, and subject to extensive ongoing maintenance and management regimes. It is therefore considered that the development satisfies exception c) of Policy OL4 and as such there is no conflict.

Open Space and Sports Provision

- 7.124 The green infrastructure of the site has been a key driver for the design of the scheme. As noted in Section 5, the Green Infrastructure Parameter Plan (ref. PL1600.2-PLA-XX-XX-DR-U-0002-S4_P07) demonstrates how the proposed development has sought to respond to the existing green infrastructure, with development parcels separated by strategic green links and habitat corridors following existing landscape features.
- 7.125 Alongside existing green infrastructure, the Parameter Plan also demonstrates how new green infrastructure through elements such as parks, amenity open space, sports provision and allotments can be integrated into the site.
- 7.126 In total, when utilising both the existing and proposed green infrastructure of the site, there is approximately 73 ha split between the various typologies.
- 7.127 In planning policy terms, UDP Policy H4 requirements developments to provide open space and facilities, proportional to the intended number of occupants, in a safe and convenient location within or near the site, and to make suitable arrangements for on-going maintenance. This is consistent with the NPPF, where paragraph 93 states, inter alia, that planning policies and decisions should plan positively for the provision and use of community facilities, which includes open space.
- 7.128 The Council's 'Open Space Review 2017/2018' sets out the latest evidence base for open space provision in the borough. In terms of the quantity of open space to be provided it notes at paragraph 18.20 that:

“In order to resolve current deficiencies and secure sufficient improvements to existing open spaces it is recommended that quantity standards across all open space typologies follow those recommended by national guidance”

7.129 The 'national guidance' referred to in the Open Space Review is the Fields in Trust Guidance¹⁵.

7.130 In the case of this development, the Parameter Plans and Illustrative Masterplan demonstrate how open space (other than non-pitch sport and playing pitches) can be provided in accordance with the Fields in Trust Guidance, both in terms of quantity and accessibility standards across the site. To ensure that this is followed through, reference to such guidance is set in the supporting Strategic Design Code which will be conditioned as part of the planning permission.

7.131 In relation to non-pitch sport and playing pitches, guidance has been sought from Council's consultant (KKP) producing the updated Playing Pitch Strategy (PPS), given that the previous PPS adopted in 2016 is not up to date. This has taken the form of an 'Outdoor Sports Facilities Pre-Position Statement' prepared in support of the application, which assesses needs based on current insight and data.

7.132 The results of this analysis are briefly summarised below:

- For formal sports provision, the Statement notes the following:
 - There is a requirement for six grass football pitches to meet demand generated by the proposed residential development. These pitches should be provided onsite within the site plan.
 - Demand is not sufficient to require the creation of any other non-football pitches onsite based on demand generated by the development. In the first instance, this demand (not sufficient to deliver a pitch on site) could be met through contribution to improving facilities for these sports elsewhere locally, or to contribute towards funding other developing projects for these sports.
 - Though demand for cricket is not sufficient to require the creation of a new cricket pitch, the 2016 PPS identifies shortfalls in the Hyde area for cricket and if verified by the 2021 study, there may be opportunity to help meet this through development of a new cricket pitch at Godley Green.
 - There are opportunities to develop a more substantial offer for formal sport within the new development, with preference for larger, multi-pitch playing field hub sites.

¹⁵ fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf

- For non-pitch sport, the Statement notes the following:
 - it is recommended that at least a four-court outdoor tennis facility is incorporated within the development site. This should be pitched at the participation market for recreational play, coaching and parks tennis leagues rather than formal club competition.
 - Demand for bowling green provision has not been identified, given that there are five greens within the surrounding area already.

7.133 As originally designed, the Land Use Parameter Plan, Green Infrastructure Parameter Plan and Illustrative Masterplan demonstrated how the above facilities could be incorporated into the site, utilising the recommended 'hub' approach. This was through the creation of two new hubs along the proposed active travel links, with one in each village, which included playing pitches and associated facilities (e.g. changing rooms) on land to the south of Mottram Old Road.

7.134 However, following the submission of the application the LPA requested that a) the pitches located within the eastern village to be more centrally located; and b) that instead of the playing pitches and associated facilities on land to the south of Mottram Old Road, the Applicant should provide financial contributions to deliver additional pitches off-site. These changes have been made and the contribution agreed to paid by the Applicant.

7.135 The management and maintenance of the green infrastructure across the site will be dealt with via the long-term stewardship arrangements, details of which will be controlled by planning condition.

7.136 Alongside the provision of green infrastructure, it is also necessary to consider public accessibility. Due to the nature of the site, with it falling with various private landownerships, there is little publicly accessible land other than the existing public rights of way. In total, it is estimated that only 1% of the site is currently accessible to the public.

7.137 However, the various typologies of green infrastructure proposed as part of this development will all be publicly accessible. This means that the existing communities surrounding the site will have access to the range of open spaces, allotments and sports provision. In total, the Parameter Plans and Illustrative Masterplan demonstrate that approximately 50% of the site can be publicly accessible green infrastructure. This is a significant amenity benefit.

7.138 Importantly, the increase in publicly accessible green infrastructure at the site is supported by the comprehensive movement network proposed throughout the site, both for future

residents but also existing surrounding communities. This includes the provision of the new bridge to Hattersley, which will provide direct pedestrian and cycle connections into the site.

- 7.139 Overall, the scheme delivers significant levels of green infrastructure to the benefit of not only future residents but existing communities in and around the site. It is therefore considered that the proposed accords with the relevant Development Plan policies, including UDP Policies H5 and OL6, as well as the relevant policies of the NPPF in relation to the provision of community facilities.

Education Provision

- 7.140 Policy H6 of the UDP relates to the provision of education within residential developments and states that where schools in the surrounding area would be unable to satisfactorily accommodate the additional demands, the LPA will require developers to provide proportional contributions towards the provision of additional or extended facilities.
- 7.141 During pre-application discussions, it was agreed that the scheme would provide a one-form primary school (with associated playing pitches) on site, whilst financial contributions would be provided for secondary and special education needs.
- 7.142 However, following the submission of the planning application, the consultation response from the Education Department noted that the need for a primary school on site no longer existed, due to surplus capacity within the surrounding area that could accommodate most pupils from the scheme. Instead, the response noted a significant need for secondary education accommodation, as illustrated through the table below:

GODLEY GREEN DEVELOPMENT											
PRIMARY PLACES						SECONDARY PLACES					
Year	Houses per year	Cumulative Total	Number of primary places needed across all year groups	Number of primary places needed per year group	Lease term	Year	Houses per year	Cumulative Total	Number of secondary places needed across all year groups	Number of secondary places needed per year group	Lease term
2022/23	0		0	0	Year 1	2022/23	0		0	0	Year 1
2023/24	48	48	11	2	Year 2	2023/24	48	48	5	1	Year 2
2024/25	92	140	32	5	Year 3	2024/25	92	140	14	3	Year 3
2025/26	155	295	68	10	Year 4	2025/26	155	295	30	6	Year 4
2026/27	180	475	109	16	Year 5	2026/27	180	475	48	10	Year 5
2027/28	175	650	150	21	Year 6	2027/28	175	650	65	13	Year 6
2028/29	175	825	190	27	Year 7	2028/29	175	825	83	17	Year 7
2029/30	175	1000	230	33	Year 8	2029/30	175	1000	100	20	Year 8
2030/31	146	1146	264	38	Year 9	2030/31	146	1146	115	23	Year 9
2031/32	146	1292	297	42	Year 10	2031/32	146	1292	129	26	Year 10
2032/33	146	1438	331	47	Year 11	2032/33	146	1438	144	29	Year 11
2033/34	146	1584	364	52	Year 12	2033/34	146	1584	158	32	Year 12
2034/35	146	1730	398	57	Year 13	2034/35	146	1730	173	35	Year 13
2035/36	84	1814	417	60	Year 14	2035/36	84	1814	181	36	Year 14
2036/37	84	1898	437	62	Year 15	2036/37	84	1898	190	38	Year 15
2037/38	84	1982	456	65	Year 16	2037/38	84	1982	198	40	Year 16
2038/39	84	2066	475	68	Year 17	2038/39	84	2066	207	41	Year 17
2039/40	84	2150	495	71	Year 18	2039/40	84	2150	215	43	Year 18
Additional capacity needed											
Within existing capacity levels											

- 7.143 Alongside assessing the impact of this proposal, the analysis also assessed the impact of future planned development in the area, namely the proposed allocation at Hyde South in the emerging PFE, which is proposed to deliver approximately 440 homes.
- 7.144 As with the application site, the analysis for this revealed that there would be the need for additional primary school places in the later years of delivery, whilst a need for secondary school places was needed in the earlier phases of development.
- 7.145 When combining both developments, the analysis by the Education Department highlighted the following:

GODLEY GREEN + HYDE SOUTH DEVELOPMENTS											
PRIMARY PLACES						SECONDARY PLACES					
Year	Houses per year	Cumulative Total	Number of primary places needed across all year groups	Number of primary places needed per year group	Lease term	Year	Houses per year	Cumulative Total	Number of secondary places needed across all year groups	Number of secondary places needed per year group	Lease term
2022/23	0		0	0	Year 1	2022/23	0		0	0	Year 1
2023/24	48	48	11	2	Year 2	2023/24	48	48	5	1	Year 2
2024/25	92	140	32	5	Year 3	2024/25	92	140	14	3	Year 3
2025/26	155	295	68	10	Year 4	2025/26	155	295	30	6	Year 4
2026/27	252	547	126	18	Year 5	2026/27	252	547	55	11	Year 5
2027/28	247	794	183	26	Year 6	2027/28	247	794	79	16	Year 6
2028/29	247	1041	239	34	Year 7	2028/29	247	1041	104	21	Year 7
2029/30	247	1288	296	42	Year 8	2029/30	247	1288	129	26	Year 8
2030/31	218	1506	346	49	Year 9	2030/31	218	1506	151	30	Year 9
2031/32	218	1724	397	57	Year 10	2031/32	218	1724	172	34	Year 10
2032/33	156	1880	432	62	Year 11	2032/33	156	1880	188	38	Year 11
2033/34	146	2026	466	67	Year 12	2033/34	146	2026	203	41	Year 12
2034/35	146	2172	500	71	Year 13	2034/35	146	2172	217	43	Year 13
2035/36	84	2256	519	74	Year 14	2035/36	84	2256	226	45	Year 14
2036/37	84	2340	538	77	Year 15	2036/37	84	2340	234	47	Year 15
2037/38	84	2424	558	80	Year 16	2037/38	84	2424	242	48	Year 16
2038/39	84	2508	577	82	Year 17	2038/39	84	2508	251	50	Year 17
2039/40	84	2592	596	85	Year 18	2039/40	84	2592	259	52	Year 18
Additional capacity needed											
Within existing capacity levels											

- 7.146 To suitably address the demand arising from the proposed development, as well as to accommodate additional development planned within the area, discussions with the Education Department have confirmed that this proposal should:

- Amend the proposals so that the area safeguarded for primary school accommodation becomes secondary school accommodation. Given the parameters proposed, this will allow a design solution to enable Alder Community High School to expand significantly to not only meet the needs of the development but also that of future planned development. For example, this could be a Year 7 base for 240 pupils or a site for sports provision enabling an additional accommodation block to be provided nearer to the current main school building.
- Financial contributions should be provided for primary, secondary and special education needs. The mechanism for this will be set out within the legal agreement

supporting the planning permission, including the cost per place and phasing of payments.

- 7.147 In light of these discussions, the Applicant has subsequently amended the parameters to accommodate secondary school provision on site and will make the relevant financial contributions noted.
- 7.148 In summary, there is a need for additional education provision arising from this development, although the need for secondary school places is acute. There is also a need arising from future planned development in the area. To address these needs, the proposal includes secondary school accommodation on-site and financial contributions are proposed primary, secondary and special education needs. The development therefore suitably mitigates its impacts in accordance with Policy H6 of the UDP, whilst also assisting in accommodating additional education needs from future planned development in the area.

Highways and Access

- 7.149 Chapter 12 of the Environmental Statement, supported by a Transport Assessment and Framework Travel Plan within the appendices, assesses the highway matters associated with the proposed development.
- 7.150 During the determination process, several highway authorities, namely the Council's Highways Department, National Highways, Transport for Greater Manchester and Stockport Council, provided comments on the submitted highways information. This included comments regarding the use of PFE's 2040 reference case flows for the base scenario, as well as comments on the non-car modes of travel.
- 7.151 Eddisons were therefore instructed by the Applicant to respond to the traffic and transport issues raised within the various responses, and this takes form of an updated chapter in the Environmental Statement Addendum, updated Transport Assessment and Umbrella Framework Travel Plan. The key findings from these updated documents are set out below.

Vehicular Access

- 7.152 There are four vehicular accesses proposed for the development, as illustrated on the following drawings:
- Western Village Ghost Island Junction General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0032_PO4)

- Eastern Village Ghost Island Junction 1 General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0033_PO4)
- Eastern Village Ghost Island Junction 2 General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0034_PO4)
- Western Village Emergency Access Junction General Arrangement (ref. 302_248_WLD_XX_XX_DR_P_0035_PO4)

- 7.153 The western village would primarily be served by a single access onto Mottram Old Road. An additional access into the village would be provided from Mottram Old Road, which would serve a small proportion of the western village (up to 50 dwellings) and provide an emergency access route to the wider village should the main access be blocked.
- 7.154 The eastern village would be served by two vehicular access points on to Mottram Old Road; one at the eastern extent of the village and one at the western extent of the village. The two junctions would be connected by a through-road that runs through the eastern village.
- 7.155 The existing junction between Green Lane and Mottram Old Road would be retained but would not comprise a vehicle access point for the proposed development. However, it would have connections with the site's active travel network to promote sustainable travel to the services and amenities.
- 7.156 The design of these junctions has been subject to extensive engagement with the Council's Highways Department, with minor amendments proposed to reflect comments received during the determination period.

Accessibility

- 7.157 New proposals should extend the choice in transport and secure mobility in a way that supports sustainable development. The sites accessibility by modes other than private car is therefore summarised below.
- 7.158 In terms of pedestrian and cycle connections, the Access and Movement Parameter Plan seeks to retain, upgrade and expand the provision within the site (including existing PRoWs) to both provide suitable connections within and between the two proposed villages, but also to existing connections and therefore the surrounding area and amenities. This includes a new pedestrian and cycle bridge connection Hattersley.
- 7.159 To assist such active travel movements and ensure safe and suitable access is achieved to and from the site, it is proposed to provide a Puffin crossing on Mottram Old Road east of the

existing Green Lane access and a Pegasus crossing to the east of the proposed eastern access on Mottram Old Road. These crossing facilities are illustrated on the following submitted drawings:

- Mottram Old Road Eastern Village Pegasus Crossing (ref. 302-248-WLD-XX-XX-DR-P-0063_P01)
- Mottram Old Road Western Village Puffin Crossing (ref. 302-248-WLD-XX-XX-DR-P-0064_P01)

7.160 In summary, the site's existing and proposed pedestrian infrastructure would facilitate safe and direct pedestrian linkages between the site and local destinations, whilst the internal cycle network has been designed to provide attractive, convenient, and direct connections to key facilities within the site and the surrounding area.

7.161 It is also important to consider the proposed improvements to the Trans Pennine Trail and National Cycle Route. Currently, these run along the former rail line at the north of Green Lane, before routing along Green Lane itself and then along Mottram Old Road. Notably, Sustrans removed the section along Mottram Old Road from the National Cycle Route on safety grounds due to high traffic flow and speeds in the summer of 2020.

7.162 As part of the proposal, the Trail and Route are proposed to be re-routed through the development, making use of its active travel network to ensure they form a key access route within and from the site. It is proposed that the new route will enter the site towards its eastern end, making use of a proposed Pegasus crossing facility on Mottram Old Road, extending through the site before connecting with the former rail line at the north of Green Lane. The proposed route is further set out within the supporting Trans Pennine Trail Briefing Note prepared by Planit-IE, which also includes detail on the design of the route through the various character areas of the site.

7.163 The new traffic free section of the Trail and Route within the development would provide greater access options and provide a significant improvement over the existing situation. Both the Trans Pennine Trail and Sustrans have been consulted on the proposed route, with both supportive of the principle subject to the detailed design at the reserved matters stage.

7.164 Regarding public transport, the updated Assessment notes that the site is accessible by bus. In addition, the site's main access roads have been designed to accommodate bus movements, with the 'loop' design providing an efficient route for bus services. The precise details of bus stop locations within the site, and the level of service provided at each stop,

would be confirmed at the detail design stage. However, given the scale of the proposed development it is considered that the extension of services into the site will be commercially viable. Notwithstanding this, a commuted sum can be provided for the early years of the scheme, if considered necessary by the LPA.

- 7.165 For rail, Godley station is currently accessible and the proposed bridge to Hattersley (which would land near to the ticket office at Hattersley station) would integrate with the site's pedestrian and cycle network, to make it easily accessible to both villages. It would also be located close to the proposed re-alignment of the Trans Pennine Trail and National Cycle Route. This would provide convenient, traffic free access to Hattersley Station for both villages.
- 7.166 Alongside the physical works proposed, this application is supported by an Umbrella Framework Travel Plan. This document seeks to maximise sustainable travel to and from the proposed development and minimise car trip making, particularly single occupancy car journeys. It is intended that the Plan will evolve over the course of the development as each phase of sustainable travel infrastructure comes 'on stream'. This will enable the Plan to respond to changes in travel habits and promote any new sustainable travel options as they become available.
- 7.167 In light of the above, it is evident that not only is the site currently accessible by modes of transport other than the private car, but that it will enhance connections for existing and future residents thereby assisting in promoting a choice of travel modes.
- 7.168 Nevertheless, whilst efforts have been made to reduce the reliance on private vehicles, they would inevitably form part of the access options to and within the site and so appropriate infrastructure is to be provided. It is expected that car parking levels will be in accordance with adopted standards at the reserved matter stage, whilst electric vehicle charging infrastructure will be incorporated within the development in private properties as well as in public locations around the site.

