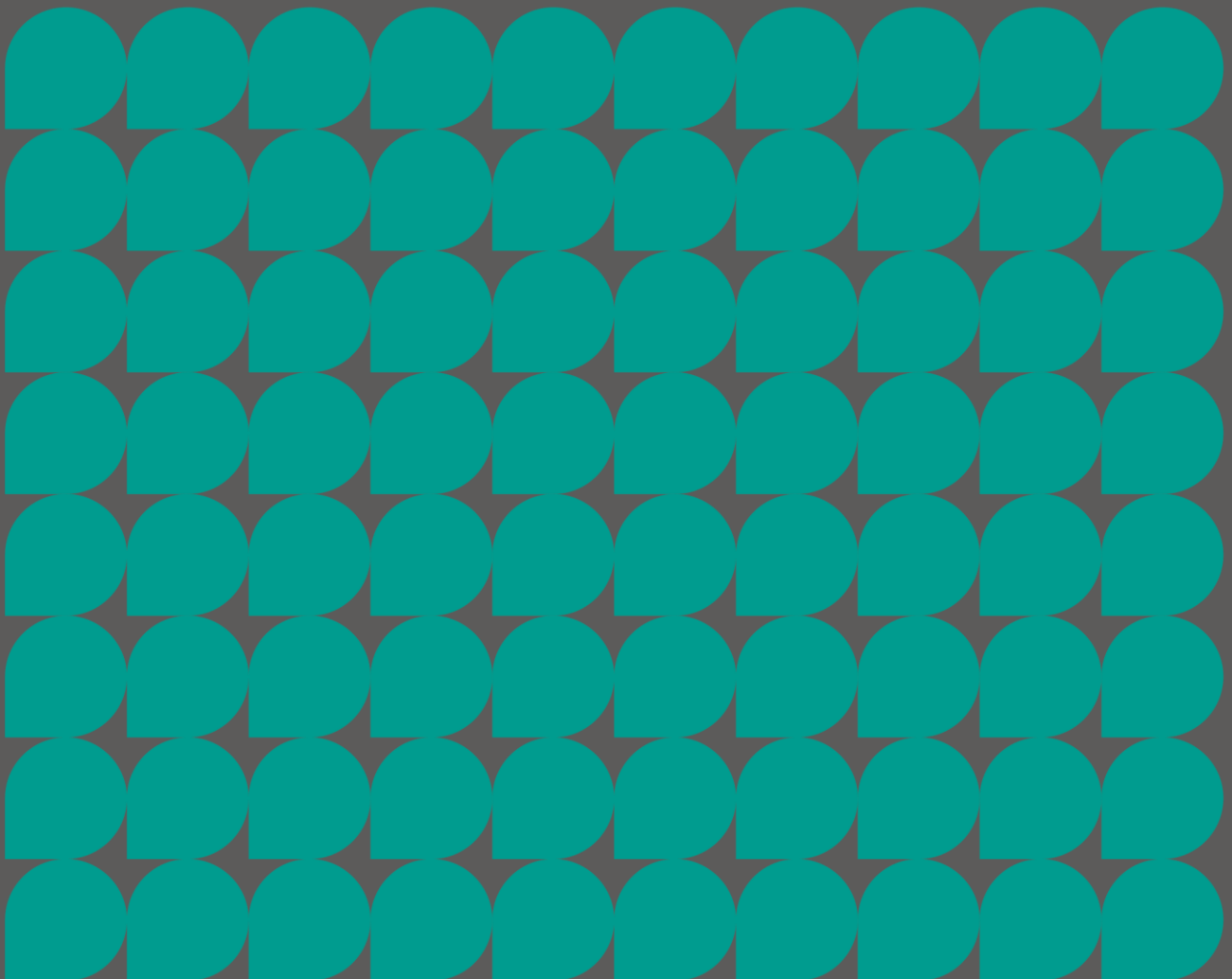


# Places for Everyone

JPA31 Godley Green Garden Village Allocation Topic

Paper

July 2021



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# Section A – Background

## 1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that Places for Everyone (PfE) should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed

to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

- 1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

## **2.0 Allocation Godley Green Garden Village Overview**

- 2.1 Godley Green represents a significant opportunity for Tameside to deliver the ambitious vision of a new settlement of around 2,350 new homes in the south of the borough, lying adjacent to the residential neighbourhoods of Godley and Hattersley; it offers the unique prospect of providing a new, sustainable, large-scale settlement which is enshrined in Garden City principles. The principles of a Garden City include land value capture for the benefit of the community, mixed-tenure homes and housing types that are genuinely affordable, beautifully and imaginatively designed homes, development that enhances the natural environment, and integrated and accessible transport systems. The site is one of three strategic sites within Tameside identified for Green Belt release in the Places for Everyone Joint Development Plan Document.
- 2.2 The site is in close proximity to both rail and motorway connections, with Hattersley train station being directly adjacent to the site. The site also has potential to enhance sustainable travel opportunities including supporting the provision of tram-train services on the same line, new bridged access, and opening direct connections to Hattersley station and the community beyond. The site's proximity to ongoing regenerative efforts in Hattersley also presents the opportunity to bolster and solidify these efforts and the progress made over a number of years.

- 2.3 Godley Brook, which runs south-north through the centre of the site, will effectively divide Godley Green into two smaller villages. Each village will be served by a local hub offering a range of community and retailing facilities, in which future residents will be able to meet most of their day-to-day needs.
- 2.4 Principally served from the A560 Stockport Road, the site will be delivered through a comprehensive masterplan, design code and clear phasing strategy, alongside taking an integrated approach to delivering infrastructure and following Building for a Healthy Life principles. Godley Green is to be an exemplary development which is attractive, functional and sustainable.
- 2.5 The strategic intention is that the development will be delivered as an exemplar, both of the Garden Village principle and that the new homes delivered 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. In order to ensure a high quality development it is also expected the site will be brought forward with a clear and comprehensive masterplan, phasing strategy and design code, along with taking an integrated approach to the provision of infrastructure.

### **3.0 Site Details**

- 3.1 The site is located approximately 1km to the south and east of Hyde town centre and sits within the Hyde Godley ward. 123.95 hectares in size it is bounded in broad terms by the A560 Mottram Old Road to the south, Werneth Brook to the west, the Manchester Piccadilly-Glossop rail line to the east and the former Godley-Apethorn rail line to the north, now disused and part of the Trans Pennine Trail. Based on analysis of existing land uses, approximately 87% of the site, 108.27 hectares, is considered to be greenfield, while 70.83 hectares (57.14%) is considered to be developable, once constraints including existing built features, residential privacy distances and environmental constraints have been excluded as appropriate.
- 3.2 The whole site is currently designated as Green Belt within the Council's adopted Unitary Development Plan (UDP). A large proportion is also designated within the

Greater Manchester Joint Minerals Plan as being within the mineral safeguarding area for brick clay, sandstone and sand and gravel, and an area of search for sand.

- 3.3 The site is predominantly used for grazing and pasture though other notable uses within the red edge include residential dwellings and farm complexes along Mottram Old Road, Green Lane and Brookfold Lane, and Godley Stud Riding School.
- 3.4 The site is well served by public transport via services provided at the aforementioned Hattersley train station, and has convenient access to the M67 and wider M60 motorway network beyond. The site has a number of existing access points serving the present uses; primarily these are taken from the A560 Mottram Old Road. Within the site, Green Lane and Brookfold Lane facilitate access to the relatively dispersed residential properties and farm uses, neither of which are formally adopted and are relatively un-made in places.

## **4.0 Proposed Development**

- 4.1 It is envisaged Godley Green has the potential to deliver a distinctive new sustainable Garden Village of around 2,350 new homes across a range of types and tenures in accordance with the Council's most up-to-date housing needs assessment to meet local housing needs, and to provide associated community facilities.
- 4.2 The site will incorporate two distinct villages, separated by Godley Brook, that will each be served by a local hub offering a range of community and retail facilities, where residents can meet most of their day-to-day needs. A network of public open spaces and walking and cycling routes will link the two villages.
- 4.3 The eastern most hub, being in closer proximity to a new multi-user access bridge linking to Hattersley and its rail station, is considered to have potential to deliver flexible work space, higher development densities and complementary ancillary uses. Ancillary uses such as a hotel or elderly care provision could form part of a range of activities and supportive community facilities that are critical to developing a vibrancy and a focus for day-to-day life.



- 4.4 The landscape features and green infrastructure assets of the site, including wooded cloughs, mature trees, hedgerows, ponds and watercourses, will form the framework within which development is brought forward, alongside a range of new public open spaces for play, sport and amenity as essential elements of Garden City principles. New access points into the site shall be provided direct on to the A560 Mottram Old Road along the site's frontage, incorporating clear pedestrian and cycle ways; additional non-motorised access points could be included into the north of the site. The Bee Network will run through the site and potential exists to reroute the Trans-Pennine Trail.
- 4.5 The proposed development quantum within the allocation has remained unchanged between the draft 2019 and 2020 versions of the GMSF and PfE 2021. The 2019 and 2020 versions of the GMSF policy wording can be found in Appendices 1 and 2 respectively. The full PfE policy JPA31 can be found in Appendix 3 and the indicative concept plan in Appendix 5.

## 5.0 Site Selection

- 5.1 Godley Green has been selected following the site selection methodology set out in the Site Selection Background Paper, the purpose of which is to identify the most sustainable locations for residential and employment development that can achieve the plan's Vision, Objectives and Spatial Strategy and help meet the housing and employment land supply. The objectives which helped to inform the site selection criteria are listed below:

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

5.2 Appendix 6 of the Site Selection Background Paper identifies Godley Green as meeting 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.

5.3 Selection criteria 1 ensures the site provides a positive fit with many strategy objectives including: helping to meet Greater Manchester's housing need; creating neighbourhoods of choice; creating a thriving and productive economy in all parts of Greater Manchester; reducing inequalities; improving prosperity; promoting the sustainable movement of people, goods and information; and ensuring that Greater Manchester is a more resilient and carbon neutral city region.

5.4 Whilst the site falls below the threshold of comprising 30% previously developed land, used through the selection process to identify sites which meet this part of criteria 1, the site is considered to be well served by public transport. Much of the site is within an 800m radius of both Godley and Hattersley rail stations, lying directly adjacent to the latter. In addition, the policy requires any developer to connect to the community of Hattersley and provide the requisite access to the station facilities. Providing access to the station seeks to exploit further opportunities to integrate transport and land use planning while also delivering wider public benefits, including promoting the sustainable movement of people. The Greater Manchester Transport Strategy 2040 raises the potential provision of tram-train services on the Glossop line in the future, whereby the construction of around 2350 new homes and subsequent increased demand for public transport, would support the business case for this.

5.5 The site is also adjacent to a lower super output area identified to be within the 10% most deprived nationally, namely Hattersley. Hattersley was built in the early 1960s

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by Manchester City Council as an overspill estate to originally home around 15,000 people. However by 2006 the population had declined to around 6,600 and suffered from socioeconomic isolation, unemployment, crime, housing vacancies, physical neglect and a territorial stigma.