Highway Impact

- 7.169 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.
- 7.170 The updated Assessment has undertaken a detailed modelling exercise on the following junctions:

- The proposed development access junctions;
- Stockport Road / Ashworth Lane / Underwood Road signalised junction;
- Dukinfield Road / Lower Bennett Street priority junction;
- A57 Manchester Road / Hulme Road / Denton Golf Club signalised junction;
- A57 Hyde Road / A6010 Pottery Lane signalised junction;
- Mottram Old Road / Spring Avenue / Werneth Avenue staggered priority junctions;
- A560 Stockport Road/B6468/Mottram Old Road signalised junction;
- B6468 Stockport Road/Lilly Street priority junction;
- B6468/Smithy Lane/James Drive mini roundabout;
- B6468 Market Street/Dowson Road signalised junction;
- B6468 Market Street/Union Street signalised junction;
- M67 Junction 3 westbound on-slip/A57 Market Street junction;
- Stockport Road / Joel Lane priority junction;
- A560 Hyde Road / Pennine Road signalised junction;
- A560 Hyde Road / George Lane / Stockport Rd East / Redhouse Lane signalised junction;
- A560 / B6104 Stockport Road W signalised junction;
- B6104 Stockport Road W / New Zealand Road / Carrington Road / New Bridge Lane signalised junction;
- M67 Junction 1A Off-Slip / A6017 Ashton Road signalised junction;
- M67 Junction 1A On-Slip / A6017 Ashton Road / Lance Corporal Andrew Breeze Way signalised junction;
- M67 Junction 2 Off-Slip / A57 Hyde Road signalised junction;
- M67 Junction 2 On-Slip / St Anne's Road priority junction;
- M67 Junction 3 Eastbound Off-Slip / Clarke Way signalised junction;
- M67 Junction 3 Westbound Off-Slip / Clarke Way signalised junction;
- M67 Junction 4 roundabout;
- M60 Junction 25 Southbound Off-Slip / A560 roundabout; and
- M60 Junction 25 Northbound Off-Slip / A560 roundabout.

7.171 This detailed analysis illustrates that the largest increase in traffic will occur along the A580, to the east of the site at the Stockport Road / Ashworth Lane / Underwood Road signalised junction. Without mitigation, this junction is predicted to continue to operate within capacity during the PM peak period, but over capacity during the AM peak.

- 7.172 Consequently, improvements at the junction are proposed in the form of an additional straight-ahead lane on the northbound approach. With this improvement in place, the modelling confirms that the junction would operate within capacity in both the AM and PM peak.
- 7.173 For all other junctions, the updated Assessment confirms that these will not experience increases in queuing/delay considered to be severe (i.e. the relevant planning policy test for refusal on highway grounds).
- 7.174 Given the above, the Assessment concludes that the overall residual cumulative impacts of the development are not severe and are therefore acceptable from a highway perspective.

Road Safety

- 7.175 To consider the potential impact of the development on road safety, a review of the Crashmap website has been undertaken, covering the period 2017 to 2021. The updated Assessment confirms that the reviewed data has not identified any untypical accidents or that there are any engineering issues with the junction layouts.
- 7.176 It is therefore considered that the proposals will not unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.
- 7.177 As such, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

Summary

- 7.178 In summary, the development will be highly accessible for pedestrian and cyclists, owing to the footway and cycleway connections within and beyond the site, including the enhanced Trans Pennine Trail and National Cycle Route. Public transport use has been accommodated as part of the design, including increased accessibility to Hattersley train station via the proposed bridge. The residual cumulative impacts on the road network will not be severe, owing to mitigation measures proposed, and there are no road safety issues.
- 7.179 In light of the above, it is considered that the proposed development would not have any materially adverse impacts in highway terms. Consequently, the development accords with

the relevant Development Plan policies, including Policies OL8, T1, T7, T8, T10, T11 and T15, as well as the relevant policies highways and accessibility policies of the NPPF.

Design

- 7.180 As the NPPF sets out at paragraph 126, the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. This is reflected by the Government's issuing of the National Design Guide and National Model Design Code to support plan-making and decision-taking in respect of design matters.
- 7.181 To achieve this key planning principle, the supporting Design and Access Statement demonstrates in detail how several core principles have been adopted to influence the design of the masterplan. Reference should be made to this key document, but a summary of the key principles is set out below:
- Survey and analysis of existing site conditions to ensure that the site's unique heritage, archaeology, movement, landscape and visual sensitivities, topography and character are preserved, protected and, where possible, enhanced.
 - Study of local townscape character, combined with an understanding of 'best practice' examples, to underpin the extent and form of development within the complex site.
 - An assessment and understanding of how Garden Village principles can be applied to this development.
 - Development of an approach to access and movement which respects and enhances, where appropriate, the existing movement network, and the aspirations to promote sustainable travel, and facilitate wider access to open countryside.
 - A considered approach to land use within the site to create well-defined new villages with associated, accessible facilities.
 - A sensitive approach to landscape, with existing features of value retained, protected and enhanced. New development will be supported by a strong green infrastructure network which will have new habitat potential, support biodiversity and provide a range of new formal and informal sport, play and recreational facilities for local residents.
- 7.182 This design work has culminated in a series of Parameter Plans and a Strategic Design Code, which provide a flexible development framework outlining both structural and more detailed design approaches that are fundamental to successfully delivering the development. In

particular, the Parameter Plans cover land use, density and height, green infrastructure, retention and demolition, and movement and access. The Strategic Design Code seeks to develop these core parameters further and covers the urban design framework, development area and structure, land use, built form, movement, open space and green infrastructure.

- 7.183 To ensure that such design features are carried through at the detailed design stage, it is intended that the Parameter Plans and Strategic Design Code will be conditioned as part of the planning permission. This will ensure future reserved matters application are developed in accordance with such details.
- 7.184 Applying all these principles, the Illustrative Masterplan demonstrates how a residential community of up to 2,150 new homes could be laid out. From this, it is evident that a design of outstanding quality can be achieved at the site, which reflects the overall form and layout of its surroundings but raises the standard of the design in the locality more generally delivering a truly sustainable, 21st century Garden Village.
- 7.185 In addition, the proposal is also supported by a Buildings for Life 12 (BFL12) Assessment. A BFL12 Assessment is the most widely used, objective assessment of measuring design and place quality, and is common across many local planning authorities. In terms of assessment, each scheme is assessed against 12 questions, with the use of a traffic light system rather than a points score. A well-designed scheme should perform well against all 12 of the new questions, with the top score being 12 greens.
- 7.186 In this case, the Assessment highlights how the proposal performs well against each of the key questions topics recording a score of 11 greens and one amber. The amber score relates to detailed external storage solutions, which the design process has left to the reserved matters to determine how storage solutions are sensitively integrated into the proposal.
- 7.187 In summary, it is considered that design and associated parameters provides an appropriate framework for future reserved matters to be able to comply with the key Development Plan policies, including UDP Policies, C1, OL10, H7, H10, E6, S9, as well as the key design principles set out in the NPPF and associated guidance, Residential Design SPD and the Trees and Landscaping on Development Sites SPD.

Character and Appearance

- 7.188 The Environmental Statement at Chapter 7 assesses the landscape and visual effects of the proposed development. It considers the potential landscape effects on sensitive receptors

within the site and the wider surrounding landscape, as well as the visual effects on sensitive visual receptors within the site and surrounding local context.

- 7.189 For the purposes of the assessment, landscape effects relate to changes in the character and quality of the landscape and how it is experienced. Visual effects are concerned with changes in views from sensitive locations.
- 7.190 As noted within Section 3, the site is not situated within any areas designated in recognition of their landscape quality or value at either a statutory national level (i.e. AONBs and National Parks) or at a non-statutory local level (i.e. Special Landscape Areas). As such, the site is not considered to be a 'valued landscape' as noted in paragraph 174 of the NPPF.
- 7.191 In terms of landscape character, the Statement identifies that at a national level the site is located within NCA Area 54: Pennine Fringe, whilst at a regional level it falls with the Pennine Foothills (Dark Peak) and Lulworth Moor and Dark Peak foothills. The Statement goes on to outline that due to the limited number of key characteristics present, the site has a 'low' sensitivity at the national level, whilst at a regional level the site contains the majority of the key landscape characteristics and has a 'medium' sensitivity.
- 7.192 In relation to these character areas, the assessment notes that the development will have no significant effect upon completion due to the design of the scheme and embedded mitigation measures, which are set out in the Parameter Plans. This includes retaining existing features which contribute positively to defining landscape character both on a national and regional level, as well as providing enhancements to the landscape structure within the site.
- 7.193 In relation to other landscape characteristics, such as movement and linkages through the site, townscape structure, environmentally designated areas and open space, topography and site landscape features, the Statement notes that there will be beneficial effects arising from the completion of the development for all characteristics other than topography where a minor adverse impact is predicted. The negative impact on topography is an inevitable side effect of development, despite efforts to minimise cut and fill operations.
- 7.194 Regarding visual effects, a total of 24 short, medium and long-range views have been assessed to understand the potential changes in views from sensitive locations. This includes, for example, views from Werneth Low Country Park, Idle Hill, several existing PRoWs, Hattersley Roundabout and Mottram Parish Church. The location of these views was agreed with the LPA during pre-application discussions.

- 7.195 Of those 24 views, the development is assessed, once completed, as having a moderately significant beneficial impact on 8 viewpoints, whilst 9 are expected to have a minor beneficial impact or no significant change. For example, no change is expected for the view from Hattersley Roundabout, whilst the development will have a moderately significant beneficial impact on the view from Werneth Low Country Park.
- 7.196 Out of the 24 views assessed, only 6 are deemed to have an adverse impact once the development is completed. However, such views are largely localised to the development and the significance of these adverse impacts are either minor or not significant. For example, the view to the west of Mottram Old Road will have a medium adverse harm of minor significance because of the new access proposed.
- 7.197 It should be noted that one of the minor amendments to the proposal since this assessment was originally undertaken involves the relocation of playing fields in the south-east corner of the eastern village and the subsequent rearranging of housing to accommodate this.
- 7.198 A review has therefore been undertaken as part of the Environmental Statement Addendum to identify whether any viewpoints are affected by this change in the design. In doing so, it was determined that only one viewpoint was affected which has then subsequently been reassessed in accordance with the prescribed methodology.
- 7.199 The findings of this reassessment conclude that this change does not change the significance of the impacts in this location and that the recommendations and the conclusion of the original assessment remain as previously stated.
- 7.200 Alongside the impacts of the proposal once operational, the assessment has also considered the impacts of the development during construction. Here, there are greater adverse impacts across all landscape characteristics and visual effects. This arises due to the visual and character impacts of the construction works, which whilst mitigated by the retained landscape features within the site and best practice measures, do not benefit from the wider embedded mitigation that arises once the proposal is completed. It must be stressed, however, that the adverse impacts are temporary and are only persistent for the duration of the build-out.
- 7.201 Drawing all the above points together, it is evident that the proposal, on balance, provides an overall benefit in landscape and visual terms and would therefore not give rise to any unacceptable effects on landscape character or visual effects. In doing so, there would be no conflict with Policy OL10 and Policy C1 of the UDP.

Energy and Sustainability

- 7.202 Given the age of the UDP it does not include specific requirements in relation to sustainable development or related issues such as energy efficiency, with it instead outlining aspirational measures only. For example, Policy U5 confirms that the LPA will encourage all development to incorporate energy efficiency measures within the development but without setting defined standards. Equally, the Sustainable Design and Construction SPD, adopted in 2005, encourages best practice but does not set out any quantifiable requirements that developers should meet.
- 7.203 At a national level, the NPPF does not prescribe compliance with any specific standards, instead advising local planning authorities to ensure new development complies with relevant local requirements, where adopted, and more generally to approve developments that can demonstrate sustainable principles.
- 7.204 Against this planning policy vacuum for new development, the Council declared a Climate Emergency on the 25 February 2020. As applicant for this project, the Council has therefore sought to respond to this issue and ensure that this development is a locally exemplar sustainable development. To do so, an Energy Statement and a Sustainability Statement have been prepared in support of this planning application.
- 7.205 The Energy Statement considers the options available in relation to the use of low and zero carbon technologies at the site. As the Council is committed to the delivery of an exemplar project it has therefore set a target for the overall development to achieve net zero carbon in terms of its operational energy use. The Energy Statement includes preliminary analysis of several options for various building types which would help to achieve this objective. These are briefly summarised below.
- 7.206 In accordance with the energy hierarchy, a 'fabric first' approach will be taken to minimising space heating demand on the site 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.
- 7.207 Whilst there is a gas main on site, it is not currently anticipated that the site will connect to mains gas due to the forthcoming phasing out of gas boilers in new developments. Instead energy will be delivered through systems using electrical energy. Given the size and nature of the site and the mix of uses proposed, there is the potential to utilise various sources of energy to provide the development's heating, hot water and electricity needs. For example:

- Individual properties could be fitted with solar PV and Air Source Heat Pumps (ASHP) to meet the majority of their needs;
- The neighbourhood centre and school site has 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; and
- 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, particularly to communal areas and community spaces.

7.208 Further to the strategy for operational energy use, the Council has committed to progressing a Life Cycle Assessment (LCA) for each phase of the development, to focus the attention of the detailed design and delivery teams on reducing embodied carbon. This will involve the assessment of the embodied carbon within the construction materials and their transportation, as well as the processes involved in their eventual disposal or re-use.

7.209 The exact details of how the development will achieve net zero carbon in terms of its operational energy use will be confirmed at the detailed design stage and controlled by way of a suitably worded planning conditions. In addition, the requirement for an LCA for each phase of the development can be controlled via condition.

7.210 The supporting Sustainability Statement takes a more holistic view of sustainable development in relation to the development. The Statement provides commentary on the proposed development, the design process and the consultation activities undertaken to date, structured in accordance with the requirements of the LPA's Sustainable Design and Construction SPD.

7.211 In doing so, it demonstrates how the development has appropriately considered and responded to the following key issues to deliver a high-quality, sustainable development:

- community participation as part of the development;
- maximising economic opportunities as part of the development;
- minimising energy consumption, reducing the emission of greenhouse gases and associated polluting emissions;
- ensuring the efficient use of land and infrastructure including the remediation of previously developed sites;
- minimising water consumption and discharges of wastewater and sewage;

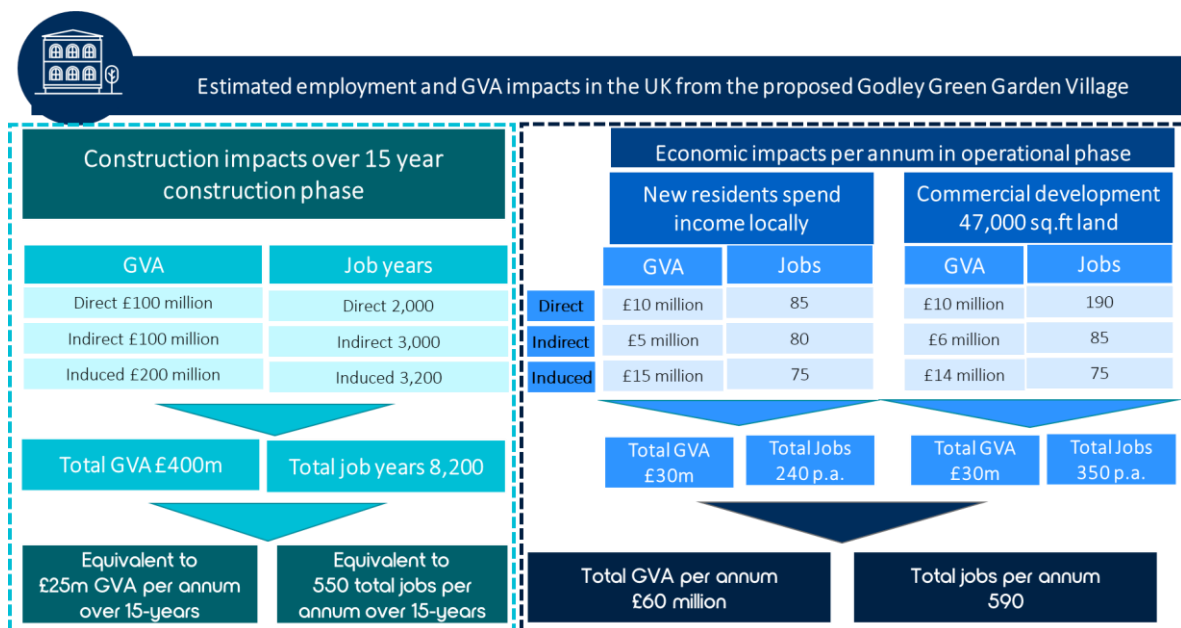
- minimising waste generation, providing adequate facilities for the storage of recyclable materials, re-using existing material and minimising waste generation during demolition and construction;
- integrating good access for cycling, walking and public transport, and creating buildings that are easily accessible and usable by all;
- reducing the risk of crime and achieving high quality, low maintenance, urban design.
- protecting and enhancing biodiversity, trees and other natural landscape features of the site; and
- conserving local heritage and buildings.