- 5.6 Recent regeneration efforts within Hattersley have seen the creation of jobs, training and skills opportunities, delivery of private sale housing as well as refurbishment of existing properties, and a new district centre including a Tesco superstore and the Hattersley Hub containing offices, a public library and community facilities. Connecting Godley Green to Hattersley via a new multi-user bridge at Hattersley Train Station would strengthen linkages between these two communities thereby increasing community cohesion, provide more direct access to education and to wider green infrastructure, reduce inequalities, improve prosperity, opportunity and long term life chances.
- 5.7 Godley Green is therefore considered to meet with the site selection criteria outlined above and contribute towards meeting the plan's overall spatial strategy and objectives and is justified, as reasonable alternatives have been considered through the site selection process.
- 5.8 The outcomes of the 2021 update to the Site Selection Background Paper were unchanged on the 2020 Background Paper. The Godley Green Garden Village allocation is therefore considered to continue to meet the site selection criteria outlined above and contribute toward meeting the plan's overall spatial strategy and its objectives.

## **6.0 Planning History**

- 6.1 The planning history of the site has been checked against available records. Though the planning history is extensive, applications are mostly limited to agricultural or stable developments or single dwellinghouses and conversions. Alder Community High School, its playing field and sports pitch that occupy the south west corner of the site were granted approval under application 00/01225/FUL.

6.2 A full summary of relevant planning applications within the red edge is provided in Appendix 8.

## 7.0 **GMSF 2019 Consultation Responses**

- 7.1 The Godley Green allocation received 1,097 comments through the Draft GMSF 2019 consultation process.
- 7.2 There were objections to the principle of release of the site from the Green Belt for reasons including coalescence of Godley, Hattersley and Hyde, visual impact, loss of land for recreation purposes and the impact upon ecology.
- 7.3 Natural England noted the allocation provides opportunities to secure net gains for nature and local communities, contains priority habitats and alongside the Woodland Trust identified the presence of Ancient and Semi-Natural Woodland. The opportunity to re-route the Trans Pennine Trail alongside the provision of additional improvements was also noted.
- 7.4 The Environment Agency identified the presence of landfill sites within the allocation boundary and the possible need for precautionary mitigation. They also supported policy recognition of landscape features but ask that specific reference also be made to Godley Brook.
- 7.5 Historic England suggested the impact that development may have on the significance of heritage assets should be assessed.
- 7.6 Transport issues identified included existing highway congestion around Hyde, Mottram and the M60/M67 motorway network; and inadequate and poor quality public transport. A broad range of infrastructure improvements needing to take place before any additional development was carried out was suggested, such as implementation of the Mottram Bypass. Highways England noted the scale of development is of a concern from both an individual and cumulative perspective for the M67 and M60. Network Rail recognised a potential increase in patronage at Hattersley Station and possible opportunity to contribute toward its enhancement.

- 7.7 Social infrastructure, particularly around education and health, were an area of concern with many respondents highlighting current inadequacies and the lack of proposed new provision. The issue of increased congestion was generally linked to a worsening of the existing air pollution and further linked to negative impacts on health. However, The Department for Education welcomed the policy recognition for the need to appropriately contribute toward education provision.
- 7.8 Other themes that emerged from the responses were: the failure to identify and prioritise brownfield development, with CPRE suggesting there are more suitable brownfield sites available than have been identified on the Council's Brownfield Land Register; and the focus on the Hyde area for new housing development.
- 7.9 The Coal Authority set out expectations the site be assessed against coal resource plans to ensure high risk areas are identified early on in the process. National Grid did not identify the site through screening as being crossed by, or in close proximity to, National Grid electricity or gas transmission infrastructure. United Utilities referenced previous documentation submitted identifying key infrastructure and that this be referred back to. More broadly United Utilities identified that as primarily greenfield sites, many allocations may have limited infrastructure and what exists may have limited capacity. United Utilities also requested that reference be made to sustainable drainage and allocation-wide strategies for water and drainage infrastructure.
- 7.10 Responses supporting the proposed allocation highlighted the wide range of positive benefits flowing from the Garden Village, such as contributing towards local housing need across a wide range of types and tenure, providing a unique opportunity to deliver eco-housing, and providing a generous proportion of public open space linked by a network of cycle ways and public footpaths. Furthermore, it was pointed out that the majority of landowners within the proposed allocation have signed a memorandum of understanding as the basis of agreeing to bring the site forward as a collective.
- 7.11 In addition, the submission on behalf of the owners set out that the site is viable, with sufficient headroom in the development to generate a developer profit and sufficient value to incentivise landowners to promote their land. This was supplemented by

highlighting that the allocation was supported by the award of Housing Infrastructure Funding, meaning that Godley Green has undergone financial review by Homes England resulting in a positive outcome

## 8.0 **GMSF 2019 Integrated Assessment**

8.1 Each version of the GMSF as well as Places for Everyone has been accompanied by an Integrated Assessment (IA). The Integrated Assessment incorporates the requirements of Sustainability Appraisal, Strategic Environmental Assessment (SEA), Equality Impact Assessment and Health Impact Assessment (HIA). It aids the preparation of the plan by identifying positive and negative effects of the policies and any measures to mitigate against adverse effects.

8.2 The 2019 IA concluded that the Godley Green Garden Village allocation would generally make a very positive contribution to the following GMSF objectives:

- GMSF Objective 1: Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth;
- GMSF Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation;
- GMSF Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development;
- GMSF Objective 6: Support improved health and wellbeing of the population and reduce health inequalities;
- GMSF Objective 7: Ensure access to and provision of appropriate social infrastructure; and
- GMSF Objective 9: Promote sustainable modes of transport.

8.3 While the 2019 IA of Godley Green presents a generally positive assessment, the IA also suggested a number of mitigation measures to both enhance the allocation policy and better meet the objectives and assessment criteria of the IA, thus strengthening the plan as a whole. The mitigating matters that were suggested are listed in Appendix 4 and include making reference to energy efficiency of the housing stock, seek to minimise the number of trips made by car, and promote sustainable

construction methods. Changes to the allocation policy following the suggested mitigation measures include adding a requirement that development be informed by an assessment of archaeology, that heritage assets are considered within the design, and that employment, education and training opportunities are available for local residents. Other references were removed from the policy text to avoid duplication as they are considered to be adequately covered in thematic policies; these include flood risk, energy efficiency and resilience to the effects of climate change which are covered in the plan's environmental thematic policies.

## **9.0 GMSF 2020 Integrated Assessment**

- 9.1 An additional IA was undertaken to assess the policies of the Publication Draft 2020 GMSF against the same objectives and assessment criteria as the 2019 IA. The 2020 IA also provides a narrative detailing how the recommended mitigation measures from the 2019 IA have been considered in the 2020 GMSF policies, and an explanation where they have not.
- 9.2 The 2020 IA scoring for the GMSF 2020 Godley Green allocation policy is broadly similar to the IA scoring for the GMSF 2019 allocation policy. The 2020 allocation policy IA scores have improved against GMSF Objectives 4 and 5 due to policy wording changes that ensure employment, education and training opportunities are available for local residents, and that engagement is ensured with the local community, council and stakeholders. Those mitigation measures not addressed directly by changes to the allocation policy are addressed by other policies within the GMSF 2020 and are noted as such within the IA and accompanying addendum.
- 9.3 The 2020 IA addendum concluded by saying consideration should be given to how achieving climate change ambitions and mitigating effects of climate change, and supporting the reduction of inequalities and deprivation, can be best delivered through local policy across all districts. And therefore no further changes are required to be made to the allocation policy.
- 9.4 Given the conclusion reached above, that PfE 2021 has substantially the same effect as the GMSF 2020 would have had on the nine districts, it follows that PfE should be

considered as, in effect, the same Plan as the GMSF. Therefore “the plan” which is being assessed through the IA is one and the same.

- 9.5 While its content has changed over time, the purpose of the plan has not and therefore the environmental assessments carried out at previous stages remain valid. Addendum reports have been prepared to assess the impact of the changes between GMSF 2020 and PfE 2021 against the Integrated Assessment framework.



# Section B – Physical

## 10.0 Transport

- 10.1 For each allocation proposed in the GMSF 2020 a Locality Assessment was prepared as part of a suite of documents that examine the implications of the plan on transport in Greater Manchester, helping to respond to consultation comments received in 2019. Each Locality Assessment ensures that the requirements of the National Planning Policy Framework (NPPF) for each allocation are met and that it can be brought forward and operate sustainably within the context of the wider transport network.
- 10.2 The Locality Assessments forecast the likely level and distribution of traffic generated by each allocation and assess the impact on the transport network. Where the impact is considered significant, possible schemes to mitigate that impact and reduce it back to the reference level of operation have been developed, tested and costed. It is important to note that the mitigation schemes developed are only intended to demonstrate that significant transport impacts of the allocation can be appropriately ameliorated.
- 10.3 With regards to access to the site, two new indicative access points direct on to the A560 Mottram Old Road between Hattersley Viaduct and the Alder Community High School, were identified. These access options have been considered to match the most prominent traffic flows to and from the allocation. The indicative access points are shown on the concept plan in Appendix 5. The indicative access points could take the form of a standard roundabout junction to the east and a three-arm signalised junction to the west. In both cases, clear pedestrian and cycle ways and crossing facilities should be included.
- 10.4 Consideration was given to a potential third access to the north of the allocation but due to existing constraints the two options, Green Lane and Brookfold Lane, were discounted. These two potential access points do however provide the opportunity for access by non-motorised site users in order to promote active travel options and for emergency use.

- 10.5 In terms of public transport the allocation benefits greatly from nearby sustainable transport options in the form of the Glossop to Manchester rail line and the local bus service on the A560.
- 10.6 A single bus route currently operates serving the A560 Mottram Old Road to the south of the allocation. This is the 341 and is daytime running Monday to Saturday; the service does not operate in the evenings, Sundays or public holidays. Additional services operate serving Hattersley but these are currently severed from the allocation due to the presence of the railway cutting.
- 10.7 The allocation has been identified as potentially benefitting from either diversion of existing or creation of a new bus service within the allocation itself. Therefore it is proposed that the current Route 346 that goes between Ashton town centre and Hyde should be extended into the proposed allocation with a frequency of up to every 10 minutes.
- 10.8 The nearby railway stations at Hattersley and Godley both sit on the Manchester to Glossop line and are currently served by Northern Rail, with an average frequency of 30 minutes. As noted above Hattersley station is severed from the allocation and a proposed pedestrian/cycle/equine bridge will overcome this barrier and allow access to the railway station and Hattersley.
- 10.9 A mixture of pavements, dedicated off-carriageway cycle lanes and multiple Public Rights of Way, currently provide existing walking and cycling infrastructure in and around the allocation. However the main access on the southern side of the site is along the A560 Mottram Old Road and in parts this comprises narrower than standard width footpaths and there are no crossing facilities for walkers or cyclists.
- 10.10 National Cycle Route 62 (NCN62) runs through the proposed allocation on Green Lane, linking Mottram with Hyde, Reddish and Stockport via the former trackbed of the Cheshire Lines Committee railway. Therefore NCN62 should be integrated into the allocation in order to allow high quality dedicated traffic-free cycling and pedestrian connections into Hyde, Reddish and Stockport. This also forms part of the proposed Bee Network and Trans Pennine Trail.

- 10.11 To ensure linkages are made to this existing walking and cycling infrastructure, a permeable network for pedestrian and cyclist priority within the development is recommended, including sufficient secure cycling parking provision. As noted above the linkages would include the proposed multi-user accessible bridge to be located to the west of the railway station.
- 10.12 The Locality Assessment modelled a large number of highway junctions near the allocation. A number of the motorway junctions were identified as nearing or exceeding operational capacity in the reference case scenario and with a worsening performance once the allocation was factored in.
- 10.13 The impact on the local and Strategic Road Network (SRN) was considered both for the allocation in isolation and with the cumulative impact of other GMSF allocations. This concluded the impact on the local network would not be substantial as most trips generated would be routed via the SRN, including the M67 and A57 Hyde Road. Given this pattern of distribution it is likely to result in material implications on the operation of the SRN.
- 10.14 Highways England (HE) have proposed the introduction of a new bypass to alleviate existing congestion through the centre of Mottram, however HE do not wish that the SRN needs of this allocation are reliant upon the delivery of the scheme. Therefore, an alternative reduced scheme for the M67/A57 roundabout has been proposed and considered through the Locality Assessment as a contingency that would be capable of mitigating the traffic impacts. It is important to stress that this would only be required if the HE scheme were to not go ahead.
- 10.15 Improvements on the other key junction of the Denton Island (M60 J24) are also currently under consideration by HE's Major Projects and the Department of Transport. Of the options under consideration three were assessed as part of the Locality Assessment and Option 5 (A57 to M67 grade separated flyover) was demonstrated to deliver the most improvements to traffic levels across the junction.
- 10.16 A range of interventions have been identified in order to mitigate against the highways impact of the allocation. In summary these could include:
- A560 Mottram Old Road western access – signalised junction;  
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- A560 Mottram Old Road eastern access – standard roundabout;
- Improvement of M60 Junction 24 – Denton Island;
- Package of measures along the A560 Stockport Road (including the possibility of Ashton – Stockport Quality Bus Transit (QBT));
- Provision of bus services within the allocation;
- Provision of a direct pedestrian/cycle/equine access bridge to the vicinity of Hattersley rail station;
- Walking and cycling measures; and
- Improvements to the M67/A57 Hyde Road/A560 roundabout.

10.17 In summary the potential impact of developing this allocation on the surrounding road network has been assessed in both isolation and cumulatively, taking into account other allocations. In both of these scenarios the development has the potential to present increased congestion at existing areas of concern.

10.18 The Locality Assessment concludes that the traffic impacts of the site are considered to be less than severe subject to the implementation of mitigation at the identified locations. The “High-Side” modelling work indicates that in general other junctions within the vicinity of the site will either operate within capacity in 2040 with GMSF development included, or that in some cases junctions operating over capacity in the future year would not be materially worsened by development traffic.

10.19 Therefore, the initial indication is that the allocation is deliverable and that as it moves through the planning process additional work will be needed to verify and refine the existing Locality Assessment. The proposed mitigation measures would help meet the objectives of the GM 2040 Transport Strategy and are outlined in the GM Five Year Transport Delivery Plan 2021-2026.

10.20 Following completion of the Locality Assessments in support of the GMSF 2020 a review has been carried out of that evidence following the conclusion of additional strategic transport modelling work (5th round of modelling). The conclusion is that although there are significant changes to the number of sites included in the modelling (largely due to the absence of Stockport sites following their withdrawal from the GMSF) the review has not identified any significant changes. Therefore the

conclusions arrived at in the 2020 Locality Assessments are still considered to be valid.

## **11.0 Flood Risk and Drainage**

- 11.1 The level one Strategic Flood Risk Assessment (SFRA) identified Godley Green Garden Village as an allocation that is “more vulnerable” to flood risk. The SFRA suggests ‘Recommendation D’ for this allocation, meaning that a site specific Flood Risk Assessment would be required at the planning application stage. However the allocation, given its scale, represents a unique opportunity within the borough to deliver an exemplar garden village in terms of design, environmental standards and water management.
- 11.2 Water management in the new development should be delivered in accordance with the Sustainable Drainage Systems hierarchy so that infrastructure is delivered that is both sustainable and maintainable. The development of a clear and comprehensive site wide drainage strategy for Godley Green Garden Village will therefore help to provide part of the environmental vision for the allocation whilst delivering a resilient drainage solution as reflected in the PfE allocation policy (see Appendix 3).

## **12.0 Ground Conditions**

- 12.1 The site is primarily used for grazing or pasture and with reference to the national agricultural land quality mapping it is recorded 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 (Grades 1, 2 and 3a).
- 12.2 The site is wholly within a coal development low risk area and parts of the site are identified through the Greater Manchester Joint Minerals Plan as mineral safeguarding areas for brick clay, sand and gravel and sandstone, whilst also being identified as an area of search for sand.
- 12.3 There are former landfill sites to the north and east of Godley Stud Farm and to the west of Godley Brook as well as a larger area of historic landfill to the far southwest corner of the allocation extending to the north and west from Greenside Farm.

12.4 As a consequence it is recommend that before any planning application is submitted for the site that the following reports are prepared:

- A Preliminary Risk Assessment/Desk Study report with further discussion on the contaminant linkages associated with developing on the landfilled areas;
- Site investigations to obtain a general idea of ground conditions at the site. Targeted investigations at a higher density will be needed in the areas where the former landfills and any other contamination source are located. The results of the investigations will need to be included within a Site Investigation report; and
- Remedial Strategy report identifying potential remedial solutions for each part of the site. This will also include an appraisal on the feasibility of development at Godley Green and particularly on the landfilled areas. The report will identify whether the site is suitable for redevelopment and outline mitigation works needed.

12.5 Contaminated land conditions will likely be attached to any planning permission for the development to require further contaminated land investigations prior to the occupation and or use of the site.

## 13.0 Utilities

13.1 Cadent have identified gas infrastructure within the site to which appropriate easements will need to be applied. However, the site has not been identified to have infrastructure or capacity constraints that would significantly affect upon the site's net developable area or its potential delivery.

13.2 There are no known Electricity North West infrastructure or capacity constraints which would impact upon the site's developable area or its delivery and there is no known National Grid gas or electricity transmission infrastructure identified crossing or in close proximity to the site.

13.3 United Utilities' screening indicates there to be localised infrastructure for water distribution and sewerage and a sewer of scale, positioned midway along the site's north-eastern edge, to which appropriate easements will need to be applied. There

are no known capacity constraints relating to fresh or wastewater that impact upon the site's deliverability.

# Section C – Environmental

## 14.0 Green Belt Assessment

- 14.1 The allocation of Godley Green Garden Village will lead to loss of 123.95 hectares of Green Belt. The new Green Belt boundary will follow the defensible boundary of the A560 Mottram Old Road to the south of the allocation.
- 14.2 The Stage 1 Greater Manchester Green Belt Assessment 2016 considers the site against the five purposes of Green Belt as set out in paragraph 134 of the NPPF. The assessment references Godley Green Garden Village as Green Belt parcel TS58 and concludes that the parcel:
- Plays a strong role in checking the unrestricted sprawl of larger built up areas (Purpose 1);
  - Plays a moderate role in protecting open land from the potential for urban sprawl (Purpose 2);
  - Plays a moderate role in preventing neighbouring towns merging into one another (Purpose 3);
  - Plays a strong role in assisting safeguarding the countryside from encroachment (Purpose 4);
- 14.3 The assessment identifies the parcel as generally comprising undulating farmland, woodland and areas of recreation; urbanising features within the parcel are limited and well-spaced which helps retain a strong sense of openness. The parcel plays a strong role in limiting ribbon development along the A560 and internally along Green Lane, though the railway line to the east and disused railway line to the north act as barriers to urban sprawl from these areas.
- 14.4 The parcel forms part of the gap between Hyde and Broadbottom, but is not critical to the separation of these settlements. There is limited/no sense of encroachment in the parcel with the rural characteristics unspoilt by urbanising influences. The parcel is separated both visually and physically from historic towns and provides no contribution to their setting or special character.



- 14.5 The Stage 2 Greater Manchester Green Belt Study considers the extent to which the release of Green Belt land within the allocation would reduce the contribution to Green Belt purposes and the resulting impact this could have on adjacent Green Belt. The assessment concludes that the overall harm from release of the allocation from the Green Belt would be high, constituting significant sprawl and encroachment into the countryside.
- 14.6 When assessing the harm individually against the five purposes of Green Belt, the Stage 2 Greater Manchester Green Belt Study states that the release of the allocation from the Green Belt would:
- have a significant impact on checking urban sprawl;
  - have a significant impact on safeguarding the countryside from encroachment;
  - have limited/no harm on preventing neighbouring towns merging; and
  - have limited/no harm on preserving the setting and special character of historic towns.
- 14.7 The study concludes that all Green Belt land makes an equal contribution to assisting urban regeneration by encouraging the recycling of derelict and other urban land.
- 14.8 Release of the allocation would cause a high degree of harm to Green Belt purposes but would only have a minor impact on adjacent Green Belt and would result in a slight weakening of the boundary between the inset settlement and retained Green Belt. The new Green Belt boundary would extend along the A560 but would provide slightly less distinction than the existing features of the railway line and wooded brook, however potential for mitigating against this exists, for example through woodland planting along the A560 that potentially increases the level of distinction between the retained Green Belt and the allocation.
- 14.9 Paragraph 136 of the NPPF requires that Green Belt boundaries should only be altered where exceptional circumstances are evidenced and fully justified. The strategic level case for exceptional circumstances as well as those specific to each allocation are set out in the 2021 Green Belt Topic Paper.

14.10 The topic paper sets out the higher level strategic case for exceptional circumstances to justify altering the Green Belt boundaries, including:

- This is an appropriate growth and spatial option having considered other reasonable alternatives;
- In relation to housing, additional land beyond that required in absolute terms is necessary to meet local housing needs due to the need for flexibility, balanced and inclusive growth required by the spatial strategy, robustness in the face of contingencies, and a Green Belt boundary that will endure beyond the plan period;
- The releases bring forward a set of strategic allocations in the Green Belt in sustainable locations that accord with a rigorous site selection process and the spatial strategy focus on inclusive growth, delivering much needed infrastructure to meet a wide range of needs across the conurbation;
- Harm caused by releases can be justified against the spatial strategy and steps have been taken to minimise net loss;
- A range of opportunities have been identified to help increase the beneficial use of remaining Green Belt, including interventions that meet green infrastructure and biodiversity net gain objectives.

14.11 Alongside the higher level strategic case for exceptional circumstances there are also local level circumstances that justify the release of the Godley Green allocation from the Green Belt, including:

- The site meets Criterion 1 of the Site Selection criteria, as the site is considered to be well served by public transport, with train stations at both Godley and Hattersley able to serve the development, with services running to Manchester and Glossop;
- The site meets Criterion 5 of the Site Selection criteria, as it is adjacent to lower super output areas identified to be within the 10% most deprived nationally;
- The site meets Criterion 6 of the Site Selection criteria, as the policy requires the provision of a multi user bridge to connect to the community of Hattersley and the train station, seeking to exploit opportunity to connect integrated transport and land use planning. The provision of 2,350 new homes will generate further demand for service provision;

- The Greater Manchester Transport Strategy Delivery Plan identifies the option to deliver Metrolink, tram-train services on the Glossop line with potential to increase capacity and connectivity; and
- The site is not known to be subject to constraints so restrictive, which would prohibit it being brought forward.