- 7.212 In addition, the Sustainability Statement includes a BREEAM Communities pre-assessment. Building on the high level aims and objectives of the various standards in the BREEAM family, BREEAM Communities is an independent, third-party assessment and certification standard based on the established BREEAM methodology. It is a framework for considering the issues and opportunities that affect sustainability at the masterplanning stage of the design process for a development. The scheme addresses key environmental, social and economic sustainability objectives that have an impact on large-scale development projects.
- 7.213 This pre-assessment has demonstrated that the development should achieve a performance rating of at least Excellent, with the potential to reach Outstanding. By targeting a BREEAM Communities performance rating of at least Excellent, the Council has demonstrated a firm commitment to delivering an exemplary sustainable development.
- 7.214 To ensure that this commitment is carried through at the reserved matters stage, it is considered that a BREEAM Communities performance rating of at least Excellent can be appropriately conditioned as part of the planning permission.
- 7.215 In summary, the Council has sought to ensure that the development is a locally exemplary sustainable development. In doing so, it has confirmed a commitment to achieving net zero carbon in terms of its operational energy use, as well as a commitment to conducting Life Cycle Assessments for each phase of development to promote the use of low carbon materials in the construction process. The Sustainability Statement has demonstrated how sustainable principles have been applied throughout the development and that a BREEAM Communities performance rating of at least Excellent can be achieved.

Socioeconomic Impacts

- 7.216 Economic growth has not been experienced equally across the boroughs of Greater Manchester in recent years. Despite its strategic location with good connections to Manchester city centre, Manchester airport and the Peak District National Park, Tameside has underperformed, ranking as the 41st most income deprived local authority out of 326 across all of England. This low ranking across income is reflected in the towns nearest to the Godley Green site, where Hyde-Godley is one of the 10% most income deprived wards within Tameside. There is, therefore, a strong and urgent case for improving the area and rejuvenating it, for the wellbeing of residents.
- 7.217 It is in this context that the socioeconomic analysis has been undertaken in support of the application and this is set out in Chapter 16 of the Environmental Statement. In particular, this assessment looks at the potential effects of the housing development on job creation, localised economic growth, and the opportunities for spill over growth in the local area.
- 7.218 Given the slight amendments to the scheme since this assessment was first undertaken, namely the amendment from on-site primary school to secondary school provision, the Environmental Statement Addendum considers whether there are any material changes required to the assessment.
- 7.219 In summary, the original Environmental Statement chapter stated at paragraph 16.7.6:
- “The increase in primary education demand predicted as a result of the proposed development will be met under the current proposal, which seeks to build a new primary school. However, a financial contribution will be required to increase secondary school place provision, the extent of which would be agreed with the Education department at TMBC. In principle, this measure will ensure a neutral effect on the availability of education.”*
- 7.220 This principle still applies despite the change in provision; contributions will ensure that the additional demand for school places from the development is met either on or off-site, resulting in a neutral effect overall.
- 7.221 Besides the change to the education strategy, the remaining quantum of development remains unchanged and therefore the potential effects related to the economic and social impacts remain as stated. These are outlined below.

7.222 The assessment notes that the proposed development presents an opportunity to catalyse change and economic growth in Tameside. The development of 2,150 homes could bring direct benefits and spill over effects to the borough, promoting local spending in the neighbouring towns and centres (such as Hyde and Hattersley) as well as supporting new service, retail and healthcare jobs. In addition to these longer-term impacts, the 15-year construction phase of project will support jobs and economic growth (measured in GVA) in both Tameside and the rest of the UK. The quantified impacts are summarised in the diagram below.



7.223 Notably, the scheme seeks to ensure that many the constructions jobs are sourced locally for the benefit of existing residents in accordance with Policy E7 of the UDP. It is proposed that this will be controlled by way of a planning obligation and include initiatives such as:

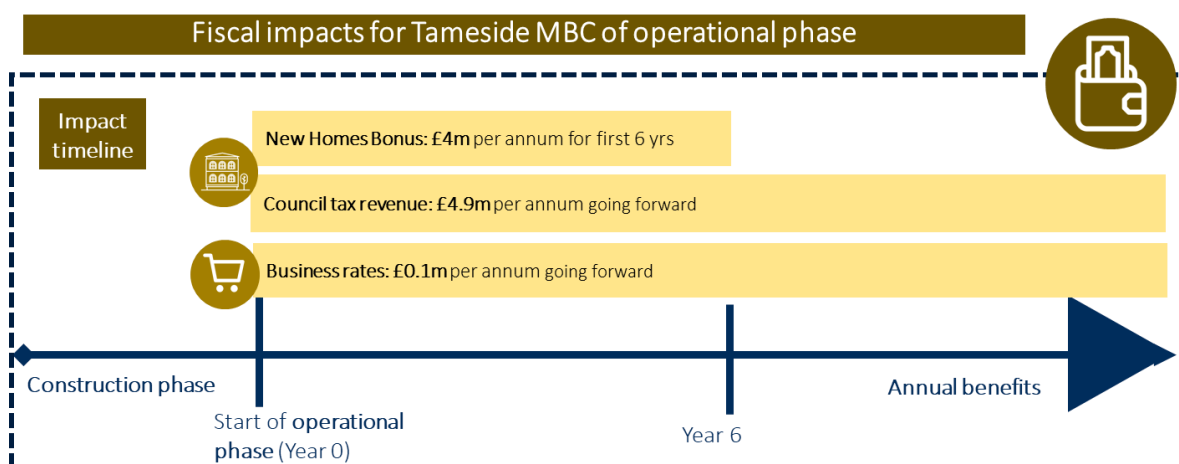
- Ensuring full, fair employment opportunities, training and education for local residents;
- Encouraging local procurement where practical; and
- Establishing links with local businesses to offer employment, training and apprenticeship opportunities.

7.224 This benefit of the development is particularly important given the current levels of deprivation and the ability to provide jobs over a relatively long period.

7.225 In addition to the quantified impacts on employment opportunities and economic growth, the proposed development could generate significant fiscal benefits for the Council. These

benefits would give the Council additional funds to invest locally, including key areas such as education, social care and community development.

- 7.226 These fiscal benefits would begin to accrue in the first year after construction is complete and/or once the homes are occupied and would be comprised of: additional council tax revenues from new residents in the borough; transfer of funds to the borough through the New Homes Bonus scheme; and additional tax revenues from business rates of new business within the development. The values of these impacts are summarised in the figures below.



- 7.227 Alongside these quantified benefits, the assessment notes that there are a range of important wider socioeconomic benefits that the project has the potential to deliver.
- 7.228 In relation to deprivation, the assessment notes that there is strong evidence that the development will have large deprivation improvement benefits for Tameside residents. Among other effects, this includes improved health, increased access to well-equipped open spaces, increased access to employment and income as well as stimulating community interactions. In addition, it notes that the benefits are often realised in neighbouring areas when one area experiences economic development. Such benefits include knowledge spill over, increased wages, and investment.
- 7.229 Housing is also a critical piece to the overall local economic development of the area and the proposals present an opportunity for transformational change and regeneration for the future of Tameside. The scale of housing proposed, for both market and affordable, is likely to significantly improve housing choice and contribute significantly to meeting local housing requirements.

- 7.230 The range of social and community services and facilities proposed is likely to have a significant positive effect on the social, mental and physical lives of local and surrounding residents. This includes the new accessible local centres, significant areas of open space, play and sport provision on land that was previously predominately in private ownership, and a high quality and diverse movement network, including the new pedestrian and cycle bridge to Hattersley.
- 7.231 The new commercial space proposed in the Garden Village and the proximity and active travel links between the site and neighbouring towns further support the ambition to regenerate local high streets and strengthen the community. In particular, the development includes cycle routes and walkways that connect to routes to Hyde town centre as well as the proposed bridge to Hattersley. Both of these encourage people to travel between the areas, improving community links in the area, expanding the offer of the connected high streets and supporting demand for goods and services in the local area.
- 7.232 In summary, there is a strong and urgent case for improving and rejuvenating the area for the wellbeing of residents, given the existing high levels of deprivation both for Tameside as a borough but also the surrounding areas of Hyde and Hattersley. The proposed development brings with it significant positive socioeconomic impacts that help to address the current issues, including:
- Construction jobs (direct and indirect) and economic growth, equivalent to £25m GVA and 550 jobs per annum over a 15-year period;
 - Operational jobs (direct and indirect) and economic growth, equivalent to a total £60m GVA per annum and a total of 590 jobs;
 - Fiscal benefits for the Council, allowing for further inward investment. This includes an additional £4.9m of council tax revenue per annum, £0.1m of business rates per annum and £4m in New Homes Bonus per annum (for the first 6 years);
 - Deprivation benefits;
 - Housing provision benefits; and
 - Benefits arising from the social and community services and facilities.
- 7.233 These benefits are considered to cut across and be in accordance with several planning policy themes in relation to social and economic issues both in the UDP at a local level and the NPPF at a national level.

Health Impacts

- 7.234 Currently, the health and wellbeing of residents in Tameside is poor, which is reflected in statistics showing that death from coronary heart disease and incidence of lung cancer were 67% and 62% more likely to occur in Tameside compared with the national average. This appears to be driven by two major factors, namely: higher-than-average rates of obesity and a higher prevalence of smokers in the area. Physical inactivity is also more common in Tameside than nationally, particularly in adults, and obesity and inactivity are related. A factor that may be driving this is the high level of deprivation in the borough, which is particularly notable in the nearby areas of Hyde and Hattersley.
- 7.235 A key objective of the Council in pursuing this development was the improvement in health and wellbeing of residents in the surrounding areas given the existing context. As such, the Health Impact Assessment, contained within Chapter 17 of the Environmental Statement, has been prepared in support of the planning application. A Health Impact Assessment is a practical approach which is used to assess the potential health effects of an intervention (in this case the proposed development) on a population.
- 7.236 In light of the amendments to the proposed playing pitch strategy, with off-site contributions being provided instead of the facilities to the south of Mottram Old Road and the relocation of playing pitches more centrally within the eastern village, the Environmental Statement Addendum assesses whether the original HIA is still applicable.
- 7.237 The Addendum notes that the delivery of playing pitches off-site rather than on-site means that some of the facilities should no longer be considered to be 'embedded' mitigation, but secondary mitigation secured and funded through planning obligations. This changes the way the information is presented in terms of EIA procedure but does not affect the residual effect in terms of delivery of facilities and access to sports. As such, the findings of the HIA are still applicable and these are set out below.
- 7.238 In summary, the HIA demonstrates that a significant net positive effect on the health of the area is expected due to the site's development. The impact of this spreads to the entire 'Impact Area', which includes the areas of Hyde and Hattersley adjoining the site but also the wider area of Hyde-Godley, Hyde-Newton, Hyde-Werneth and Longendale wards.
- 7.239 Several key elements were identified in forming this opinion. This includes the significant amount and type of publicly accessible open space, linked by an attractive network of walking, cycle paths and proposed sports facilities. The Assessment notes that by creating this

infrastructure, the development can stimulate activity and improve health outcomes. Notably, the Assessment considered that this is likely to be the primary pathway through which the development impacts the health of the resident population, and those near the site.

- 7.240 The development of the site is also likely to have a significant health benefit due to the site's housing design and affordability. The range and quality of housing options could improve mental and physical health by nudging residents to make healthy choices, improving living environments, contributing to a positive mental state, creating a socially cohesive community, and meeting the needs of older and disabled people.
- 7.241 The development's inclusion of community facilities, including a proposed health centre, school accommodation and retail spaces, provide necessary services and have the potential to foster social interactions that could help the proposed development connect with surrounding neighbourhoods.
- 7.242 In planning policy terms, health is a matter that spans multiple areas of planning policy and is integral to the social element of sustainable development. At a national level, the NPPF promotes the role of planning to create healthy and safe communities. It aims at supporting local strategies to improve health, social and cultural wellbeing for all. At a local level, whilst the UDP does not have specific policies in relation to human health (other than the protection of it on matters such as air quality and contamination that are assessed later) the creation of healthy environments, through elements such as open space, is a central theme.
- 7.243 Overall, it is considered that the proposed development accords with these key themes in relation to health and clearly addresses the Council's objective of improving the health of residents in the area.

Ecology and Arboriculture

- 7.244 As outlined in Section 3, the site includes a variety of habitats including ponds, watercourses, woodland, grassland, trees and hedgerows. Brookfold Wood in the centre of the site is designated as ancient woodland. There are also three Sites of Biological Importance (SBI) at the site – Brookfold Wood, Werneth Brook and Back Wood. Protected species are present on-site including bats, badgers, great crested newts (and other amphibians) and breeding birds.
- 7.245 Given the site's characteristics and the extent of development proposed, the Environment Statement at Chapter 8 carries out comprehensive assessment of the likely significant effects of the proposed development on the environment in terms of both ecology and arboriculture.

7.246 This assessment is based on a substantial range of information including the following assessments and surveys, which are all appendices to the Environmental Statement:

- Desk Based Assessment
- Phase 1 Habitat Survey & Target Notes
- Woodland NVC Survey
- Outline Arboricultural Impact Assessment
- Hedgerow Survey
- Amphibian Survey
- Badger Survey
- Bat Survey
- Breeding Bird Survey
- Water Vole & Otter Survey Report

7.247 In addition, Chapter 8 of the Environmental Statement Addendum considers the proposals in light of the consultation responses received from the Greater Manchester Ecology Unit and stakeholders since submission, alongside the minor amendments to proposals and the red line boundary. It also presents the findings of additional surveys completed since the submission of the planning application, which have been undertaken to ensure completeness of information for the decision-making authorities.

7.248 The overall conclusion following these extensive assessments and surveys is that the majority of negative significant effects on ecological features are short-term construction effects and that as a result of the wide range of identified positive ecological effects that accrue in the medium and long term due to the creation, enhancement and management of habitats, the proposed development is considered to offer a net positive effect.

7.249 This conclusion of an overall net positive effect factors in the Applicant's commitment to achieving a minimum 10% net gain in biodiversity using the standard Defra Metric. In brief the approach to achieving a suitable level of biodiversity enhancement will be undertaken on a phase-by-phase basis with the exception of small habitat losses for creation of access points into the site. Any losses from the creation of accesses into site will be compensated for during the first reserved matters application associated with these access points.

7.250 The overarching strategy will adhere to the three principals below:

- Biodiversity net gain will be maximised on site through the enhancement of existing habitats and through the creation of new high-quality habitats where condition is maximised as much as possible.
- Once on-site enhancements have been maximised, it is anticipated that there will still be a level of loss on site. Tameside is a major landholder within the local area. Provisionally they have identified 19 ha of land within their ownership, in addition to the mitigation area located south of Mottram Old Road which could be used for biodiversity net gain. These sites aren't fixed at this point and further land may be put forward as required.
- Should land within the Council's ownership not be able to provide the required offsetting units or should it be determined that a more appropriate approach to mitigating losses is to purchase of units, the developer will approach local habitat banks to purchase these.

7.251 Regarding the SBIs and ancient woodland on site, the Statement and associated Addendum outline the following:

- The proposed scheme retains the vast majority of both Brookfold Wood SBI and Werneth Brook SBI and a minimum 15m buffer from the designation boundaries. The retention, protection and management of the SBI woodland and grasslands will provide viable north-south wildlife corridors along the western site boundary and through the centre of the site.
- The proposed scheme also maintains a minimum 15m buffer from areas designated as ancient woodland (although this is significantly larger in places).
- Where works to upgrade existing footpaths are undertaken within SBI boundaries and ancient woodland, a "no dig" approach will be used to avoid impacts.
- An Ancient Woodland Mitigation Strategy has been developed to include mitigation measures to prevent disturbance of the ancient woodland habitat within the SBI, which includes defensive planting within the buffer zones, limiting vehicular movement along the edge of the woodland, and enhancing arboreal connectivity in existing perpendicular hedgerows and tree lines which are retained within the scheme.
- Werneth Brook SBI and Brookfold Wood SBI will be subject to a 30 year Landscape Ecological Management Plan (LEMP) to positively manage the woodland, grassland and pond habitats within them. The LEMP will include management to reduce non-native invasive species, non-native trees, clearance of litter and fly tipping,

management of grassland into S41 Lowland Meadow habitat and management of the pond within Brookfold Wood SBI.

- 7.252 Overall, the development is supported by a comprehensive assessment of the likely significant effects of the proposed development on the environment in terms of both ecology and arboriculture. This identifies that the proposal would have no adverse impact on matters of ecological or nature conservation interest but would, rather, result in a net benefit overall.
- 7.253 In light of the above, it is considered that the proposal accords with the various relevant Development Plan policies, including UDP Policies N2, N3, N5, N6 and N7, as well as the various policies in the NPPF, detailed within Section 15 in relation to ecology and arboriculture, and applicable sections of the Trees and Landscaping on Development Sites SPD.

Agricultural Land

- 7.254 As noted within Section 3, the site is characterised by agricultural fields typically used for grazing or pasture. Policy OL11 of the UPD outlines that the LPA will typically seek to encourage the use of poorer quality land in preference to that of higher quality. This policy preference is carried through in the NPPF, where paragraph 174 outlines, inter alia, that planning decisions should recognise:

“...the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land...”

- 7.255 The NPPF goes on to define the ‘best and most versatile land’ in Annex 2 and states that this is:

“Land in grades 1, 2 and 3a of the Agricultural Land Classification”

- 7.256 In this case, Natural England’s online regional land classification maps record the site as being of either Grade 4 or urban in nature. The identification as Grade 4 agricultural land quality means that in planning terms none of the agricultural land falls within the ‘best and most versatile’ agricultural land categories.
- 7.257 The development of such land is therefore not considered to conflict with the identified planning policies above and is acceptable in planning terms.

Lighting

- 7.258 The impact of light pollution arising from the proposed development, both in relation to residential and ecological receptors, has been considered within Chapter 15 of the Environmental Statement. This is based on lighting surveys and the modelling of the lighting layout in sensitive areas of the site, notably in areas close to existing residents and ecological features such as the ancient woodland and potential bat roosts.
- 7.259 Given the slight amendments to the scheme since this assessment was first undertaken, namely the removal of the access, playing fields and associated facilities on land to the south of Mottram Old Road, as well as the amendment to the location of the playing pitches in the eastern village, the Environmental Statement Addendum considers whether there are any material changes required to the assessment.
- 7.260 In summary, as these areas were proposed to be unlit in the original assessment, and continue to be so, there is no material difference and the original assessment results continue to be applicable. These are summarised below.
- 7.261 In terms of the site's baseline position, the assessment confirms that this is consistent with a rural environment or dark outer suburb location. Accordingly, lighting of the proposed development should be appropriate for this environment and not adversely affect receptors that are sensitive to lighting.
- 7.262 In terms of establishing the impact, both during construction and once operational, the assessment has considered various potential impacts, potential mitigation and the scale of effect. This is summarised in the table below.

Potential Impact	Mitigation Proposed	Means of Implementation	Residual Effect
Construction Phase			
'Light intrusion' to residential receptors	Adherence to the mitigation measures for the control of obtrusive light in developing the required lighting for the Construction Phase of the Proposed Development	Construction Lighting Management Plan to be incorporated into the CEMP for the Construction Phase of the proposed development. To be secured by means	'Negligible Adverse'

		of an appropriately worded planning condition	
'Glare' to residential receptors	Adherence to the mitigation measures for the control of obtrusive light in developing the required lighting for the Construction Phase of the Proposed Development	Construction Lighting Management Plan to be incorporated into the CEMP for the Construction Phase of the proposed development. To be secured by means of an appropriately worded planning condition	'Negligible Adverse'
'Sky-glow'	Adherence to the mitigation measures for the control of obtrusive light in developing the required lighting for the Construction Phase of the Proposed Development	Construction Lighting Management Plan to be incorporated into the CEMP for the Construction Phase of the proposed development. To be secured by means of an appropriately worded planning condition	'Negligible Adverse'
Light spill to ecological receptors	Adherence to the mitigation measures for the control of obtrusive light in developing the required lighting for the Construction Phase of the Proposed Development	Lighting Management Plan to be incorporated into the CEMP for the Construction Phase of the proposed development. To be secured by means of an appropriately worded planning condition	'Minor Adverse'
Glare to highway and railway receptors	Adherence to the mitigation measures for the control of obtrusive light in developing the required lighting for the Construction Phase of the Proposed Development	Construction Lighting Management Plan to be incorporated into the CEMP for the Construction Phase of the Proposed Development. To be secured by means	'Negligible Adverse'

		of an appropriately worded planning condition	
Operational Phase			
'Light intrusion' to residential receptors	Adherence to good lighting design practice and the mitigation measures for the control of obtrusive light in developing the final scheme of lighting for each build phase	Final scheme of lighting for each build phase of the proposed development to be secured by means of an appropriately worded planning condition	'Negligible Adverse'
'Glare' to residential receptors	Adherence to good lighting design practice and the mitigation measures for the control of obtrusive light in developing the final scheme of lighting for each build phase	Final scheme of lighting for each build phase of the proposed development to be secured by means of an appropriately worded planning condition	'Negligible Adverse'
'Sky-glow'	Adherence to good lighting design practice and the mitigation measures for the control of obtrusive light in developing the final scheme of lighting for each build phase	Final scheme of lighting for each build phase of the proposed development to be secured by means of an appropriately worded planning condition	'Negligible Adverse'
Light spill to ecological receptors	Adherence to good lighting design practice and the mitigation measures for the control of obtrusive light in developing the final scheme of lighting for each build phase	Final scheme of lighting for each build phase of the proposed development to be secured by means of an appropriately worded planning condition	'Negligible Adverse'

- 7.263 Overall, the assessment demonstrates that lighting impacts upon residential and ecological receptors would be negligible if best practice guidance is followed when designing the lighting scheme at the detailed design stage. In terms of construction lighting, there is the potential for a small impact upon ecological receptors based on the lighting of site compounds. However, this is a temporary effect and would be avoided as far as possible through the application of best practice measures to be secured through a suitably worded planning condition, either as part of the CEMP or a separate Construction Lighting Management Plan.
- 7.264 Overall, it is considered that the level and impact of lighting proposed is acceptable and in accordance with the relevant Development Plan policies, such as UDP Policy MW12 and other material considerations including the NPPF.

Heritage Impacts

- 7.265 As set out in Section 3, there are no designated World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas, Designated Wrecks, Designated Battlefields or Registered Parks and Gardens on the site or immediately adjacent to the site boundary. However, the Grade II Listed Hyde War Memorial Obelisk is located within 250 m of the site's southern boundary and the Grade II Listed Church of St John the Baptist, located approximately 730m to the north, can also be seen within views from the central and western parts of the site.
- 7.266 In addition, there are non-designated heritage assets within and adjacent to the site that are split between built heritage and the historic landscape. There is also archaeological potential in areas such as around Greenside, east of Brookfold Wood, Green Lane, north of Brookfold Wood, Dove House Farm, and Godley Green Farm.
- 7.267 It should be noted that all the buildings proposed for demolition are of no heritage importance.
- 7.268 The Environmental Statement at Chapter 9 assesses the effects of the proposed development on the historic environment, encompassing archaeology, built heritage and historic landscape.
- 7.269 In relation to the setting of the listed buildings, the Statement notes that despite altering the views of the two Grade II listed buildings visible from within the site, there will be negligible significance on the setting of these designated heritage assets arising as a result of the

development. On that basis, the development accords with Policy C6 of the UDP and there is no requirement to undertake the heritage balance in paragraph 202 of the NPPF.

- 7.270 Regarding non-designated built heritage assets, the Statement considers both those within the site and those that the site falls within the setting of. In terms of those on site, the proposals include the retention and renovation / re-use of a farmhouse and barn at Greenside, thereby delivering minor heritage benefits in relation to these assets of low historical importance. The design for their renovation would be informed by a detailed assessment of the historic building fabric at the reserved matters stage and this requirement can be controlled via a suitably worded planning condition.
- 7.271 The proposed development would alter the wider rural surroundings of the non-designated buildings within the site at Brookfold Farm, potentially leading to non-physical effects upon these assets of low historic importance. However, a range of measures set out within the Parameter Plans, such as building heights and development zones would ensure that the impact is no more than minor.
- 7.272 In relation to the setting of these built non-designated heritage assets, the Statement outlines that proposed development would alter the presently rural character of the wider setting of the assets at Greenside, Godley Green/Albert's Farm, Godley Villas and Brookfold Farmhouse. However, a range of mitigation measures as part of the design, such as the incorporation of 'green buffers' for these properties along Green Lane and incorporation of open space around Brookfold Farmhouse, ensure the impact is only minor adverse.
- 7.273 Regarding the historic landscape, the introduction of housing within the site would alter the historic landscape character, which predominantly reflects post-medieval and 19th century enclosure. However, embedded mitigation measures including the retention of the majority of hedgerow and treeline field boundaries, historic routeway and marl pits, would serve to minimise the level of harm to the historic landscape resource, and effect of this change would be minor.
- 7.274 In assessing the acceptability of the proposal's impact on non-designated heritage assets, the UDP does not set out any applicable policy tests. However, the NPPF at paragraph 203 states:

"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement

will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

- 7.275 In this case, there are a series of minor benefits, negligible and minor adverse impacts arising from the proposal. On balance, it is considered that there is an overall neutral impact in relation to such matters and therefore no conflict with NPPF paragraph 203.
- 7.276 In relation to archaeology, the Statement confirms that there are no known archaeological remains within the site. The analysis of the surrounding archaeological resource, as well as the site's topographical and geological context, indicates that there is a potential for archaeological remains of prehistoric and / or Roman date to be present as well as features associated with medieval and later agricultural activity.
- 7.277 Following the submission of the planning application, further archaeological work has been progressed at the site in liaison with the Greater Manchester Archaeological Advisory Service (GMAAS). This is set out in further detail in the Environmental Statement Addendum, but in summary it was agreed that a geophysical survey would be undertaken to supplement the desk-based assessment previously completed to enhance the understanding of the subsurface archaeological potential.
- 7.278 The geophysical survey was subsequently carried out and the report was issued to GMAAS in draft for their review and comment. GMAAS confirmed the following in a meeting held on 12 September 2022.

“The results of the geophysics suggest any archaeology is likely to be of no more than of local to regional significance, rather than national, and a programme of investigation and recording would be appropriate. There are areas where geophysical survey was not undertaken (issues over access, ground cover etc), some of these will need later assessment, guided by existing documentation (ES Chapter 9; ADAS DBA 2020; Salford Archaeology Heritage Assessment 2020). Where archaeological interests are undefined, undertaking archaeological work by condition has the potential to disrupt construction timetabling and leave the developer at risk of unquantified cost. Works should be undertaken as early as possible, in line with Written Schemes of Investigation that have sought to de-risk and put contingencies on all elements of fieldwork.”

- 7.279 It has also subsequently been agreed with GMAAS that the further work identified above can be suitably controlled by way of a condition, with further archaeological investigation on a phased basis as the project is delivered.

- 7.280 With such mitigation measures in place, the resultant effects on the archaeological resource is acceptable and in accordance with Policy C10 of the UDP and the relevant provisions of the NPPF.

Flood Risk and Drainage

- 7.281 Chapter 11 of the Environmental Statement considers issues relating to flood risk and drainage for the development. In addition, further information in relation to drainage is set out within the Environmental Statement Addendum.
- 7.282 Regarding flood risk, it is noted that the entire site is situated within Flood Zone 1 and is therefore at a low risk of flooding from rivers. The proposed land uses at the site are a mix of more vulnerable (e.g. dwellings), less vulnerable (e.g. commercial uses in the local centre) and water-compatible (e.g. amenity open space) as defined by Annex 3 of the NPPF. All such land uses are considered appropriate in Flood Zone 1.
- 7.283 The Statement notes visual inspections on-site have revealed that the ground through the central belt of the land north of Mottram Old Road can become waterlogged at times of high rainfall and still notably wet during dry periods; this is likely due to the presence of a potential spring line which appears to be the source for several of the existing minor water courses across the site and may also be the head source for Werneth Brook. This may indicate that groundwater is emerging in these locations and/or that water is not able to effectively drain out from these locations via existing tributaries and ditches. Further investigation will take place at the detailed design stage to ensure any potential risk, such as water ingress to new homes and/or their foundations, is appropriately mitigated for. This can be controlled through a suitably worded planning condition at the detailed design stage.
- 7.284 To ensure flood risk is appropriately managed from the site, and that it is not increased elsewhere as a result of the development, an outline drainage strategy has been prepared. In summary, this notes that the proposed works will be designed to manage flood events up to the 100-year return period plus a 40% climate change allowance. Discharge to watercourses will be limited to the greenfield runoff rates for the relevant return period with the volume balance managed by sustainable urban drainage systems (SuDS).
- 7.285 The nature of the SuDS will be confirmed at the detailed design stage, but at this outline stage it has been assumed that a network of drains and tributaries will feed into Godley Brook and Werneth Brook, but also include permeable paving and swales to control the flow of water into the river and avoid raising the risk of flooding both on- and off-site.

- 7.286 The Environmental Statement Addendum provides further information in relation to drainage, following detailed discussion with the Lead Local Flood Authority (LLFA) and United Utilities who, during the determination period, requested that the Applicant provide typical illustrations of how potential SuDS could be implemented in selected phases of the proposed development.
- 7.287 Such illustrations, which include additional drainage design for specifically agreed plots, are included in the Addendum and demonstrate how the overriding principles set out in the drainage strategy can be achieved.
- 7.288 The results of this work have been shared with both the LLFA and United Utilities, and in principle agreement has been reached for this outline stage. All parties agree that further detail for the final drainage scheme can come forward through appropriately worded planning conditions.
- 7.289 Flood risk during the construction stage of the project will be managed by appropriate control measures and best practices set out in a Construction Environmental Management Plan, which can be conditioned as part of the planning permission. This will include measures such as:
- 8m working standoff from the watercourses/ditches to be retained (excluding works drainage works and the construction of the attenuation ponds);
 - Bunds will be used to prevent run-off entering watercourses; and
 - Areas of localised contamination identified during the ground investigation will be remediated/ removed as appropriate.
- 7.290 Foul drainage infrastructure design will be confirmed at the detailed design stage following further discussion with United Utilities and the LLFA but the strategy is likely to comprise a gravity foul sewer network discharging to the north where feasible on the site, although the early phase in the west may require the temporary pumping of foul to the existing sewer to the south before being connected to the northern discharge point as part of subsequent phases.
- 7.291 Alongside the drainage strategy, and in response to a request from the Environment Agency, a Water Framework Directive Screening Assessment has also been carried out to determine whether the development would be likely to have an impact on the overall health of the local watercourses. It was concluded that the change of use, the sustainable drainage strategy and appropriate remediation measures would reduce the likelihood of chemicals such as

phosphates and ammonia entering the local catchment and that protections and enhancements to the river corridor would represent a small benefit to the condition of the watercourses.

- 7.292 In summary, the site is not at risk from flooding and the uses proposed are appropriate in flood risk terms. An outline drainage strategy has been proposed, which incorporates the use of SuDS to control the flow of water to appropriate standards. The detailed design of this, as well as the foul drainage network, will be confirmed at the detailed reserved matters stage for each phase.
- 7.293 Given the above, it is considered that the proposed development would not give rise to any material problems in flood risk or drainage terms and therefore complies with UDP Policies U3 and U4, as well as relevant policies of the NPPF in relation to flood risk and drainage.

Ground Conditions and Waste

- 7.294 Planning policy at both a local level, through the UDP, and at a national level, through the NPPF, seek to minimise waste and pollution arising from developments. At Chapters 10 and 18 of the supporting Environmental Statement, respectively, there is an assessment of ground conditions, in order to assess the impact any redevelopment may have on ground conditions and the site contamination status during the construction phase and the operational phase; and an assessment of waste matters, including the potential effects of the development in terms of waste quantities and management associated with the demolition and construction, and the operational phase of the development.
- 7.295 Regarding ground conditions and contamination, the Statement notes that the current conditions of the site are predominantly greenfield agricultural land, although there are areas of historic landfill, most notably in the eastern parcel of the northern section of the site. Given this baseline, various intrusive site investigations have taken place across the site throughout the preparation of this planning application. The results of the work to date have identified the presence of contaminants across the site with potential risk, if left untreated, to human health and the environment.
- 7.296 In addition, the Environmental Statement Addendum identifies those further surveys, comprising intrusive investigative work and groundwater sampling particularly around the former landfills, carried out during the determination period.
- 7.297 Overall, the assessment work has identified the need for construction activities to be carefully managed to ensure that silts and contaminants do not find their way into watercourses or

adversely affect site workers. Any contamination identified during the engineering works is to be appropriately managed or treated in accordance with industry best practice and in consultation with statutory bodies such as the Environment Agency. The management of these risks would be achieved through the use of a Materials Management Plan and a Construction Environmental Management Plan, which will be informed by an extensive programme of site investigation and testing at the detailed design stage.

- 7.298 Once operational, the risks associated with contamination are of less significance and can be managed through the use of typical procedures such as the use of gas protection measures to homes or the capping of development areas with clean materials to avoid risks to future residents, where required. Such measures can be controlled through a suitably worded pre-commencement planning condition ensuring that remediation measures across the site are submitted and approved by the LPA.
- 7.299 Importantly, the Applicant has had ongoing discussion with the Environment Agency, which has confirmed that the information presented to date meets their requirements at this stage of planning and that further works should be conducted at the detailed design stage and secured by planning condition.
- 7.300 In relation to waste matters, and particularly the waste arising from the proposed demolition and constructions activities, the Environmental Statement notes that such waste is an unavoidable impact arising from the development. However, the levels of waste can be minimised through the application of best practices on site following the waste hierarchy principles. The waste hierarchy sets out various stages for the disposal of waste with the intention of either preventing or re-using waste in order to minimise the amount going to landfill.
- 7.301 The recommended best practice measures contained within the Environmental Statement can be secured through the adoption of a Site Waste Management Plan, which can be controlled by a suitably worded pre-commencement condition. If the best practice techniques are followed, then no significant impacts are anticipated.
- 7.302 In terms of the waste generated by development once operational, the Environment Statement notes that appropriate waste and recycling storage and collection facilities will be included within the proposals at the detailed design stage to enable waste to be collected by the Council, which would be funded by council tax receipts. The assessment also identified that waste receptor sites have plenty of capacity for accepting the anticipated volumes of waste and that the impact would therefore not be significant.

7.303 Overall, this planning application has appropriately assessed and identified contamination and waste matter arising from the development. Best practice mitigation and control measures are proposed to ensure that there is no material adverse impact on human health and the environment. It is therefore considered that the development is in accordance with relevant Development Plan policies, including UDP Policies, MW11, MW12 and MW15, as well as the relevant provisions of the NPPF in relation to the control of contamination.