14.12 In addition mitigation measures exist which could include strengthening the boundary between the allocation and retained Green Belt land to the south, such as by woodland planting along the A560, to potentially increase the future distinction between inset land and retained Green Belt.

14.13 Also of relevance is the Stage 2 Greater Manchester Green Belt Study 'Identification of Opportunities to Enhance the Beneficial Use of the Green Belt in the vicinity of Proposed 2019 GMSF Allocations (2020)'. This document identifies the opportunities to offset the loss of Green Belt through compensatory improvements to environmental quality and accessibility to the Green Belt, to help meet the requirements of paragraphs 138 and 141 of the NPPF. The possible enhancement opportunities to retained Green Belt as well as to Green Infrastructure within the vicinity of the allocation are considered in section 15 of this topic paper.

14.14 There have also been two addendums published to the Stage 2 Greater Manchester Green Belt Study that have considered the impact, in terms of harm to the Green Belt purposes from the release of land, of changes to the proposed allocation boundaries. The first addendum, considered the impact of any changes between GMSF 2019 to GMSF 2020; the subsequent addendum, considered the impact of any changes between GMSF 2020 to PfE 2021. The Godley Green allocation boundary and the amount of proposed Green Belt release has remained the same through both the GMSF 2019 and 2020 and into PfE 2021, therefore these subsequent assessments have made no change to the initial assessment of the allocation in terms of its impact on the Green Belt.

14.15 In conclusion, the Green Belt Study identifies that release of the allocation from the Green Belt will have a high level of harm on the Green Belt at this location. Whilst this level of harm is noted, it is considered that strategic and local level exceptional circumstances exist, including the significant impact on regeneration and wider  
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community benefits, enhancement of retained Green Belt and Green Infrastructure improvements, which outweigh the harm of releasing the site from the Green Belt.

## 15.0 Green Infrastructure

- 15.1 The allocation policy seeks to manage, protect and incorporate Green Infrastructure by requiring development to be in accordance with a comprehensive masterplan, phasing strategy and design code, and by taking an integrated approach to green, blue and grey infrastructure. The policy states that development will be required to enshrine Garden City principles throughout, ensure architecture is innovative and integrates into the surrounding landscape, deliver a high quality public realm that incorporates street tree planting, and set aside land for a range of public open spaces to include natural and amenity space. The Werneth Brook and Brookfold Wood Sites of Biological Importance (SBIs) within the site will be protected and enhanced, alongside other key landscape and ecological features including woodland and ancient woodland, hedgerows, watercourses and ponds. The reasoned justification acknowledges the existing network of green infrastructure that provides a framework for an attractive, high quality settlement.
- 15.2 The Stage 2 Greater Manchester Green Belt Study 'Identification of Opportunities to Enhance the Beneficial Use of the Green Belt in the vicinity of Proposed 2019 GMSF Allocations (2020)' assessed the opportunities for beneficial use of the retained Green Belt outside of the allocation as well as potential Green Infrastructure enhancements from the allocation. The study splits the enhancement opportunities into four categories including access, sport and recreation, biodiversity and wildlife corridors, and landscape and visual.
- 15.3 Potential Green Infrastructure enhancements identified could include: improving access points and the quality of amenity greenspace along long-distance footpaths; upgrades to the Tameside Trail and Etherow Goyt Valley Way; establishing a multi-agency approach alongside landowners to determine the extent of key invasive non-native species and devise a strategy for their management; create new native woodland tracts to connect SBIs with the Green Infrastructure network; and increase and maintain hedgerows and drystone wall boundaries through the replacement of timber post and rail and post and wire fencing. Potential areas of Green

Infrastructure are indicated on the concept plan in Appendix 5 and include the opportunity to retain and enhance onsite public rights of way, areas of ancient woodland and potential to re-route the Trans Pennine Trail. The full policy is set out in Appendix 3.

## **16.0 Recreation and Open Space**

- 16.1 The policy requires that neighbourhoods are green, walkable and safe places and that active travel is promoted through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways. Additionally, the development of Godley Green will need to ensure Garden City principles are enshrined throughout and in particular reflect on the need for neighbourhoods that provide recreational facilities. As set out in the policy, land will need to be set aside to provide 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.
- 16.2 The 2020 IA acknowledges the importance of the provision of public open spaces for the conservation and enhancement of biodiversity and green infrastructure, as well as in supporting improved health and wellbeing and reducing health inequalities. The allocation scores positively against those two objectives.

## **17.0 Landscape**

- 17.1 The 2018 Greater Manchester Landscape Character and Sensitivity Assessment identifies Godley Green as being within the Pennine Foothills (Dark Peak) landscape character type. Key characteristics of such areas include: steeply sloping land rising to open summits such as Werneth Low; multiple springs, brooks and cloughs providing drainage; farmland that is predominantly pastoral and criss-crossed by multiple rights of way, minor lanes and tracks; varied field patterns often enclosed by hedgerows; and limited built development within. Specific landscape characteristics around Godley Green also include: the Manchester Piccadilly – Glossop heavy rail line to the east, the A560 Mottram Old Road to the south, Werneth Brook to the west and the Trans Pennine Trail to the north.

17.2 According to the 2018 assessment, the management of the landscape in such areas could include:

- Protecting the landscape's role as rural hinterland and backdrop to adjacent urban areas;
- Protecting the relative sense of tranquillity, protect and where possible enhance the semi-natural habitats;
- Encouraging the natural regeneration of woodland and wetland habitats;
- Respecting local building styles and materials in new housing developments;
- Integrating Sustainable Drainage Systems into any new development; and
- Enhancing sustainable opportunities for access by nearby communities.

17.3 As set out in the PfE policy (Appendix 3), careful siting of development and design which is based on a comprehensive masterplan, will ensure that the landscape and visual impact of the new development is appropriately considered and minimised.

## **18.0 Ecological/Biodiversity Assessment**

18.1 In February 2020 Greater Manchester Ecology Unit (GMEU) undertook a Preliminary Ecological Appraisal of the site to gather data on existing conditions, establish a baseline for future monitoring and appraise the ecological features present. This included scoping for notable species or habitats which may be constraints to proposed development, and to make recommendations for mitigation.

18.2 The purpose of the survey was not to provide a fully comprehensive suite of ecological surveys for the site, but rather to identify where ecological constraints to future development may prove significant. Decisions can then be made as to what further surveys may be required to inform any development proposal, to provide guidance to the extent of ecological mitigation or compensation that may be required, or to recommend that sites are removed from consideration for allocation because ecological constraints identified are very significant and mitigation or compensation may not be possible or desirable.

18.3 The appraisal determined that there are substantive ecological constraints associated with the site. The site boundary includes Local Wildlife sites and SBIs at Brookfold Wood and Werneth Brook, encompassing areas of Ancient Woodland.

Within the vicinity of the site the assessment identified potential for increased recreation pressures to Werneth Low Country Park and the South Pennine Moors Special Area of Conservation and Special Protection Area. The site is known to support specially protected species and was identified as having or has the potential to support both priority habitat types and/or priority species.

- 18.4 The overall evaluation of ecological constraints concludes there would be a presumption against losses to the Local Wildlife sites and mitigation and compensation would be sought for impacts to specially protected species and/or other habitat losses. As a result, a planning application would require appropriate survey for badger and amphibians alongside an extended Phase 1 habitat survey. A number of group and individual Tree Preservation Orders alongside areas of Ancient Woodland are known to exist within the allocation that would also require appropriate survey and assessment.

## **19.0 Habitat Regulation Assessment**

- 19.1 The October 2020 Habitat Regulation Assessment (HRA) undertaken by GMEU of the 2019 Revised Draft GMSF Thematic Policies and Strategic Sites forms Stage 1 and Stage 2 (in part) of the Habitats Regulations Assessment process. The report comprises a screening and opinion assessment concerned with reaching an opinion as to whether the plan needs to be amended to avoid harm to European sites, or needs to go forward for a further more detailed assessment of impacts.
- 19.2 The HRA initially 'screened in' the site, identified as being a large allocation within 10km of the South Pennine Moors Special Area of Conservation and Special Protection Area, with potential effects from increased recreational pressure and cumulative air pollution effects when considered alongside other GMSF allocations.
- 19.3 The HRA concluded however that the plan will not cause adverse impacts on site integrity of any European designated sites providing that the recommended mitigation measures are included in the Plan and implemented. For this reason there is no justification for removing the allocation from consideration as a potential development site.

## **20.0 Historic Environment Assessment**

- 20.1 The Centre for Applied Archaeology at the University of Salford was commissioned by the GMCA; in consultation with the Greater Manchester Archaeology Advisory Service; to undertake an Archaeological and Built Heritage Screening exercise of all site allocations following the 2019 consultation. This exercise 'screened in' the Godley Green allocation for further assessment.
- 20.2 In 2020 a further more detailed historic environment assessment of the Godley Green allocation was undertaken. This extra tier of work notes that whilst the archaeological resource of the site is largely unknown there is potential for remains to survive and recommends a further programme of archaeological field investigation at those areas identified as being of archaeological sensitivity.
- 20.3 The assessment identifies non-designated built heritage within the site, namely small isolated farmsteads and the 19th Century villas along Green Lane, as well as other historic features including and historic route ways, Ancient Woodland, marl pits and wells. The assessment recommends the retention of the non-designated heritage assets and mitigation measures to protect their setting, as well as retention of historic landscape features identified.
- 20.4 In summary the recommendations of the assessment are that those areas of archaeological sensitivity identified within the report are subject to a programme of archaeological field investigation early in the planning process. The site allocation policy acknowledges this and has been updated accordingly (see Appendix 3).

## **21.0 Air Quality**

- 21.1 None of the site is covered by an Air Quality Management area; however an Air Quality Assessment will need to be submitted as part of the planning application process. The assessment should be undertaken in accordance with the following guidance: IAQM 'Assessment of dust from demolition and construction 2014'; and IAQM/EPUK 'Guidance on land-use planning and development control: Planning for air quality 2017'.



- 21.2 The GMCA and TfGM are responding to Natural England’s comments on the draft HRA (2020) by commissioning additional air quality modelling to more accurately assess the implications of changes in air quality on European sites that could potentially be affected by changes to nitrogen levels arising from changes in vehicle movements in Greater Manchester or within close proximity of the Greater Manchester boundary.
- 21.3 A Habitat Regulation Assessment (HRA) has been undertaken and supported by an assessment of air quality impacts on designated sites. The following sites have been screened out at Stage 1 HRA:
- Rixton Clay Pits (SAC)
  - Midland Meres & Mosses – Phase 1 Ramsar
  - Rostherne Mere (Ramsar)
- 21.4 The following sites requires Stage 2 Appropriate Assessment:
- Manchester Mosses (SAC)
  - Peak District Moors (South Pennine Moors Phase 1) (SPA)
  - Rochdale Canal (SAC)
  - South Pennine Moors (SAC)
  - South Pennine Moors Phase 2 (SPA)

## **22.0 Noise**

- 22.1 A noise assessment will be required to be submitted as part of the planning application process. The assessment should be undertaken in accordance with British Standard BS8233:2014 ‘Guidance on Sound Insulation & Noise Reduction for Buildings’. The assessment will need to investigate what impact rail and traffic noise will have on any potential housing development and recommend any mitigation measures, including for outdoor areas.

# Section D – Social

## 23.0 Education

- 23.1 Planning school places is a dynamic process that takes into account a range of factors and as a result the Council's strategy<sup>1</sup> is regularly refreshed. By taking this approach, the Council has managed to ensure sufficient places to meet increasing demand over the last 15 years which has seen a 27% rise in birth rates in the borough and a 24% increase in pupils coming into primary schools.
- 23.2 The amount of new housing development planned for the borough is a key factor in planning school places and therefore the Godley Green allocation and other developments in the area pose a challenge for school place planning.
- 23.3 Council analysis of primary and secondary school places and surplus or over capacity in the Hyde area shows that overall there is currently significant surplus capacity in primary schools but very little in secondary schools.
- 23.4 The analysis identifies however that projecting forward there would be insufficient places in both primary and secondary schools to meet the expected demand for additional capacity that the Godley Green allocation could generate. The analysis suggests additional places could be accommodated by extending or relocating Alder High School, and providing additional primary school places within the site. The multi-user bridge to Hattersley Station will also provide access from the allocation to Discovery Academy in Hattersley.
- 23.5 In summary there is a site specific requirement for education provision or mitigation required as a result of the proposed development as identified within the policy, and a potential need to set aside land to accommodate this through on site provision as shown on the concept plan at Appendix 5.

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<sup>1</sup> Determination of Admission Arrangements September 2022 – Report to Executive Cabinet  
<https://tameside.moderngov.co.uk/documents/s96903/ITEM%2012%20-%20School%20Admissions%20FNAL.pdf>

- 23.6 In addition, the Tameside Inclusive Growth Strategy acknowledges that the four key challenges of low productivity, low skills, low pay and poor health outcomes in Tameside are increasingly understood to be entwined and need to be considered together if they are to be overcome.
- 23.7 By providing a key housing development site in close proximity to existing services, amenities and public transport facilities of Hyde Town Centre, whilst also seeking to bring forward its own core of complementary village centre provision, this development begins to address some of these issues in a sustainable and planned manner.
- 23.8 It will also provide employment and training opportunities that are aligned to the strategic skills provision of Tameside College. The site is located in close proximity to areas in Tameside with the worst levels of deprivation. By addressing housing provision, access to open space and providing accessible employment in these areas it helps to achieve the Tameside Inclusive Growth Strategy's aim of "Increasing quality, affordability and choice in the borough's housing offer". Further to this it will also help to "increase the number of high skill, high paying jobs in the borough", to "increase skills across our whole economy" and to "seize the economic opportunities presented as we transition to carbon neutrality by 2038".
- 23.9 Development of the Godley Green allocation will be required to ensure employment, education and training opportunities are available for residents within the local area, both through the construction phases and upon completion. The proximity of the site to Hyde Town Centre will also increase demand for retail, leisure and services locally, as well as those jobs created within the two village centres.
- 23.10 The steady pipeline of work opportunities over a sustained period will directly support sustainable employment and apprenticeship opportunities for house-builders, allowing the certainty of work supply required for apprentices to complete qualifications.
- 23.11 The development will also indirectly support employment and apprenticeship opportunities in the construction supply chain, which is strongly represented in Tameside's construction and manufacturing and engineering sectors. The

opportunity to work on the delivery of a local site, potentially using modern methods of construction will allow for local residents and businesses to develop skills in a growth sector which is key and supported by Tameside College's Advanced Technology Centre for engineering and manufacturing, and its newly built Construction Skills Hub

## 24.0 Health

- 24.1 Godley Green is likely to generate the need for on-site primary care provision because of the development proposal. Based on the provision of 2,350 dwellings at the site it is estimated it could accommodate 5,405 additional residents, based on the average household size in Tameside at the 2011 census (2.3 persons per household). Historically, the scale of this provision could have been based on the national benchmark of 1,800 patients per GP and 1,400 patients per dentist. This might have equated to demand equivalent to 3 GPs and 3.86 dental practitioners. As the model of primary care services, general practice in particular, changes we need to consider how the role of Primary Care Networks, the expanding workforce model of general practice and strengthened links to communities and neighbourhoods impacts this.
- 24.2 The developer should therefore engage with the Clinical Commissioning Group at the earliest opportunity in order to determine health care requirements associated with the development. This will need to include co-design with Neighbourhood partners, Population Health and the Voluntary, Community, Faith and Social Enterprise partners to determine and design the health and wellbeing offer for the community. Where satisfactory provision is not otherwise available in the local area, the development would be required to incorporate primary health care facilities.
- 24.3 Policy H6 of the adopted Tameside UDP currently sets the framework for addressing the additional demands from new housing developments on education and community facilities in an area. Places for Everyone Policy JP-E 6 considers the health requirements of new development stating that:

“Improvements in health facilities will be supported, responding to the changing needs and demands of both existing and new residents, including through:

- Requiring, where appropriate, the provision of new or improved health facilities as part of the new developments that would significantly increase demand;
- Enabling the continued enhancement and successful operation of Greater Manchester's hospitals; and
- Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.

24.4 In addition to this where a site is subject to Environmental Impact Assessment then it is expected that a Health Impact Assessment will accompany any proposal for development and therefore this will be required as supporting evidence for any subsequent planning application. The HIA should focus on enhancing the potential positive impacts of the proposal while avoiding or minimising the negative impacts and there should be a particular focus on disadvantaged sections of communities that may be affected.

# Section E – Deliverability

## 25.0 Viability

25.1 Three Dragons et al., have assessed the financial viability of the Godley Green site. The report concludes that the proposed development is viable taking account of transport mitigation measures and requirements of the policy, including green infrastructure. The summary of results of the Stage 2 Report for the allocation are set out below:

**Table 1: Summary of viability results for Godley Green Garden Village**

<b>Scheme Residual Value Including Costs</b>	<b>Scheme Residual Value</b>	<b>Strategic Transport Costs</b>	<b>Out-turn Scheme Residual Value</b>
£89,220,000	£10,220,000	£5,330,000	£4,890,000

25.2 The report concludes that the proposed development produces a positive residual value of circa £10.2m that can accommodate the strategic transport costs of circa £5.3m. This includes Homes England Housing Infrastructure Funding circa £10m.

25.3 Full details of the methodology used by Three Dragons and the base assumptions are set out in the Stage 2 allocations viability report.

## 26.0 Phasing

26.1 The phasing of housing delivery has been considered in detail, taking into account national and local evidence comprising historic delivery, completions and build out rates in Tameside in order to inform judgement.

26.2 To supplement Tameside’s local evidence based assumptions, Lichfields’ ‘Start to Finish’ review on the speed of delivery on large-scale housing developments sites has also been referenced.

26.3 The above evidence indicates that an eight year lead in time from granting planning permission to the delivery of the first dwelling on a large scale site is appropriate based on the following factors: adoption of Places for Everyone, submission,

validation and determination of planning application(s), discharge of conditions and lead in time to subsequent delivery of first units.

- 26.4 The build out rate of 31 dwellings per annum is taken from the Council's evidence on delivery rates for sites of 100 or more dwellings containing a mix of houses and apartments and this has been applied to a potential four outlets across the allocations. Therefore the allocation is expected to deliver 124 dwellings per annum starting in 2028/29 and completing beyond the plan period in 2046/47.
- 26.5 This is considered to be a realistic view of the potential phasing and delivery on the site based on the available evidence. However, it does not take into account factors such as the greenfield nature of the site or the percentage of affordable dwellings, both of which are acknowledged by Lichfields as factors that could potentially accelerate delivery. However this also needs to be balanced in that the South of Hyde is also likely to be delivering dwellings to the market during the same period.
- 26.6 All phasing for transport interventions is indicative for the purposes of setting out a potential delivery timetable. The phasing is based on the expected build out rate of the site in relation to specific milestone years of 2025 and 2040 at the time the study was undertaken. For the purposes of the Locality Assessment no development is expected to come forward by 2025. It is expected 1,512 dwellings will be delivered by 2040, with the remainder of the 2,350 total units following after the end of the plan period.
- 26.7 The indicative intervention delivery timetable for years 2020-2025 is as follows:
- A560 Mottram Old Road western access – signalised junction; and
  - A560 Mottram Old Road eastern access – standard roundabout.
- 26.8 The indicative intervention delivery timetable for years 2025-2030 is as follows:
- Improvement of M60 Junction 24 (Denton Island);
  - Package of measures along the A560 Stockport Road (including the possibility of Ashton – Stockport QBT);
  - Provision of bus services within the allocation;
  - Provision of a direct pedestrian/cycle/equine access bridge to the vicinity of Hattersley rail station;
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- Walking and cycling measures; and
- Improvements to the M67/A57 Hyde Road/A560 roundabout.

26.9 In advance of a detailed masterplan, it has been assumed by the Council that the development will be delivered between 2028/29 and 2046/47. Initial work indicates that the site is deliverable and achievable, and a detailed masterplan and phasing strategy will need to be produced and approved by the Council as part of any planning application for the site.

## 27.0 Indicative Masterplanning

27.1 Criterion 4 of the allocation policy requires that the development of the site be in accordance with a comprehensive masterplan, phasing strategy and design code, to be approved by the Council and developed through engagement with the local community and other stakeholders. The masterplan will need to respond to the criterion set out in the allocation including:

- 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 (criterion 9);
- Deliver higher density residential development around Hattersley train station and the village hubs (criterion 10);
- 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 (criterion 13);
- Provide access into the site from the A560 Mottram Old Road including improved cycling and pedestrian facilities along the site's frontage (criterion 14);
- Provide a multi-user bridge connecting to Hattersley to encourage use of public transport services at Hattersley train station (criterion 16);
- Ensure neighbourhoods are green, walkable and safe places (criterion 17);
- Ensure active travel is promoted through a clear network of legible and attractive streets, footpaths and cycle ways (criterion 18);



- Retain and enhance the existing public rights of way and the Trans Pennine Trail (criterion 19);
- Protect and enhance the SBI of Werneth Brook and Brookfold Wood (criterion 21); and
- Deliver a high quality public realm and set aside natural and formal open spaces (criteria 23 and 24).

27.2 The Council has prepared an indicative concept plan, shown in Appendix 5, to respond to the requirements of the development set out in the allocation policy. In broad terms the concept plan shows:

- The location of housing and primary and secondary access points;
- Green infrastructure and open space opportunities;
- Retention and enhancement of public rights of way and Trans Pennine Trail;
- Landscape and heritage assets for retention;
- Proposed pedestrian and cycle routes;
- Multi-user access bridge to connect site to Hattersley and rail station; and
- Potential location for a new Primary School.

27.3 In addition to the above concept plan, an indicative key proposals plan, set out in Appendix 6, has been prepared by the site promotor on behalf of the landowners. It provides an indicative layout of the allocation, illustrating how the key policy proposals such as the inclusion of two village centres, access points and multi-user bridge would sit alongside the proposed 2,350 homes. It demonstrates that at a high level the site is deliverable for new housing. The plan is only for illustrative purposes.

27.4 Alongside the key proposals plan an illustrative framework plan has also been produced by the site promotor and is set out in Appendix 7. This illustrative framework expands on the proposals plan in more detail, suggesting an indicative road and village centre layout, primary school setting, open space provision, and showing retained properties. The plan is only for illustrative purposes.