Mineral Safeguarding

7.304 As noted within Section 3 and 6 of this Statement, there are various sections of the site that fall within a Mineral Safeguarding Area within the Minerals Plan.

7.305 As the land to the south of Mottram Old Road is to be used as open space and ecological enhancement areas only, there is no conflict with the Mineral Safeguarding Area given that no 'development' is taking place. However, it is recognised that the development of land to the north of Mottram Old Road will prevent the future extraction of such minerals. In such circumstances, the tests of Policy 8 of the Minerals Plan are relevant.

7.306 Policy 8 outlines that proposals for non-mineral developments, which do not allow for the prior extraction of minerals, will only be permitted where:

- The need for the development outweighs the need to extract the mineral;
- It can be clearly demonstrated that it is not environmentally acceptable or economically viable to extract the mineral prior to non-mineral development taking place;
- It can be clearly demonstrated that the mineral is either not present or of no economic value or too deep to extract in relation to the proposed development; or
- The development is limited or temporary and would not prevent minerals extraction taking place in the future.

7.307 The wording of Policy 8 is clear that the designation of Mineral Safeguarding Area does not automatically preclude development and that if a proposed development can meet at least one of the policy tests set out above (given the 'or' nature of the policy criteria) then such development will be acceptable.

7.308 In relation to criterion 1, this Statement has demonstrated the acute housing crisis that the LPA is facing with it both being unable to deliver an adequate five-year housing land supply

and unable to meet its long-term housing need without the release of strategic Green Belt land.

7.309 As demonstrated in previous subsections, and also through the site's draft allocation in PFE, this site provides the only feasible opportunity for the LPA to tackle the housing situation in a suitable and sustainable manner. On this basis, it is clear that the need for the development outweighs the need to extract the minerals within the site.

7.310 Notwithstanding this, the planning application is supported by a Minerals Assessment Review, which assesses the proposed development against the criteria above. The key findings of this are summarised below:

- The site's interrelationship with highly sensitive receptors including adjacent/nearby residential housing, school and ancient woodland, would preclude mineral extraction given that the environmental and physical impact would be unacceptable;
- Access to the site for the extraction of minerals would be through a limited access area in between residential properties which would present large scale dust, traffic and noise impacts;
- The large area of historical landfill in the eastern sector suggests that the extraction of sand, gravel and sandstone (south eastern corner) will not be economically viable as the excavated Made Ground will require removal and may also pose an environmental and human health risk; and
- The intrusive site investigations revealed the following within the Mineral Safeguarding Areas:
 - The clay deposits encountered are deemed to be poor quality and not suitable for brick manufacture due to the sand content and presence of gravel and cobbles. There is a likelihood for the presence of pockets of gravel, cobbles and even boulders through glacial erosion and deposition. This could further reduce the quality and volume of clay deposits available for extraction.
 - The presence of clay deposits and the limited thickness of the sand strata suggest that there are no economically viable sand deposits to be exploited within the central sector of the site. It is considered that similar ground conditions will be encountered within the eastern sector of the site when reviewing BGS geological mapping.

7.311 Considering the above findings, the Minerals Assessment Review concludes that proposed development accords with the following criteria of Policy 8:

- It can be clearly demonstrated that it is not environmentally acceptable or economically viable to extract the mineral prior to non-mineral development taking place,

7.312 In summary, the need for the development in light of the LPA's housing crisis outweighs the need to extract the minerals at the site. This is sufficient for there to be no conflict with Policy 8 of the Minerals Plan. However, the Minerals Assessment Review has also demonstrated that it would not be environmentally acceptable or economically viable to extract the minerals prior to the proposed development, in accordance with the second criterion of Policy 8.

Noise and Vibration

7.313 The Environmental Statement, at Chapter 14, considers the potential effects of noise and vibration associated with the construction and operation of the proposed development.

7.314 The scope of the assessment includes all existing receptors in the immediate vicinity of the site (such as existing properties along Green Lane outside the application boundary) that may be subject to noise and vibration from construction activities, as well as existing receptors that are located along any affected highways that are subject to a change in traffic flows arising from the development. Furthermore, the assessment covers all proposed residential receptors associated with the development

7.315 The Assessment notes that demolition and construction activities at the site can have the potential to generate noise and vibration, although this is an irregular rather than constant disturbance and the phasing of development means that affected residents adjacent to the site will only be affected by construction near them for relatively short periods.

7.316 To minimise the effects to nearby sensitive receptors to achieve acceptable levels of noise and vibration and to avoid adverse impacts of no more than minor significance, standoffs and green buffers have been designed into the layout of the scheme and best practice with regards to noise reduction will be observed and secured through the Construction Environmental Management Plan. Measures will include fixing hours of operation, erection of screens and barriers, siting loading/unloading areas and noisy plants away from existing properties and ensuring that contractors observe considerate 'neighbourly' practices. This will be controlled by a suitably worded planning condition and will require the details to be submitted and approved by the LPA prior to the commencement of each phase of development.

- 7.317 Once operational, the proposed development has the potential to generate and be susceptible to noise from traffic (both within the site and from existing infrastructure such as Mottram Old Road and the railway line), sports uses and fixed plant in commercial buildings. In relation to the proposed sport uses and proposed dwellings, the assessment recommends good acoustic design to be implemented at the detailed reserved matters stage. These include acoustic barriers to sports pitches, the use of whole house ventilation systems, acoustic glazing, and orientation of dwellings (for example, facing habitable room windows away from the noise source and ensuring the building shields the garden area). Where these measures are employed, no significant noise effects are anticipated.
- 7.318 In relation to the two local centres and the variety of commercial uses proposed, the assessment outlines plant noise emission limits. This ensures there will be no exceedance of the existing background sound level at existing and proposed receptors, thus preventing adverse impacts. If these limits are adhered to, there is predicted to be a negligible impact at local level in the long term at all existing and proposed receptors.
- 7.319 Regarding traffic levels, the impacts of this were reassessed within Chapter 14 of the Environmental Statement Addendum due to amended traffic flow data arising from the amended highways scope. In summary, the Addendum notes that although there is a change to that previously assessed, the impacts remain as previously assessed, with there being a negligible adverse impact (i.e. an imperceptible effect of no significant consequence).
- 7.320 In summary, whilst there will be short-term demolition and construction work impacts the scheme will include appropriate mitigation measures to control this to an acceptable level, whilst no significant effects are expected once operational, subject to appropriate measures being implemented at the reserved matters stage. On this basis, it is considered that the proposal accords with the key Development Plan policies, such as UDP Policy MW12, as well as other material considerations including the NPPF.

Air Quality

- 7.321 The Environmental Statement, at Chapter 13 and the associated appendices, carries out an assessment of air quality impacts arising from the development to determine the likely impacts resulting from the construction and operational phase of the development.
- 7.322 However, since this was first produced updated information in relation to highways revealed that the proposal has potential to generate a greater number of vehicle movements than

previously assessed. As such, the Environmental Statement Addendum at Chapter 13 reconsiders air quality impacts arising from the proposal.

- 7.323 In terms of the construction phase, the Addendum confirms that the findings from the original Chapter remain unchanged. This notes that the undertaking of activities such as demolition, excavation, ground works, cutting, construction, concrete batching and storage of materials have the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.
- 7.324 To ensure that such impacts are reduced and controlled to an acceptable level, both for those existing dwellings in close proximity to the application site as well as future residents given the phased nature of the proposal, a Construction Environmental Management Plan (CEMP) will be produced to control potential impacts during the construction phase.
- 7.325 The CEMP will be secured through a suitably worded planning condition and approved by the LPA prior to development commencing on each phase of development. It is expected to contain a range of measures as noted in the table below:

Guidance	Comment
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. • Appoint a Community Liaison Officer to act as the main point of contact with the local community and promptly address any issues arising. • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or site manager. • Display the head or regional office contact information. • Develop and implement a Dust Management Plan (DMP) as part of the CEMP, which may include measures to control other emissions, approved by the LA.

Site management	• Tier 1 contractor to register and comply with the Considerate Constructors Scheme and ensure compliance of all sub-contractors. • Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. • Make the complaints log available to the LA upon request. • Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book. • Hold regular liaison meetings with other high risk construction sites within 500 m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.
Monitoring	• Undertake daily on-site and off-site visual inspection to monitor dust, record inspection results, and make the log available to the LA upon request. • Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the LA upon request. • Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
Site preparation	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. • Fully enclose specific operations where there is a high potential for dust production, and they are active for an extensive period. • Avoid site runoff of water or mud.

	• Keep site fencing, barriers and scaffolding clean using wet methods. • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used. • Cover, seed or fence stockpiles to prevent wind whipping.
Operating vehicle/machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary - no idling vehicles. • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. • Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas. • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques. • Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate. • Use enclosed chutes and conveyors and covered skips. • Minimise drop heights and use fine water sprays wherever appropriate. • Ensure equipment is available to clean any dry spillages and clean up spillages as soon as reasonably practicable using wet cleaning methods.
Waste management	• Avoid bonfires or burning of waste materials.
Demolition	• Ensure effective water suppression is used during demolition operations. • Avoid explosive blasting, using appropriate manual or mechanical alternatives. • Bag and remove any biological debris or damp down such material before demolition.

Earthworks	• Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. • Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil as soon as practicable.
Construction	• Avoid scabbling (roughening of concrete surfaces) if possible. • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out. • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
Trackout	• Use water-assisted dust sweeper on access and local roads, if required. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving site are covered to prevent escape of materials. • Implement a wheel washing system, if required. • Access gates to be located at least 10m from receptors where possible.

7.326 With the above in place, the potential air quality effects generated by the development during construction are considered to be acceptable.

7.327 Regarding the operational phase of the development, the Addendum carries out updated dispersion modelling of road traffic exhaust impacts. This allows for a prediction of pollutant concentrations as result of emissions from the local highway network at sensitive locations both with and without the development in place, with the results of the modelling verified using local monitoring data.

7.328 The results of the this modelling indicate negligible effects on annual mean NO₂ and PM₁₀ concentrations at all sensitive receptors locations as result of the revised traffic flow predictions. Residual air quality effects are therefore predicted to not be significant in

accordance with the relevant IAQM guidance¹⁶. The results of the dispersion modelling assessment also indicate that predicted annual mean NO₂ and PM₁₀ concentrations were below the relevant AQOs across the site. As such, additional mitigation is not required.

- 7.329 Whilst no mitigation is required as part of this proposal, there are nevertheless a range of measures proposed to be implemented, such as electric vehicle charging points, a travel plan and a comprehensive network of pedestrian and cycle routes, including connections to Hattersley train station, to reduce the dominance of the private car and reduce traffic exhaust emissions.
- 7.330 In light of the above, it is considered that the air quality impacts arising from the development are acceptable and that the development accords with the key provisions of the Development Plan, including UDP Policy MW14, as well as the provisions of the NPPF in relation to the control of pollution.

Whether Very Special Circumstances Exist to Justify Development in the Green Belt

- 7.331 As identified at the start of this Section, the development is inappropriate development in the Green Belt. In such situations, Policy OL1 and paragraph 147 of the NPPF state that inappropriate development should not be approved except in very special circumstances.
- 7.332 Paragraph 148 of the NPPF is clear that:

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

- 7.333 A substantial range of planning issues have been considered in the previous subsections to assess the elements identified in paragraph 148 of the NPPF and these are summarised in the table below. A weighting is attached to each matter to assist in the overall very special circumstances balancing exercise.

¹⁶ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017

	Commentary	Weight
Harm		
Inappropriate development in the Green Belt	The proposed development does not fall within the defined list of exceptions to development in the Green Belt and is therefore inappropriate.	Substantial
Impact on the openness of the Green Belt	Notwithstanding the parameters imposed, the development would still have the effect of a considerable reduction in the openness of the site.	Substantial
Conflict with the purposes of the Green Belt	The proposed development would conflict with the following Green Belt purposes: • Purpose a) - to check the unrestricted sprawl of large built-up areas; and • Purpose c) - to assist in safeguarding the countryside from encroachment;	Substantial
Benefits		
Housing Delivery	The LPA is unable to provide sufficient sites to meet its long-term housing requirement and it is significantly below its required five-year housing land at 3.3 years. The proposed delivery of up to 2,150 dwellings at this site would significantly boost the supply of housing. In addition, the existing and emerging evidence base demonstrates that this is the only suitable strategic site within Tameside to meet long-term housing need.	Very Substantial
Affordable housing delivery	There is a significant need for affordable housing within Tameside. The development proposes that 15% of all dwellings will be affordable, split 60% affordable rent and 40% affordable home ownership. Given the scale of development this is a substantial	Very Substantial

	Commentary	Weight
	level of provision and will therefore assist the Council in addressing affordable housing need in the borough.	
Socioeconomic Impact	The scale of the proposal results in significant socioeconomic impacts that present an opportunity to catalyse change and economic growth in Tameside. This includes: • Construction jobs (direct and indirect) and economic growth, equivalent to £25m GVA and 550 jobs per annum over a 15-year period; • Operational jobs (direct and indirect) and economic growth, equivalent to a total £60m GVA per annum and a total of 590 jobs; and • Fiscal benefits for the Council, allowing for further inward investment. This includes an additional £4.9m of council tax revenue per annum, £0.1m of business rates per annum and £4m in New Homes Bonus per annum (for the first 6 years).	Substantial
Health Impacts	Currently, the health and wellbeing of residents in Tameside is poor. The Health Impact Assessment demonstrates that a significant net positive effect on the health is expected due to the site's development. The impact of this spreads to the entire 'Impact Area', which includes the adjoining areas of Hyde and Hattersley but also the	Substantial

	Commentary	Weight
	wider areas within the wards of Hyde-Godley, Hyde-Newton, Hyde- Werneth and Longdendale.	
Sustainability and Energy	The Council declared a Climate Emergency on the 25 February 2020. The Council has therefore sought to ensure that the development is a locally exemplar sustainable development. In doing so, it has confirmed a commitment to achieving net zero carbon in terms of its operational energy use, as well as a commitment to conducting Life Cycle Assessments for each phase of development to promote the use of low carbon materials in the construction process. The Sustainability Statement has demonstrated how sustainable principles have been applied throughout the development and that a BREEAM Communities performance rating of at least Excellent can be achieved.	Substantial
Design	The proposal is supported by a range of Parameter Plans and a Strategic Design Code. These documents have been informed by extensive design work and are considered to achieve a design of outstanding quality, which reflects the overall form and layout of the site's surroundings but raises the standard of the design in the locality more generally. This is demonstrated by the Illustrative Masterplan. The principles and parameters set out at this outline stage can be conditioned as part of the planning permission to inform future reserved matters submissions.	Substantial

	Commentary	Weight
	The quality of the design is also illustrated by the excellent BFL12 Assessment score of 11 greens (with the only one amber relating to storage, which is to be dealt with at the reserved matters stage).	
Accessibility	The development retains and enhances PRoWs within the proposal, as illustrated by the Movement and Access Parameter Plan, ensuring that they are key features of the active travel network. This is a benefit for both existing and future residents. The proposal would also enhance the Trans Pennine Trail and National Cycle Route, providing a new traffic free route through the site that connects with key facilities including the eastern village centre and the associated bridge connection to Hattersley.	Substantial
Open space and sports provision	Currently only approximately 1% of the site is publicly accessible. The development delivers a significant level of green infrastructure, including open space and sports provision. As a result of this provision, over 50% of the site would be made publicly accessible to the amenity benefit of not only future residents but existing communities. The accessibility of this provision is assisted through the network of active travel routes, including the proposed bridge to Hattersley.	Moderate
Education	There is a need for additional education provision arising from this development, at both primary and secondary level. There is also a need arising from future planned development in the area. In order to	Moderate

	Commentary	Weight
	address these needs, the proposals include land for secondary school accommodation to assist with the expansion of Alder High Community School, and financial contributions towards primary, secondary and special education needs. The development therefore suitably mitigates its impacts whilst also providing surplus capacity for future strategic development in the area.	
Emerging planning policy	Much of the site is proposed to be allocated in the latest version of PFE, which is currently out for consultation. When the development is assessed as a whole, it is considered that it is overwhelmingly in accordance with the emerging planning policy strategy for the site.	Limited

- 7.334 The above demonstrates that whilst there is substantial harm to the Green Belt, there are numerous other considerations associated with the proposal that deliver benefits ranging from very substantial to limited in weight.
- 7.335 As such, it is considered that the planning benefits, when considered together, constitute very special circumstances and clearly outweigh the harm to the Green Belt and any other harm arising from the development. As such, the development is in accordance with Policy OL1 of the UDP and paragraph 147 of the NPPF.

8 Planning Balance

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that all planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the assessment of planning matters in Section 7, including demonstrating that very special circumstances apply in this case, has shown that the development is in accordance with the Development Plan when read as a whole.
- 8.2 Having established that the proposal is in accordance with the Development Plan, it is now necessary to consider the second strand of Section 38(6) and determine whether there are any material considerations indicating planning permission should be refused.
- 8.3 In this case, it is considered that there are no material considerations that suggest planning permission should not be granted.
- 8.4 In addition, as the LPA cannot demonstrate a five-year housing land supply, paragraph 11(d) of the NPPF indicates that planning permission should be granted unless:
- (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole.
- 8.5 In relation to limb (i) of paragraph 11, it is recognised that footnote 7 identifies the Green Belt as one such policy that can provide a clear reason for refusing the development proposed. However, the assessment in Section 7 has demonstrated that very special circumstances exist in this case and that there is no conflict with Green Belt policy. Limb (i) is therefore not applicable.
- 8.6 In relation to limb (ii), it follows as a result of the very special circumstances assessment in Section 7 that the adverse impacts of the development do not significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF.
- 8.7 Given the above, the tilted balance in favour of granting planning permission in paragraph 11 of the NPPF is engaged. This is a material consideration of substantial weight in favour of granting planning permission.
- 8.8 In summary:

- The proposal is in accordance with the Development Plan when read as a whole and it is considered that there are no material considerations that suggest planning permission should not be granted.
- As the LPA cannot demonstrate a five-year housing land supply, paragraph 11(d) of the NPPF indicates that planning permission should be granted unless the exceptions identified in limbs (i) or (ii) are met. This is not the case and so the tilted balance set out is engaged. This is a material consideration of substantial weight in favour of granting planning permission.