# Section F – Conclusion

## 28.0 The Sustainability Appraisal

28.1 A Sustainability Appraisal of each of the proposals in the plan has been carried out and included within the IA. The IA of the allocation found the policies to broadly be either positive or very positive. The mitigation measures suggested have been considered and the 2020 IA and accompanying addendum found that those mitigation measures not addressed directly by changes to the allocation policy are primarily addressed by other policies within the plan.

## 29.0 The main changes to the Proposed Allocation

29.1 Compared to the allocation proposed in the 2019 Draft GMSF and GMSF 2020 the revised policy carries forward the same overall aims and objectives. The policy wording between the GMSF 2019 and the GMSF 2020 had been amended to take into account the responses received during the 2019 consultation, the 2019 IA and 2020 IA, as well as new supporting evidence.

29.2 The main changes included removing the references to thematic policies throughout the allocation policy wording; the plan should be read as a whole and this removed unnecessary repetition. Additional requirements have been added that development be informed by an assessment of archaeology, that heritage assets are considered within the design, and that employment, education and training opportunities are available for local residents.

29.3 Between the GMSF 2020 and the current Places for Everyone plan there have been minimal changes to the allocation policy wording; these have namely been to correct punctuation. A full copy of the GMSF 2019, GMSF 2020 and PfE policy wording is included at Appendices 1, 2 and 3 respectively.

## 30.0 Conclusion

30.1 The 123.95 hectare site is located south and east of Hyde town centre, along the Trans Pennine Trail, and represents the rare opportunity to deliver a distinctive new sustainable Garden Village of around 2,350 new homes. The site's semi-rural setting together with an existing network of green and blue infrastructure, set the framework  
Site Allocation Topic Paper – PfE 2021

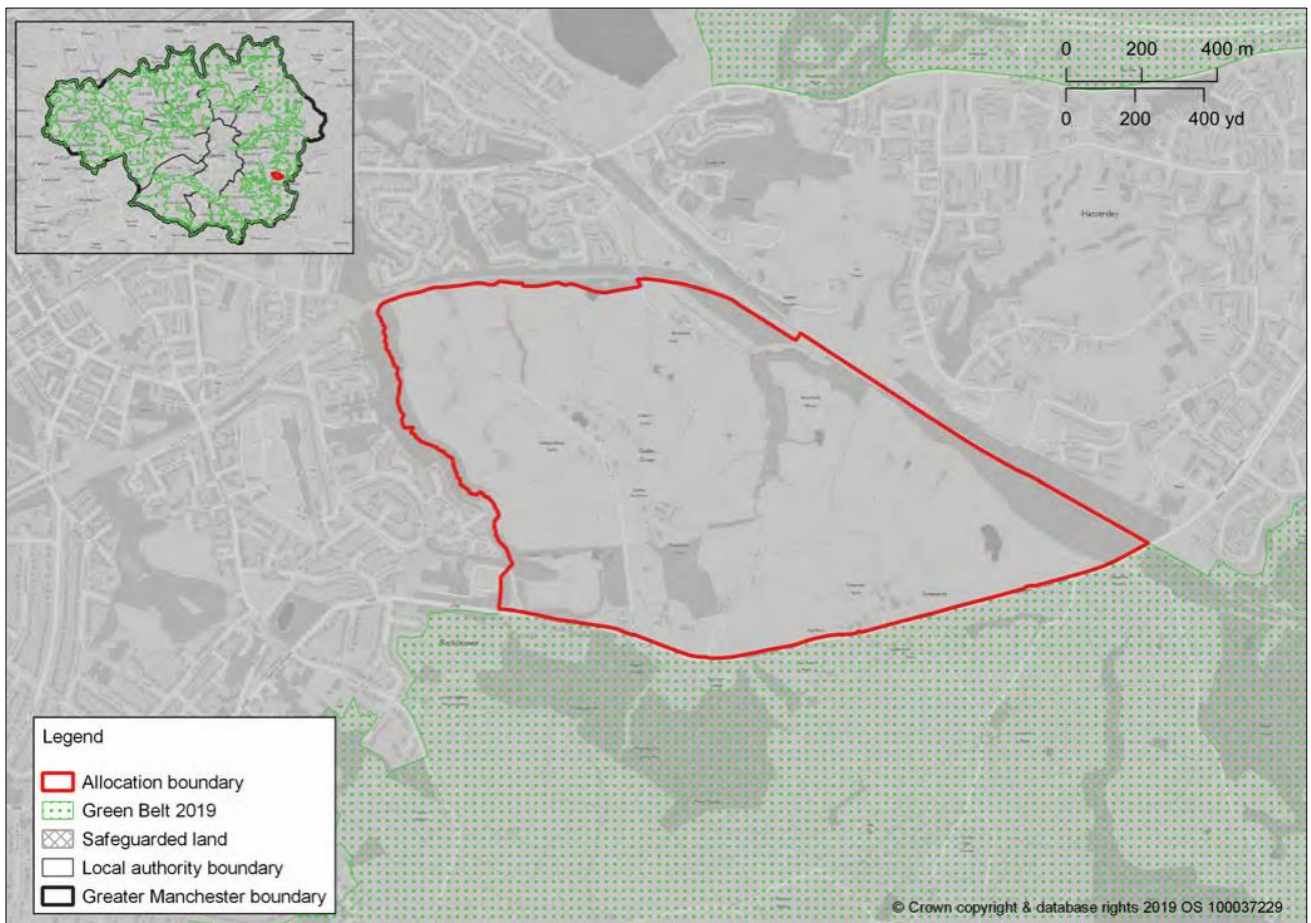
for an attractive, high quality and accessible low carbon development with an opportunity to enhance the natural environment that will be enshrined in Garden City principles and is a logical, sustainable extension to the existing urban area.

- 30.2 Identified as a key asset and priority within Tameside's Inclusive Growth Strategy, and in receipt of £10m of Homes England Housing Infrastructure Funding, the site is considered to be highly accessible, benefiting from ready access to both Hattersley and Godley rail stations and the local and strategic highway network. The site will also support wider investment in sustainable transport infrastructure and enhancement of the long term regeneration objectives for Hattersley and Hyde.
- 30.3 The impacts of development of the site identified through the process of Integrated Assessment are largely positive. The site is identified to meet the site selection criteria, supports the plan's overall strategy and objectives, and both strategic and local level exceptional circumstances exist for the release of Green Belt land.
- 30.4 The new homes delivered would provide for a range of housing types, including affordable housing, split across two villages each supported by a local hub. The new homes will sit alongside community and cultural uses and a potential new school.
- 30.5 Evidence suggests the site can be viably developed taking into account the requirements of existing and proposed policy and mitigation including new bridged access to Hattersley to access the rail station, and is represented positively by a consortia of land owners including the Council.
- 30.6 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.

# Section G – Appendices

## Appendix 1: GMSF Revised Draft January 2019 Policy GM Allocation 43

Greater Manchester Spatial Framework Revised Draft January 2019  
Policy GM Allocation 43  
Godley Green Garden Village



In order to deliver an innovative, creative, resilient and inclusive place there is an aspiration to:

1. Design and layout Godley Green to reflect Garden Village principles through a visionary design code, high quality public realm, green infrastructure and landscape, incorporating sustainable drainage systems;

2. Implement architecture that is innovative and creative, respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;
3. Undertake a comprehensive masterplanning exercise, establishing a clear phasing strategy with an integrated approach to infrastructure that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points;
4. Construct around 2,350 new homes across a range of types and tenures including: apartments, starter homes, extra care provision through to larger family homes in accordance with Tameside Council's most up to date housing needs assessment;
5. Deliver homes through a variety of methods, for example: custom and self-build and private developers;
6. Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk in accordance with Policy GM-S 2 'Carbon and Energy', Policy GM-S 4 'Resilience' and Policy GM-S 5 'Flood Risk and the Water Environment';
7. Deliver higher density residential development and flexible workspace around Hattersley Train Station;
8. Ensure the interface between existing dwellings and gardens, particularly those along Green Lane and Mottram Old Road, are sensitively designed during the masterplanning of the site;
9. Establish two villages each served by a local hub offering a range of community and retail facilities and exploit the cultural and leisure opportunities presented;
10. Provide appropriate developer contributions towards education, health, transport and other infrastructure;
11. Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station and appropriate contributions to any offsite transport improvements;
12. Seek biodiversity net gain in accordance with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
13. Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses;
14. Make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments in

- accordance with the Council's most up to date open space review and deliver appropriate levels of tree planting including street trees; and
15. Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park.
11264. Godley Green is entirely situated within the Green Belt and presents an opportunity for the ambitious vision of delivering a new settlement in the south of the borough. It lies adjacent to the residential neighbourhoods of Godley and Hattersley and represents the unique prospect of delivering a new, sustainable, large-scale settlement enshrining garden village principles.
11265. Due to the scale of the proposed development it will be important to have a clear and comprehensive masterplan, strong design code and phasing strategy along with an integrated approach to delivering infrastructure, including high speed broadband connectivity through fibre to the premises (FTTP) and electric car charging infrastructure, either by providing charging points or through installing appropriate ducting.
11266. Following Building for Life principles, currently Building for Life 12, as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development of the Garden Village as an attractive, functional and sustainable settlement with the aim of achieving Built for Life 'Outstanding' accreditation.
11267. In order to ensure climate change resilience development should use zero-carbon and energy-positive technology, i.e. the aim is to produce more energy than the development consumes.
11268. Sustainable drainage systems should be integrated throughout the new development in accordance with Policy GM-S 5 'Flood Risk and the Water Environment'. This aims to deliver greenfield run-off rates as a means of

combatting surface water flood risk and contributing towards climate change resilience.

11269. Not only will 2,350 new homes assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, but there is potential to deliver innovative and creative development that is energy efficient and resilient to climate change.
11270. 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 they should be affordable to those on lower and middle incomes seeking this type of opportunity.
11271. Friendly neighbourhoods will be linked via a network of safe walking and cycling routes and public open spaces, all of which will respect and integrate into the surrounding landscape. Priority will be given to cycle and pedestrian routes that provide direct access to the railway stations at Hattersley and Godley.
11272. Godley Brook, which runs south-north through the centre of the site, will effectively divide Godley Green into two villages. Each village will have a local hub offering a range of community and retail facilities in which residents can meet most of their day-to-day needs. It is not envisaged that convenience retail floor space will exceed 500 sqm gross external area within each local hub. There is the potential opportunity for developing a hotel and elderly care facility which would take advantage of the co-location with the proposed retail and community facilities and the proximity to the railway station.
11273. Flexible workspace will be delivered close to Hattersley Train Station providing on site employment opportunities for residents. With the proximity of two railway stations, 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. FTTP will also enable opportunities for home working as a sustainable alternative to traditional commuting.

11274. As such Godley Green is considered to be a developable site in a suitable location with the potential to deliver a discrete new sustainable settlement.

11275. Although the site is within a sustainable and accessible location, being well served by public transport and within convenient access to the Glossop rail line and the major highway network; 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.

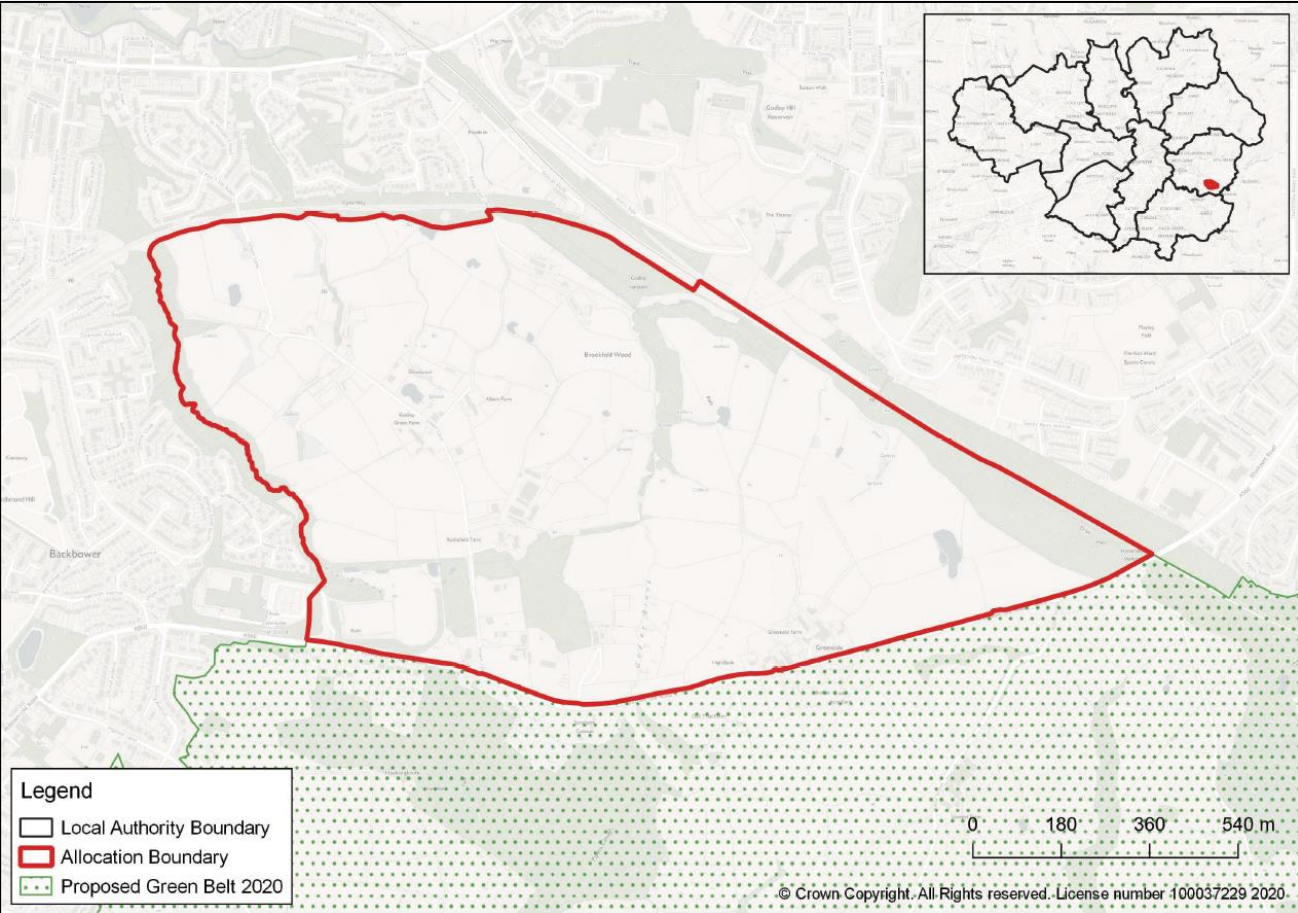


# Appendix 2: GMSF Revised Draft 2020 Policy GM Allocation 39

Greater Manchester Spatial Framework Revised Draft October 2020

Policy GM Allocation 39

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;  
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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 and 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.

11.375 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<sup>2</sup> and is a logical sustainable extension to the existing urban area.

11.376 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. Potential exists to further 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.

11.377 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

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<sup>2</sup> <https://www.tcpa.org.uk/understanding-garden-villages>  
Site Allocation Topic Paper – PfE 2021

to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).

- 11.378 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.
- 11.379 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.
- 11.380 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.
- 11.381 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.
- 11.382 The Historic Environment Assessment<sup>3</sup> 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

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<sup>3</sup> Historic Environment Assessment, GMSF Land Allocations, Tameside, Godley Green, University of Salford Site Allocation Topic Paper – PfE 2021

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.

11.383 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.

11.384 Building for a Healthy Life<sup>4</sup>, 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.

11.385 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.<sup>5</sup> 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.

11.386 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

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<sup>4</sup> 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>

<sup>5</sup> Greater Manchester Landscape Character Assessment <https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf>

envisaged that convenience retail floor space should exceed 500 sqm gross external area within each local hub.

- 11.387 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.
- 11.388 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.
- 11.389 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.
- 11.390 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 to prevent habitat fragmentation.
- 11.391 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<sup>6</sup> and

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<sup>6</sup> Sport England – Active Design <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

age friendly design principles<sup>7</sup> should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

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<sup>7</sup> For example the WHO's Age-friendly Cities Framework <https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/>

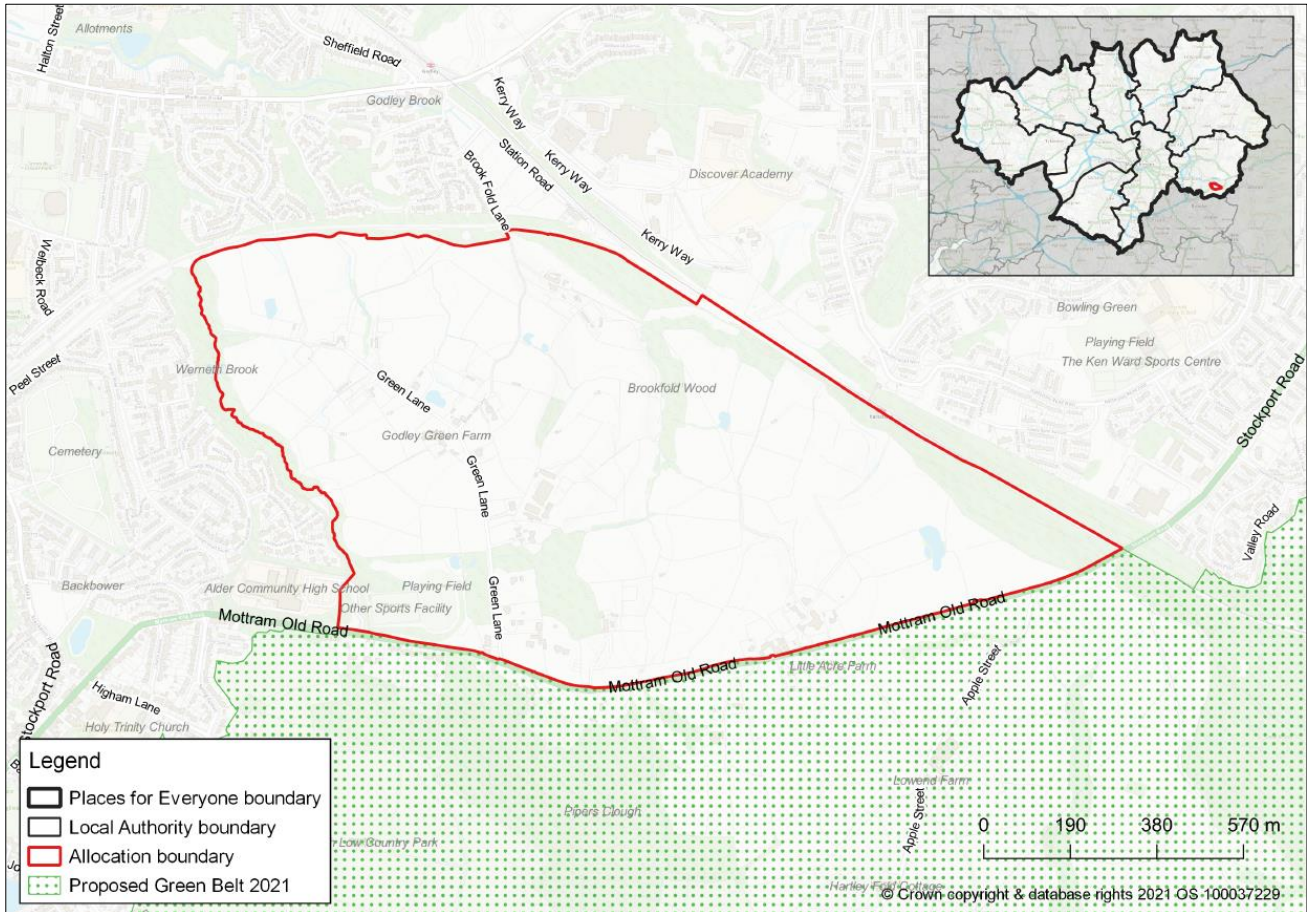
# Appendix 3: Places for Everyone Revised Policy JP Allocation

## 31

### Places for Everyone Draft 2021

### Policy JP Allocation 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.

11.288 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<sup>8</sup> and is a logical sustainable extension to the existing urban area.

11.289 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.

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<sup>8</sup> <https://www.tcpa.org.uk/understanding-garden-villages>  
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- 11.290 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).
- 11.291 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.
- 11.292 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.
- 11.293 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.
- 11.294 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.
- 11.295 The Historic Environment Assessment<sup>9</sup> has identified a number of non-designated built heritage assets within the site as having a degree of local

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<sup>9</sup> Historic Environment Assessment, GMSF Land Allocations, Tameside, Godley Green, University of Salford Site Allocation Topic Paper – PfE 2021

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.

- 11.296 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.
- 11.297 Building for a Healthy Life<sup>10</sup>, 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.
- 11.298 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.<sup>11</sup> 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.

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<sup>10</sup> 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>

<sup>11</sup> Greater Manchester Landscape Character Assessment <https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf>

- 11.299 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.
- 11.300 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.
- 11.301 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.
- 11.302 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.
- 11.303 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.
- 11.304 Open space and recreation areas comprise an essential element of both Garden City and Building for a Healthy Life principles, contributing to the Site Allocation Topic Paper – PfE 2021

creation of healthy and active communities. Sport England's Active Design<sup>12</sup> and other age friendly design principles<sup>13</sup> should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

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<sup>12</sup> Sport England – Active Design <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

<sup>13</sup> For example the WHO's Age-friendly Cities Framework <https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/>

## Appendix 4: GMSF 2019 Integrated Assessment suggested mitigation measures

GMSF 2019 Integrated Assessment

The mitigation factors requiring consideration include:

- Make specific reference to energy efficiency of the housing stock
- Benefits such as creation of construction and operational employment or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.
- The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.
- Ensure any new provision is accessible to all and that local capacity is considered through future masterplanning stages.
- Seek to minimise the number of trips made by private car to/from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.
- Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.
- Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. By incentives or inclusion of adjacent previously developed land).
- Promote sustainable construction methods.
- Consider waste and recycling facilities in design. E.g. consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).