8.9 In light of the above, it is clear that planning permission should be granted without delay in this case.

9 Summary

- 9.1 This Planning Statement is prepared on behalf of Tameside Metropolitan Borough Council in support of an outline planning application, with details of access, for a major residential-led, mixed-use development on land to the north and south of Mottram Old Road, Hyde.
- 9.2 The application site comprises two large parcels of land, totalling 127.78 ha, situated to the north and south of Mottram Old Road, Hyde.
- 9.3 The scheme proposes two villages on the northern area of land following the Garden Village principles – split by Godley Brook into a western and eastern village - with an indicative split of 1,250 dwellings in the west and 900 dwellings in the east. The western village comprises a local centre, education and sports provision cluster situated off the primary access road. The eastern village includes a local centre to the north, with a non-vehicular, pedestrian and cycle bridge connection to Hattersley, alongside open space and sports provision.
- 9.4 The land to the south of Mottram Old Road is to be used as open space and for ecological enhancements.
- 9.5 The site has a variety of policy designations under the Development Plan, including the majority of the site being designated as Green Belt. This is a restrictive planning policy that seeks to prevent inappropriate development unless very special circumstances exist.
- 9.6 Through the preparation of PFE, the Council has been seeking to develop a strategy to meet not only its statutory functions as a local planning authority but also the priorities of its Corporate Plan. To do so, much of the site has been identified to be released from the Green Belt and allocated within the emerging PFE as a new residential-led allocation following Garden Village principles.
- 9.7 Amidst an ongoing housing crisis, the Council has taken the decision to progress a planning application prior to the adoption of this emerging planning policy framework for the site. It is hoped that by doing so the development can be realised sooner for the benefit of Tameside's residents.
- 9.8 Given that the proposal is inappropriate development in the Green Belt, it is necessary to consider whether very special circumstances exist in this case. What constitutes very special circumstances is not defined and is a matter of planning judgement based on the facts of the case, although paragraph 148 of the NPPF is explicit that:

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

- 9.9 A substantial range of planning issues have been assessed, including, but not limited to, the harm to the Green Belt arising from the development, housing delivery, highways, ecology, flood risk and drainage, heritage matters, air quality, and design, in Section 7 of this Statement.
- 9.1 This exercise demonstrates that whilst there is substantial harm to the Green Belt, there are numerous other considerations associated with the proposal that deliver benefits ranging from very substantial to limited in weight.
- 9.10 In this case, it is considered that these planning benefits, when considered together, constitute very special circumstances. As such, the proposed development is in accordance with Policy OL1 of the UDP and paragraph 147 of the NPPF.
- 9.11 Having established that very special circumstances exist, it has been necessary to undertake the planning balance exercise. In this case, Section 8 of the Statement identifies the following:
- The proposal is in accordance with the Development Plan when read as a whole. There are considered to be no material considerations indicating that planning permission should be refused.
 - As the LPA cannot demonstrate a five-year housing land supply, paragraph 11(d) of the NPPF indicates that planning permission should be granted unless the exceptions identified in limbs (i) or (ii) are met. This is not the case and so the tilted balance set out is engaged. This is a material consideration of substantial weight in favour of granting planning permission.
- 8.14 Given the above, planning permission should be granted without delay in this case.

APPENDIX A

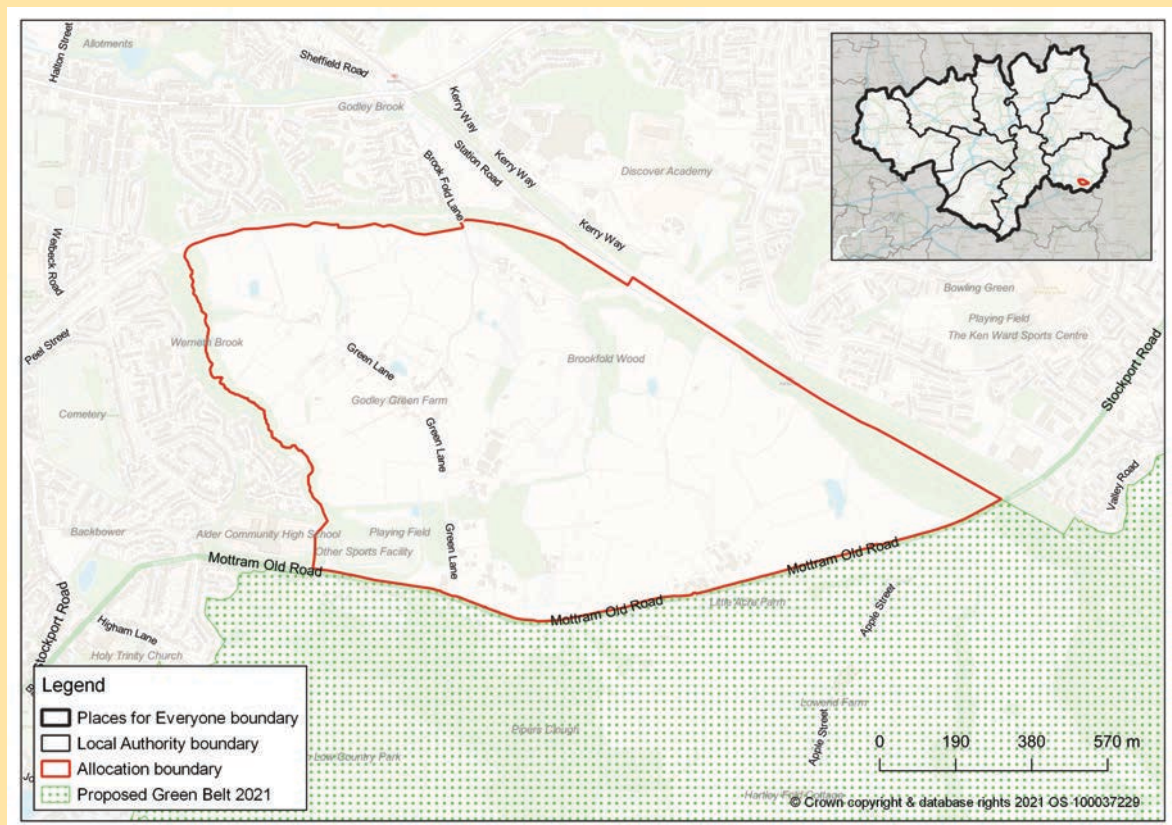
Draft Policy JP Allocation 31

- 11.282** While the site is in a sustainable and accessible location, being well served by public transport and with convenient access to junction 23 of the M60, new vehicular access will be required into the site off the A6140 Lord Sheldon Way, integrating with the existing and proposed pedestrian and cycle network.
- 11.283** Alongside the intention that the development will ensure active travel becomes the most attractive form of local transport, it will also contribute towards active and healthy communities through on site open space provision, in accordance with the Council's most up to date Open Space Review, and through the provision of safe and accessible connections to neighbouring public open spaces, including Daisy Nook Country Park.

Godley Green Garden Village

Policy JP Allocation 31

Godley Green Garden Village



Picture 11.44 JPA 31 Godley Green Garden Village

Development of this site will be required to:

1. Construct around 2,350 new homes;

2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;
3. Ensure Garden City principles are enshrined throughout;
4. Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders;
5. Be informed by an assessment of archaeology;
6. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;
7. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;
8. Ensure the character of, and interface between, new and existing development including the setting of heritage assets and dwellings and gardens, particularly those within the site, are sensitively designed and acknowledged by development proposals;
9. 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, separated by Godley Brook as a central landscape feature;
10. Deliver higher density residential development around Hattersley train station and the village hubs;
11. Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate;
12. Ensure employment, education and training opportunities are available for residents within the local area, both through construction phases and upon completion;
13. Set aside land to accommodate additional education provision, unless it can be demonstrated that sufficient additional school places will be accommodated off site within the local area to meet the likely demand generated;
14. Provide access into the site from the A560 Mottram Old Road including improved cycling and pedestrian facilities along the site's frontage;
15. Ensure highways are designed to accommodate bus routing and provision of services are sought within the early phases of development;

16. Provide, in the early phase of development, a pedestrian, cycle, equine (multi-user and accessible to all) bridge connecting to Hattersley and be designed and located to encourage use of public transport services at Hattersley train station;
17. Ensure neighbourhoods are green, walkable and safe places;
18. Ensure active travel is promoted through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;
19. Incorporate and enhance as attractive and desirable routes, existing public rights of way and the Trans Pennine Trail;
20. Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as Hyde town centre, schools, cycle and walking routes, public transport services and Werneth Low Country Park;
21. Protect and enhance the designated Sites of Biological Importance of Werneth Brook and Brookfold Wood;
22. Protect and enhance key landscape and ecological features, including protected trees and woodlands, areas of Ancient Woodland, other mature trees, hedgerows, cloughs, watercourses and ponds;
23. Deliver a high quality public realm that incorporates street tree planting; and
24. Set aside land for a range of public open spaces, such as: parks and gardens, natural space, amenity space, play provision and allotments, in accordance with the Council's most up to date Open Space Review.

11.284 Godley Green presents a significant opportunity to realise the ambitious vision of delivering a new large-scale settlement of around 2,350 new homes in the south of the borough, adjacent to the residential neighbourhoods of Godley and Hattersley. The site's semi-rural setting, together with an existing network of green and blue infrastructure set the framework for an attractive, high quality and accessible settlement that will be enshrined in Garden City principles⁽¹³¹⁾ and is a logical sustainable extension to the existing urban area.

11.285 The site is in close proximity to both rail and motorway connections, with Hattersley train station located adjacent and Godley train station to the north. There is potential to enhance the existing sustainable travel opportunities, through the provision of tram-train services along the Glossop line and new bridge access to Hattersley is required, connecting to the surrounding community. The ongoing regeneration in Hattersley will be reinforced by the development at Godley Green, providing positive outcomes and opportunities in an area of deprivation.

131 <https://www.tcpa.org.uk/understanding-garden-villages>

- 11.286** The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).
- 11.287** Older persons housing and plots for custom and self-build will also feature as important elements of the housing mix in the Garden Village and some should be affordable to those on lower and middle incomes seeking this type of opportunity.
- 11.288** To deliver a high quality development it will be essential to have a clear and comprehensive masterplan, phasing strategy and design code, which should carefully consider matters of character, appearance and setting, including for example: orientation, materials, building heights, densities, boundary treatments, soft landscaping and enhanced screening. Such considerations will be particularly important in respect to historic buildings of local significance and existing residential properties.
- 11.289** This should be accompanied by an integrated approach to delivering infrastructure. This should include for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.
- 11.290** In addition, the site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.
- 11.291** The Historic Environment Assessment⁽¹³²⁾ has identified a number of non-designated built heritage assets within the site as having a degree of local heritage significance. In recognition of this, built heritage in the form of historic routes, field boundaries, hedgerows, farmsteads, the agricultural hamlet at Greenside and villas within their existing residential plots along Green Lane should be retained where possible and could be incorporated into the masterplan to help create a sense of place and link with the site's past.
- 11.292** A programme of archaeological assessment should inform the masterplanning approach to the site, allowing for archaeological evaluation to determine the extent and condition of potential remains, in particular around Greenside, east of Brookfold Wood, Green Lane and north of Brookfold. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where the archaeology can be removed but first of all recorded. There may also be the opportunity to involve the community in such activities through excavation projects, for example at Dove House Farm.

132 Historic Environment Assessment, GMSF Land Allocations, Tameside, Godley Green, University of Salford

- 11.293** Building for a Healthy Life⁽¹³³⁾, as the Government endorsed industry standard for well-designed homes and neighbourhoods, should be used alongside Garden City principles to guide the masterplanning and development of Godley Green as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.
- 11.294** Due to the site's semi-rural location, topography and landscape character; architectural and landscape design solutions must be innovative and creative; taking into account guidance in the Landscape Character Assessment.⁽¹³⁴⁾ This could include integration into the surrounding landscape, particularly along development edges, and the interface between new and existing development along Green Lane and the historic hamlet of Greenside on Mottram Old Road, particularly where the rural landscape and views contribute to the significance of farmsteads and where buffer zones could retain a sense of openness.
- 11.295** Godley Brook as a key landscape feature, which runs south-north through the centre of the site, will effectively divide Godley Green into two smaller villages, each served by a local hub offering a range of community and retail facilities in which residents can meet most of their day-to-day needs, although it is not envisaged that convenience retail floor space should exceed 500 sqm gross external area within each local hub.
- 11.296** As part of the hubs, there may be potential to develop a hotel or elderly care facilities which would take advantage of the co-location with the proposed retail and community facilities and in particular the proximity to Hattersley train station.
- 11.297** Flexible workspace could be delivered within the site close to Hattersley train station, providing employment opportunities for residents. With the proximity of two railway stations, public transport, motorway connectivity and active travel network, it is envisaged that a wide range of employment opportunities located around Hyde, Tameside and across the city region will be accessible to Garden Village residents.
- 11.298** Although the site is within a sustainable and accessible location, new access and linkages into the site off the A560 Mottram Old Road together with the existing and proposed pedestrian and cycle network will be necessary. Fibre to the premises will also enable opportunities for home working as a sustainable alternative to traditional commuting.
- 11.299** It is also important that landscape, habitat and ecological features such as: Werneth Brook and Brookfold Wood Sites of Biological Importance (Ancient Woodland); protected trees and woodlands, hedgerows; together with the array of ponds and watercourses and other green infrastructure, are protected and managed as part of the comprehensive masterplan of the site to maintain and enhance their conservation status and prevent habitat fragmentation.

133 Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>

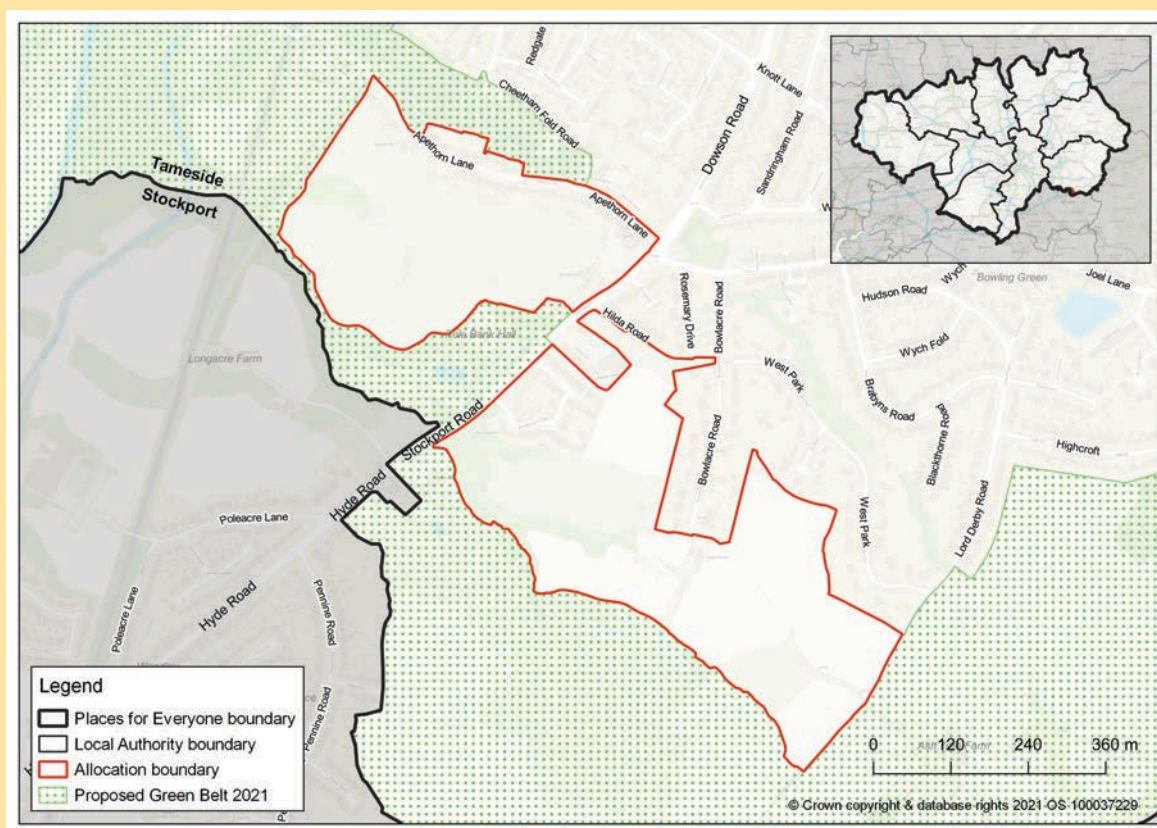
134 Greater Manchester Landscape Character Assessment <https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf>

11.300 Open space and recreation areas comprise an essential element of both Garden City and Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England's Active Design⁽¹³⁵⁾ and other age friendly design principles⁽¹³⁶⁾ should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

South of Hyde

Policy JP Allocation 32

South of Hyde



Picture 11.45 JPA 32 South of Hyde

Development of this site will be required to:

1. Construct around 440 new homes;
2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;

¹³⁵ Sport England – Active Design <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

¹³⁶ For example the WHO's Age-friendly Cities Framework <https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/>

APPENDIX B

EIA Scoping Opinion

GROWTH DIRECTORATE

Sent via email to: [REDACTED]

Jayne Traverse
Director of GrowthPlanning Department, Tameside
MBC, PO Box 304, Ashton Under
Lyne, OL6 0GA
www.tameside.gov.ukEmail planningmail@tameside.gov.uk
Call Centre: 0161 342 8355
Date: 23.02.2021
Our Ref: 20/01139/ENVSCO

Dear Mr Gibbs,

RE: Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 Scoping opinion.**Proposal: Hybrid (part full and part outline) proposal comprising a residential-led, mixed-use development for up to 2,350 dwellings.****Address: Godley Green, Land Off Mottram Old Road, Hyde, Tameside.**

I write with regard to the above scoping opinion request. As you are aware, the Environmental Statement (ES) which will accompany any application for the above proposal is required to contain relevant documentation which provides information for the purposes of assessing the likely impacts upon the environment arising from the development and, operations associated with the proposed scheme.

In accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereinafter referred to as 'the Regulations') the ES shall include such information referred to in Part 1 of Schedule 4 as is reasonably required to assess the environmental effects of the development and which the applicant can, having regard in particular to current knowledge and methods of assessment, reasonably be required to compile.

The Council identifies that the proposals fall within Schedule 2 (paragraph 10b) of the Regulations as an Urban Development project that exceeds 150 dwellings across an area of more than 5 hectares. Given the size of the site the Local Planning Authority acknowledge that the environmental impact is likely to be significant although it is noted you are not disputing the need for an Environmental Statement.

In accordance with Regulation 15(3) of the Regulations, the Council is required to take the following into account prior to adopting a scoping opinion:

- (a) any information provided by the applicant about the proposed development;
- (b) the specific characteristics of the particular development;
- (c) the specific characteristics of development of the type concerned; and,
- (d) the environmental features likely to be significantly affected by the development.

Site Location

The site is located to the north of the A560 (Mottram Old Road) and comprises approximately 111 hectares of largely agricultural land located within the Tameside Green Belt. The site is roughly rectangular in shape with levels falling from south to north and is segmented by wooded cloughs and numerous field boundaries defined by established hedgerows and groups of trees.

Green Lane, located within the site, is the primary access to properties that form the Hamlet of Godley Green. The site is broadly divided into two sections (east and west) by Godley Brook and Brookfold Wood, areas of which are designated as a Site of Biological Importance (SBI) and ancient woodland.

The site is bounded by the Trans Pennine Trail (TPT) to the north, Manchester /Glossop railway line to the east, Mottram Road to the south and Alder High School and residential development to the west. Inside of the western boundary runs Werneth Brook which, along with its surrounding woodland, is a designated Site of Biological Importance.

Hyde town centre is located to the north west with the conurbations of Hattersley to the east, Godley to the North and Gee Cross to the west. Werneth Low Country Park is located across the southern boundary.

A second parcel of land is expected to be included within the application to provide ecological mitigation/enhancement and potentially grass sports pitches. This site, which is located to the south of Mottram Old Road, comprises agricultural land segmented by field boundaries and hedgerows, and includes several natural ponds.

Proposed Development

Section 4 of the Scoping Report identifies that at the current stage the quantum of development is indicative. Paragraph 4.1.3 states:

'The applicant is seeking to deliver a new Garden Village comprising up to 2,350 new homes, comprising a mix of housing size and type, including a high percentage of executive and aspirational homes to provide a step-change in the character of the surrounding area and the local housing market'.

It is understood that the concept is to group the development around two distinct villages, East and West. Reference is subsequently made to necessary infrastructure potentially extending to two local centres, recreational facilities, and a new primary school. There is no commitment provided to the quantum or scale of non-residential development.

The inability to quantify ancillary/complimentary uses is a potential shortcoming of the development proposals and evaluating the environmental impacts.

The report anticipates a hybrid planning application. This is consistent with initial pre-application advice issued by the local planning authority. It is understood that detail on the initial application would be limited to relevant access infrastructure, it is also suggested that priority would be given to the western village, although this is subject to on-going discussion.

It is suggested that the parcel of land to the south of Mottram Old Road is expected to be included within the planning application in order to deliver ecological mitigation/compensation/enhancement habitats as well as potentially some grass sports pitches. The report identifies that no built development or engineering work is anticipated within this area.

Consultation

In accordance with Regulation 15 of the Regulations a number of organisations have been consulted for their advice regarding the likely environmental effects of the proposed development (where relevant copies of the responses are attached as an appendix to this letter for your information):

Internal (TMBC)

- Arboricultural Officer
- Contaminated Land Officer
- Environmental Health
- Green Spaces Manager
- Highways
- LLFA
- Public health
- Public Rights of Way

External

- Coal Authority
- Environment Agency
- Greater Manchester Archaeology Unit
- Greater Manchester Ecology Unit
- Greater Manchester Minerals & Waste Group
- Health & Safety Executive
- Highways England
- Historic England
- Natural England
- Network Rail
- Sport England
- Transport for Greater Manchester
- United Utilities
- Woodlands Trust

At the time of writing the Council has not received responses from the consultees listed below. Any responses received will be forwarded under separate correspondence.

- TMBC – Public Rights of Way
- TMBC – Green Spaces Manager
- Public Health
- Woodland Trust
- Network Rail
- HSE

Planning Policy

It is recommended that the ES contains a section providing an overview of the relevant policies that have been considered in the preparation of the EIA. Particular reference should be made to European Directives, National Planning Policy Framework, and National Planning Practice Guidance (where relevant) as well as those planning policies set out in the Unitary Development Plan,

emerging GMSF (or replacement), and Policies of the Greater Manchester Joint Waste Strategy which are relevant to the proposed development.

Environmental Statement

As part of the scoping document a proposed content of the ES is set out including introductory chapters and the environmental topics to be covered. The topic headings appear to be generally appropriate to the scale and character of the development. Within the topics the Council requests the incorporation of sufficient environmental information for the Authority to reach an informed decision on the impacts of environmental impact concerning the environmental issues to be addressed. Please note, this scoping opinion does not preclude the possibility of additional information being requested during the determination period, and further to consultation responses.

Comments in response to the scope of the Environmental Statements Chapters:

Chapter 7 Landscape and Visual

The assessment will provide the baseline against which mitigation measures will be identified to inform the planning and design of the development. The proposed delivery approach for assessing landscape and set out in the scoping document appears to cover the necessary areas and the Council is broadly agreeable to location of the identified viewpoints.

It is not understood to what extent levels would need to be altered within the site, the implications of any earthworks, cut and fill operations or mineral extraction will need to be considered in the context of their visual landscape impact. The details of this should be covered within the assessment.

A building height/density parameters plan will be helpful to understanding the long-term visual impacts of the development.

Assets identified within the historic environment assessment (chapter 9) will need to be analysed during the landscape and visual impact assessment. Any designated heritage assets, significant archaeological remains, along with the historic Hamlet of Godley Green, Ancient Hedgerows and Woodland that are influenced by the site area should be considered as visual 'receptors' in views prepared as part of the landscape and visual impact assessment.

Chapter 8 Ecology

The Greater Manchester Ecology Unit (GMEU) confirm that the scope of the ecological surveys being undertaken are acceptable and the methodologies proposed for the assessment are standard best practice. However as a point of clarity, the reference to a meeting with GMEU raised in section 8.4.3 was not to resolve issues raised by GMEU on the impact of the proposals, but to go through the ecology survey work undertaken on the site so far. This is a significant omission and should be clarified by the team.

In addition to on site ecological issues there may be transboundary impacts associated with the development. Increased public access to Werneth Low Country Park and Great Wood should be considered.

There remains significant ecology issues that need to be addressed, as outlined in the initial GMEU response to the pre-application consultation and subsequent response to the proposed open space strategy. These issues will have a bearing upon the overall environmental impact.

Chapter 9 Historic Environment

The Historic Environment including potential archaeology, built heritage and historic landscape is dealt with under chapter 9 pages 42-55. This section includes a short review of the results of two previous desk based assessments undertaken by ADAS and Salford Archaeology, together with detailed comments by GMAAS on the merits of the assessments. There is a brief overview of the heritage assets that have been identified and acknowledgment that assessment will be required to consider the impact of the development on these assets, although the potential for prehistoric/Roman remains appears to have been overlooked.

It is stated on pages 54-5 the report sets out a proposal to undertake a historic environment desk based assessment and lists the components of this. Much of this work has already been undertaken so it seems rather repetitive and process driven. The Salford Assessment for example, used to inform the Greater Manchester Spatial Framework, now known as Places for Everyone, not only provides an assessment of the archaeological, built heritage and historic landscape, but also includes a series of recommendations that should be incorporated into any future assessment or development.

GMAAS would now like to see a targeted programme of further archaeological investigations to get to a stage where the archaeological resource and potential is better understood. They identify that the next stage of assessment should comprise of the following:

- A detailed and comprehensive field walking survey;
- More detailed historic building assessments;
- The identification of sites for geophysical survey;
- Earthwork survey;
- Palaeoenvironmental analysis; and,
- Evaluation trenching/test pitting.

Once this programme of works is agreed then it can form part of the EIA. The programme will then need to be implemented to inform master planning. A good starting point is the recommendations section in Salford Archaeology's Historic Environment Assessment for Godley Green (Sept 2020).

The Scoping Opinion report recommends the use of the Design Manual for Roads and Bridges to determine the importance and sensitivity of heritage assets to impact from development. This assessment tool should not be used until the significance of heritage assets, including archaeological remains, is better understood through the programme of further assessment and evaluation set out above. If the quality of data and level of understanding of a heritage asset is poor or flawed then the DMRB matrix will give a biased and negatively skewed result. It is only possible to properly measure development impact once the extent, character, date, vulnerability and relative significance of the archaeological remains is understood. In establishing the relative significance of archaeological sites, GMAAS recommend the use of Scheduled Monument Annex 1 criteria which has direct relevance to Footnote 63 of the NPPF, and should be added to the list of guidance documents set out under section 9.5.2 of the Scoping Opinion report.

As well as identifying the impact of development on heritage assets and setting out mitigation to offset any harm or loss of significance which may be caused by this impact, the EIA should also have regard to Policy 192 of the NPPF and Policies GM – E1 and GM – E2 of the GM Spatial Framework published 30th October 2020 (not referenced in the Scoping Opinion Report). GM-E2 states:

'Greater Manchester will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place.'

Again, a useful platform for addressing these policy requirements has been set out in the Salford Archaeology recommendations section. This can be refined following the more detailed assessment and evaluation work.

GMAAS commit to working with the appointed archaeological consultant to agree the programme of archaeological works as set out in section 9.4.2.

It would be advisable that the appointed consultant contacts Ben Dyson (Senior planning Archaeologist) to discuss the above in advance of any further assessment work being undertaken.

Telephone: 0161 295 6917 / 07851 265250

Email: b.j.dyson@salford.ac.uk

Chapter 10 Ground Conditions

Coal Mining Risk:- It is confirmed that the site is located outside of a defined Development High Risk Area; meaning that there are no recorded coal mining legacy hazards at shallow depth that could pose a risk to land stability. Accordingly there is no requirement for the applicant to consider coal mining legacy as part of their Environmental Impact Assessment.

The Coal Authority comment that

[the] 'applicant should be made aware that part of the site is within an area where Surface Coal Resources are identified as being present and which currently, remains a nationally important resource that should be safeguarded. The Coal Authority considers that the applicant will need to ensure that as part of any formal planning application they have fully considered this matter in order to demonstrate to the LPA that the proposal complies with the requirements of the NPPF (para.211)'.

Contaminated Land (Environmental Protect unit):- In relation to contaminated land it has been confirmed that the EPU have already provided input into the above proposed development and they note that the reporting submitted with the application considers contaminated land issues appropriately.

Any further guidance can be provided by contacting Andrew Taylor (Environmental Protection officer)

Telephone: 0161 342 2691

Email: andrew.taylor@tameside.gov.uk

It is recommended that the ES includes details of waste management methods including the quantities of waste arising from the development and disposal and/or treatment methods.

Environment Agency:- The site is located in a sensitive location being above Secondary Aquifers and having several surface watercourses within the site boundary. The EA confirm that parts of the site were historically used for landfilling operations.

The EA agree with the findings in the report that a section on Ground Conditions and drainage are necessary as these will directly affect the considerations of risks to controlled waters.

Model Procedures and good practice:

Due to the former land use(s), soil and /or groundwater contamination may exist at the site and the associated risks to controlled waters should be addressed by:

The EA recommend that developers should:

- Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM), when dealing with land affected by contamination;

- Refer to their Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health;
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed; and,
- Refer to the contaminated land pages on gov.uk for more information.

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of Practice for the investigation of potentially contaminated sites.

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

Minerals:- Paragraph 4.1.8 of the Scoping Report acknowledges the requirement for further investigation into the extent of extractable mineral reserves on site. Until the conclusions of the site investigations are complete an opinion cannot be formed as to whether prior attraction would be required as per Policy 8 of the Greater Manchester Minerals Plan.

It is acknowledged at this point the Scoping Report is probably as comprehensive as it can be from a minerals point of view. That would of course be subject to further discussion following further investigations on site, and it may well be the case that the situation evolves as further information comes to light. Since the submission of the Scoping Report a Minerals Report has been submitted for review. The minerals team have been consulted for comment which will determine whether the scope of any extraction and processing needs to be considered further as part of the Environmental statement.

Chapter 11 Drainage and Flood Risk

In line with the scoping report a Drainage Strategy incorporating sustainable drainage techniques to the management of surface water will be required. A strategic Flood Risk Assessment (FRA) should be undertaken to assess the changes to the level of flood risk that would likely result from the development, and the level of risk to the proposed development.

In addition to the management of surface water the Drainage Strategy and FRA will need to take into account impacts of any changes to levels which may impact upon the sites hydrology. This will also influence the scope of the Ecological Assessments.

As per paragraph 11.4.1 it is recommended that dialogue is maintained with made with TMBC LLFA, United Utilities and the Environment Agency. It is agreed that the advice from these agencies should be incorporated into the final strategies for the disposal of foul-water and surface water from the development site.

Chapter 12 Transport

In recognition of the significance of the project consultations have been undertaken with the following: Local Highways Authority, Highways England (HE), Transport for Greater Manchester (TfGM) and Network Rail. Responses from HE and TfGM have already been forwarded for comment, for consistency these are summarised and further copies of the original responses will be enclosed under this correspondence.

Highways England:- Appointed WSP to undertake an assessment. Given the significant size of the development and its location, they recognise that there is a high likelihood that traffic levels may impact the Strategic Road Network at different locations. The closest point would be the terminal roundabout of the M67 motorway, where it connects to the A57 trunk road. A scheme is currently proposed to bypass Mottram from this location, which may also be affected by these proposals. The development may also impact M60 J25, where proposals for mitigation are already being discussed in relation to the Bredbury Gateway site, and M60 J24 (Denton Island) which already suffers from traffic congestion during peak hours.

WSP recommend that the transport chapter of the EIA, the Transport Assessment and Travel Plan pay due regard to the following:

- DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development ('the Circular'); and,
- The Strategic Road Network Planning for the Future - A guide to working with Highways England on planning matters (2015).

It is advised that, prior to the commencement of this work, the developer's appointed transport consultant TTHC should discuss and agree with Highways England the detail of the scope and methodology of the TA.

TfGM:- Comments are enclosed, queries have been raised on the scope of the TA and this is currently being discussed with your appointed consultants TTHC. As per HE advice further engagement is required to address Traffic Impact, Site accessibility and overall mitigation package.

Local Highway Authority:- Have provided a draft review of the TA, it is advised that the scope of the methodology for the Transport Assessment address these comments.

Chapter 13 Air Quality

The scope proposes construction phase and operational phase assessments, which is satisfactory. With regard to the operational phase assessment, this assessment should also take account of cumulative / already permitted development within the area, this should be confirmed with the LPA. The assessment shall use traffic data obtained from the proposed Transport Assessment.

It would be advisable that the appointed Air Quality consultant contacts Gary Mongan (Environmental Services Manager – Air quality lead) to discuss the above in advance of any surveys being undertaken.

Telephone: 0161 342 2389

Email: gary.mongan@tameside.gov.uk

Chapter 14 Noise

Environmental Health are satisfied that the scope will take in to account the main noise sources likely to impact the completed development. The report will however, need to factor in potential increase in traffic flows along Mottram Road relevant to committed developments within the area.

It would be advisable for the appointed Noise consultant to contact Craig Richardson (Environmental Strategy Manager) to discuss the above in advance of any surveys being undertaken.

Telephone: 0161 342 3130

Email: craig.richardson@tameside.gov.uk

Chapter 15 Lighting

The scope takes into account construction and operational phases of the development. Particular consideration will need to be given to the location of any floodlit external areas such as sports pitches, parking courts or commercial uses. There have been no adverse comments from consultees and the proposed scope of works within this chapter is considered acceptable.

Chapter 16 Socio-economics

The proposed scope of the chapter is generally considered acceptable. It is, however, advised that the economic impacts are extended to include reference to local education, leisure and health service provision as well other section 106 contributions. The impact upon local secondary school places could be profound and this should be addressed with the supporting report.