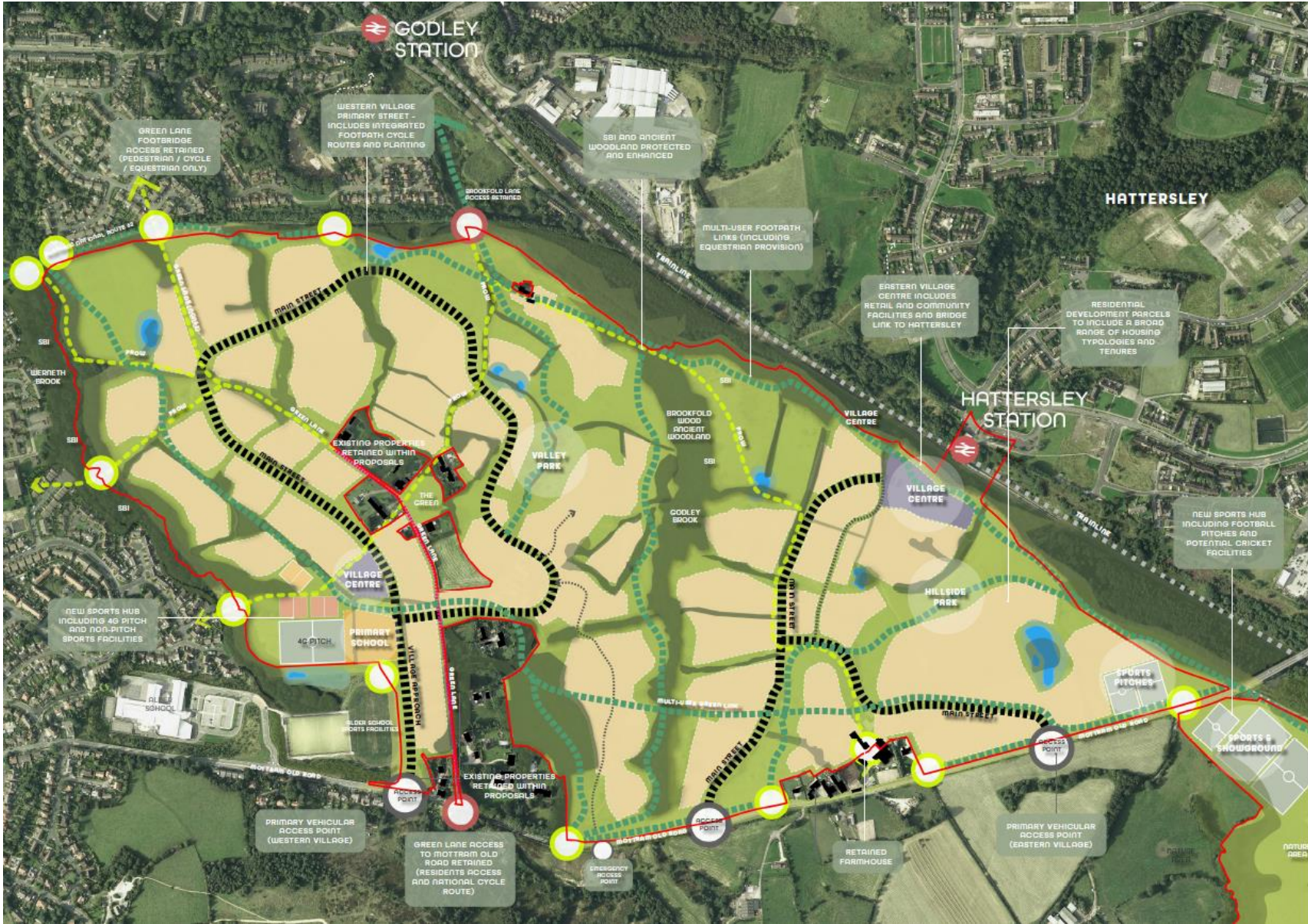
# Appendix 5: Godley Green Indicative Concept Plan





## **Appendix 6: Key Proposals Plan**

Key Proposals Plan of the Godley Green allocation produced by Planit-IE.



Site Allocation Topic Paper – PfE 2021

# Appendix 7: Illustrative Framework Plan

Illustrative Framework Plan of the Godley Green allocation produced by Planit-IE.



Site Allocation Topic Paper – PfE 2021

## Appendix 8: Godley Green Allocation Planning History

Reference	Site address	Description	Status
19/00325/FUL	Rushafield Farm 2 Rushafield Barns Green Lane Hyde Tameside SK14 3BD	New detached stone dwelling	Pending
19/00118/PLCOND	Rushafield Farm 2 Rushafield Barns Green Lane Hyde Tameside SK14 3BD	Approval of pre-commencement details reserved by condition 4 of planning permission ref. 16/00861/FUL - Conversion of outbuilding to detached, one-bedroom dwelling	Approved 25/10/2019
19/00471/FUL	Godley Green Farm Brookfold Lane Hyde Tameside SK14 3BE	Conversion of existing garage to living accommodation - 1 bed bungalow with morning room	Refused 25/07/2019
16/01099/FUL	Far Meadows Farm Mottram Old Road Hyde Tameside	Replacement of an existing agricultural building	Approved 21/02/2017
16/00861/FUL	Rushafield Farm 2 Rushafield Barns Green Lane Hyde Tameside SK14 3BD	Conversion of outbuilding to detached, one-bedroom dwelling	Approved 08/11/2016
16/00795/FUL	Land West Of Green Farm Green Lane Hyde Tameside	Creation of manege and erection of 1 no stable attached to existing block. Menage is Part-Retrospective	Approved 25/10/2016
16/00101/FUL	Albert Farm Green Lane Hyde Tameside SK14 3BD	5 no. stables and store and creation of hardstanding	Approved 01/04/2016
16/00102/FUL	Albert Farm Green Lane Hyde Tameside SK14 3BD	Dormer bungalow and garage	Refused 01/04/2016
15/00771/P3N	Far Meadows Farm Mottram Old Road Hyde Tameside	Prior Approval of Proposed Change of Use of Agricultural Building to a Dwellinghouse	No Permission Required.

		(Use Class C3), and for Associated Operational Development	
14/00521/FUL	Far Meadows Farm Mottram Old Road Hyde Tameside	Erection of a log cabin to serve as equine holiday let	Refused 10/09/2014
12/00746/FUL	Rushafield Farm Green Lane Hyde Tameside SK14 3BD	Installation of replacement septic tank	Approved 19/09/2012
11/00118/FUL	Rushafield Barns Green Lane Hyde Tameside SK14 3BD	Erection of stables	Approved 05/05/2011
11/00871/FUL	Brookfold Cottage Brookfold Lane Hyde Tameside SK14 3BG	Proposed erection of 4 no stable blocks together with re-surfacing of existing manege	Approved 21/12/2011
09/00066/PLCOND	The Hawthorns Green Lane Hyde Tameside SK14 3BD	Request for Discharge of Condition No.3 of Planning Application No. 08/00111/FUL	Approved 16/12/2009
09/00876/FUL	Field Adjacent Glendarach Green Lane Hyde Tameside	To build stable block and feed store - RETROSPECTIVE	Approved 04/12/2009
08/00111/FUL	The Hawthorns Green Lane Hyde Tameside SK14 3BD	Conversion of existing outbuilding into detached bungalow with elevational changes.	Approved 20/03/2008
06/01233/FUL	Field Adjacent Glendarach Green Lane Hyde Tameside	Horse manege with 5 feet fence	Approved 20/09/2006
05/01146/FUL	Albert Farm Green Lane Hyde Tameside SK14 3BD	Four stables and three storage units - RETROSPECTIVE	Approved 29/09/2005
04/01347/FUL	Dovehouse Farm Stables Green Lane Hyde Tameside SK14 3BD	Erection of 12 stables - RETROSPECTIVE	Refused 10/11/2004

04/00157/FUL	Land At Green Lane Adjacent Godley Green Green Lane Hyde Tameside	Erection of stables and barn	Approved 08/03/2004
03/00838/FUL	Rushafield Farm Green Lane Hyde Tameside SK14 3BD	Erection of 4no. stable block with tack room and food store	Approved 15/08/2003
00/01225/FUL	Land Between Grange Road South And Green Lane Mottram Old Road Hyde Tameside	Erection of two storey 750 place high school with associated playing fields	Approved 14/03/2001
00/01224/FUL	Greenside Bungalow Mottram Old Road Hyde Tameside SK14 3AL	Erection of portacabin for use as cattery for 40 cats	Approved 09/02/2001
00/00819/FUL	Brookfold Farm Brookfold Lane Hyde Tameside SK14 3BG	Reconstruction of existing farm cottage at Brookfold Farm	Approved 03/10/2000
00/00331/FUL	Brookfold Farm Brookfold Lane Hyde Tameside SK14 3BG	Change of use of barn to single dwelling	Approved 23/05/2000
97/00785/FUL	Dovecote Farm Stables Green Lane Hyde Tameside SK14 3BD	Erection of 4no. stables in one block	Approved 23/07/1997
94/00837/FUL	Field opposite 184 Mottram Old Road Hyde	Erect stables, hay shed and feed store - RETROSPECTIVE	Approved 31/1/1996
93/00900/OUT	Oak Tree Farm Mottram Old Road Hyde Cheshire SK14 3AL	Erect farmhouse and barn - OUTLINE	Approved 3/3/1994



93/00904/FUL	Greenside and Lowend Farms Mottram Road Hyde	Make agricultural land improvements by using landfill to create safer contours	Refused 12/01/1994
93/00897/FUL	Greenside Farm Mottram Old Road Hyde Tameside SK14 3AL	Carry out agricultural land improvements by using waste landfill method to create safer contour	Refused 28/07/1993
90/01075/FUL	The Barn, Green Lane Hyde	Convert barn to 1no. dwelling and granny flat, and extended septic tank.	Approved 01/08/1990
88/01116/FUL	Greenacres Mottram Old Road Hyde Cheshire SK14 3AL	Retain existing buildings for use as a cattery.	Refused 14/07/1989
88/01051/FUL	The Barn Rushfield Farm Green Lane Hyde	Conversion of barn to dwelling	Approved 12/04/1989
87/00940/FUL	Land adjacent to The Hawthorns Green Lane Hyde	Change the use of agricultural field to residential garden	Approved 01/07/1987
85/00983/SD	Land at Mottram Old Road Hyde	Section 53 Determination for the erection of building for Charolais Breeding Cattle.	Approved 18/11/1985
84/01061/FUL	Field Nos 8273 8585 and 8400 north Mottram Old Road Hyde	Improve access from A560 to grazing land from Godlee Stud Farm, and erection of loose boxes	Refused 30/01/1985
82/01016/FUL	Godlee Stud Farm Green Lane Hyde	Infill of dis-used sandpits to form cattle ex feeding yard and grazing land.	Approved 02/02/1983
80/01395/FUL	Greenacres Mottram Old Road	Change of use of existing stables and other outbuildings to	Approved 24/09/1980

	Hyde Cheshire SK14 3AL	dog kennels for breeding and boarding.	
79/01416/FUL	Greenside Farm Mottram Old Road Hyde Tameside	Temporary low voltage overhead line diversion	Approved 11/04/1979
79/01297/OUT	Adjacent to Greenbank Green Lane Hyde	Erection of new residential accommodation to form 'granny' flat.	Refused 11/04/1979
74/00821/FUL	Godley Stud Green Lane Hyde	Outline one farm bungalow	Approved 07/09/1974
74/00822/FUL	Godley Stud Green Lane Hyde	Details of bungalow for agricultural worker	Approved 20/11/1974

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