In addition the assessment seems weighted towards housing growth and its associated multipliers. No reference is made to tourism, leisure and hospitality opportunities. Godley Green has the potential to become a destination for such activities and commercial operations, this is an area that should be explored and opportunities beyond housing, which support community cohesion, and access to existing strategic assets need to be maximised. A market strategy and economic assessment of onsite commercial capacity should be undertaken.

Chapter 17 Human Health

Paragraph 17.5.1 identifies the assessment methodology will draw upon best practice approaches and examples.

Sport England welcomes the intention to prepare a Health Impact Assessment. Public Health England issued guidance on HIA's during October 2020, which Sport England contributed to. I have attached a link to the new guidance for your information:

<https://www.gov.uk/government/publications/health-impact-assessment-in-spatial-planning>

It is also noted the Greenkeeper Model is to be used which is also welcomed. Sport England have been involved in a number of projects across England where this model has been used to great effect.

The Human Health section refers to quality or design and Active Travel. The applicant should be aware that Sport England's 'Active Design' Guidance may be of assistance when assessing this element of the EIA:

<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

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<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

The scope of the Health Impact Assessment should also be agreed the Public Health lead at TMBC. Details of the appropriate officer will be passed on separately.

Chapter 18 Cumulative Effect

A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment. The ES should also include an impact assessment to identify, describe and evaluate the effects that are likely to result from the development in combination with other committed developments within the sites vicinity (Highways, Education, access To Health, Sport and Leisure being key areas). The strategy identified within the scoping report appears to support supports this approach.

Chapter 19 Non-significant issues

These matters will be sufficient addressed through the technical reports and plans which will support the application. It is, however, recommended that the ES includes details of waste management methods including the quantities of waste arising from the development and disposal and/or treatment methods.

Conclusion

I trust that the above comments provide the necessary information to determine the scope of the environmental Statement, which will be submitted with the application.

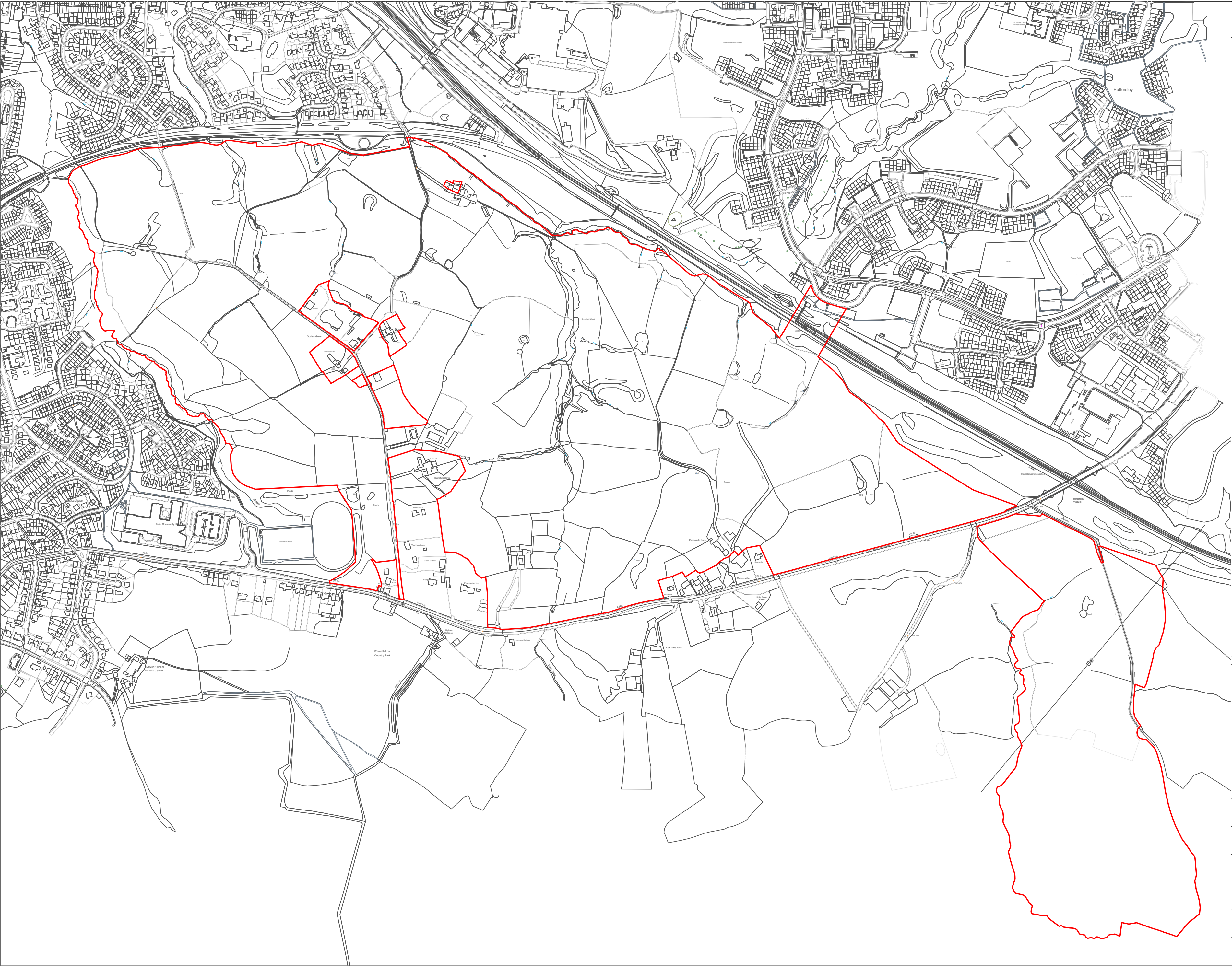
I will forward on separate correspondence/comments which may arise from the outstanding consultations. In the meantime should you wish to discuss any of the above matters further please do not hesitate to contact me on the above number.

Yours sincerely

Steven Kirkham
Principal Planning Officer
For and on behalf of Director of Growth

APPENDIX C

Site Location Plan



C

THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

NOTES:

1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

- Red line boundary - 127.78 Ha
- Land to the north of Mottram Old Road - 102.98 Ha
- Land to the south of Mottram Old Road - 24.8 Ha

S1-P03	11-11-21	Property Boundary Amends	CJ	JW
S1-P02	27-09-21	Amends western access	CJ	JW
S1-P01	20-04-21	Draft Issue	CJ	JW
Revision	Date	Description	Drawn	Apprvd.

North

Planit I.E. Limited

E: info@planit-ie.com

W: planit-ie.com

MANCHESTER

2 Back Grafton St, Altrincham, WA14 1DY

T: 0161 928 9281

LEEDS

No.1 Aire Street, Leeds Station, Leeds, LS1 4PR

T: 0113 824 6413

LIVERPOOL

Tempest S.3, 12 Tithebarn Street, Liverpool, L2 2DT

T: 0151 363 1230

LONDON

Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX

T: 0207 253 5678

STANDISH

Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ

T: 0145 360 7080

Client Tameside Metropolitan Borough Council

Project Godley Green Garden Village

Drg Title Site Location Plan

Created on	Created by	Approved by
15-12-20	CJ	JW

Scale	Size	Workstage
1:5000	A2	S2

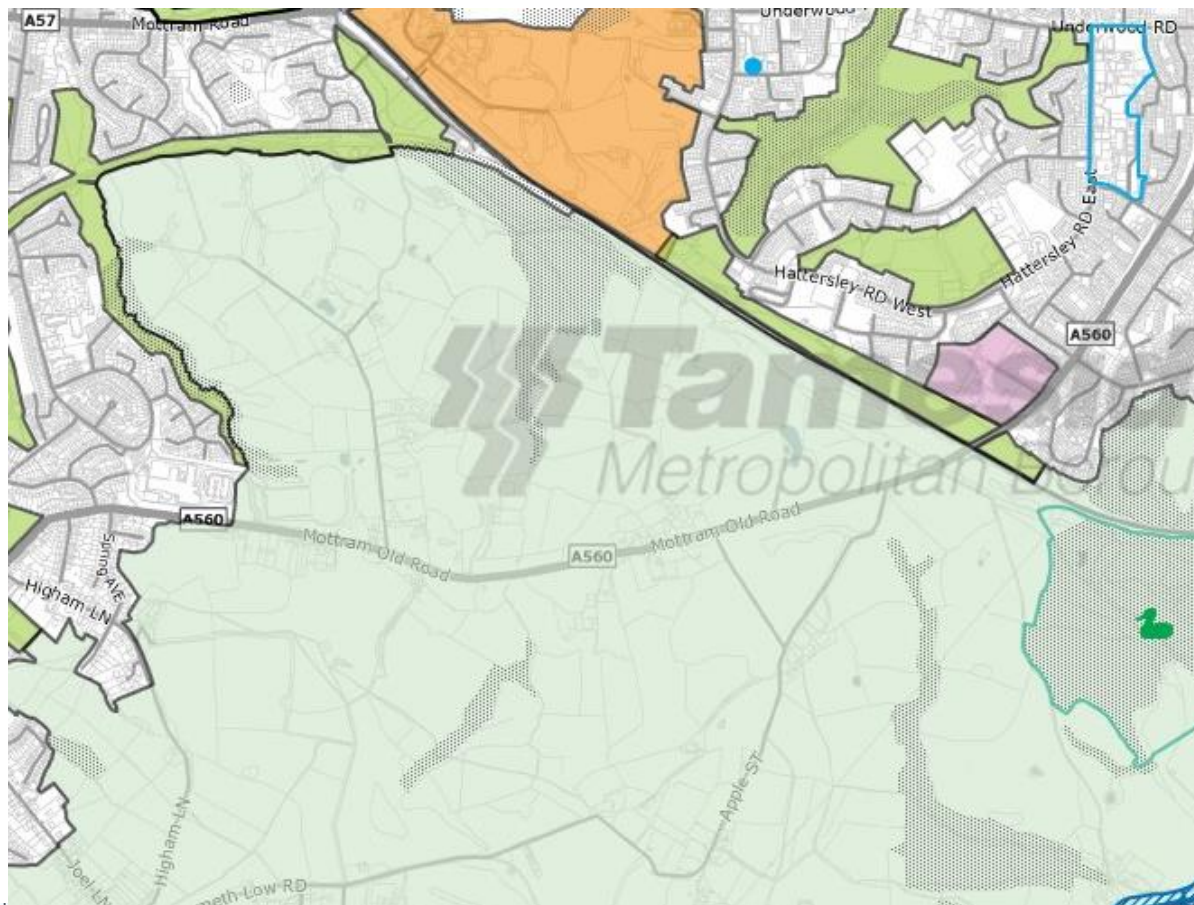
Drg No.	Suitability	Revision
PL1600.2-PLA-XX-XX-DR-U-0001	S2	P03

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APPENDIX D

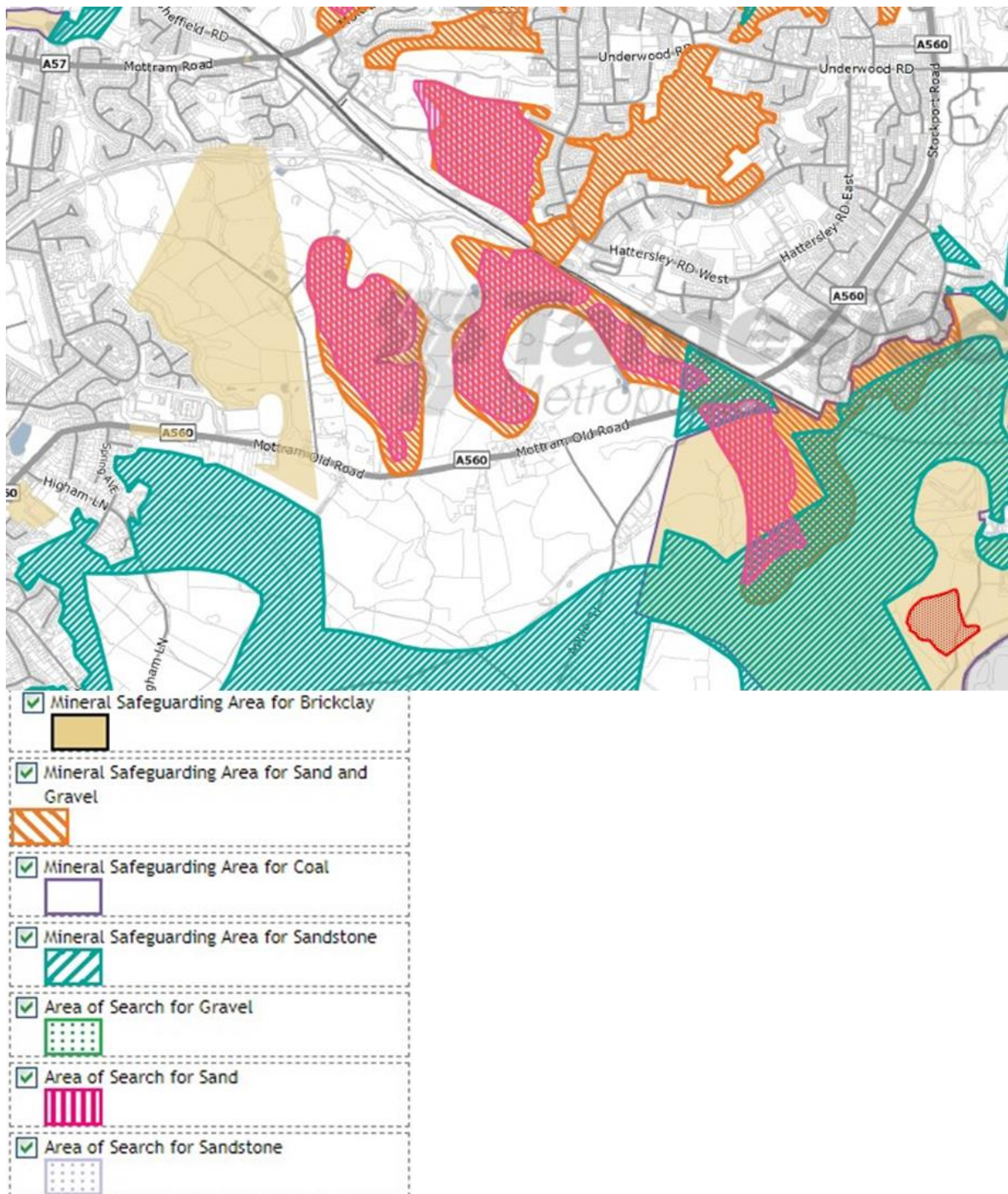
Adopted Policies Map Extract

Unitary Development Plan (2004) Policy Map Extract



☒ Strategic Employment Development Site (E1) 	☒ Existing Out-of-Centre Retail Parks and Stores (S10) 	☒ Metrolink Extension (T5)
☒ Development Opportunity Area (E2) 	☒ Green Belt (OL1, OL2) 	☒ Conservation Area Boundary (C2, C3, C4)
☒ Established Employment Area (E3) 	☒ Existing Developed Site in Green Belt (OL3) 	☒ Historic Parks and Gardens (C9)
☒ Housing Development Site (H1) 	☒ Protected Green Space (OL4, OL5) 	☒ Scheduled Ancient Monument (C10)
☒ Town Centre Boundary (S2, S3) 	☒ Outdoor Sport and Recreational Development Site (OL6) 	☒ International Nature Conservation Site (N1a)
☒ Primary Shopping Area (S4) 	☒ Trunk Road Scheme (T2) 	☒ National Nature Conservation Site (N1b)
☒ Local Shopping Centres and Parades (S5) 	☒ Other Major Highway Scheme (T3) 	☒ Site of Biological Importance (N1, N2)
☒ Leisure and Tourism Development Site (S8) 	☒ Rail or Bus Scheme (T4, T6, T9) 	☒ Local Nature Reserve (N2)
		☒ Area Liable to Flooding (U4)

Greater Manchester Joint Minerals Development Plan Document (2013) Policies Map Extract



APPENDIX E

Draft Heads of Terms

**Godley Green Garden Village –
Draft S106 Heads of Terms**

Introduction

1. The Applicant submits the following draft Heads of Terms in relation to the proposed Godley Green Garden Village proposal. The draft Heads of Terms are based on discussions with the LPA and consultees, Development Plan policies and relevant supplementary planning policy guidance.
2. The draft obligations are identified on a without prejudice basis and are subject to the receipt of formal consultation responses and evidence that the obligations satisfy the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). This requires that the planning obligations must be:
 - Necessary to make the application acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
3. Certain obligations identified below will be made in phases prior to commencement of construction or prior to occupation of a specific number of new dwellings and/or a fixed amount of commercial floorspace. The exact triggers will be agreed during determination.

Provisions of the Agreement

- Minimum of 15% affordable housing, split 60% affordable rent and 40% affordable home ownership.
- Employment and training scheme for local people.
- Commuted sum payments and/or physical provision to deliver the following:
 - On-site and off-site highway works.
 - Creation and enhancement of on-site and off-site of pedestrian and cycle links.
 - On-site secondary school provision.
 - On-site medical centre provision.
 - Off-site primary, secondary and special education school provision.
 - On-site open space and green infrastructure provision, including play space and allotments.
 - On-site and off-site sports facilities provision (outdoor and indoor).
 - On-site and off-site biodiversity mitigation and enhancement measures.
 - On-site and off-site public transport improvements.
 - On-site community run facilities.

- Monitoring and evaluation of the Travel Plan.
- Waste management

DRAFT