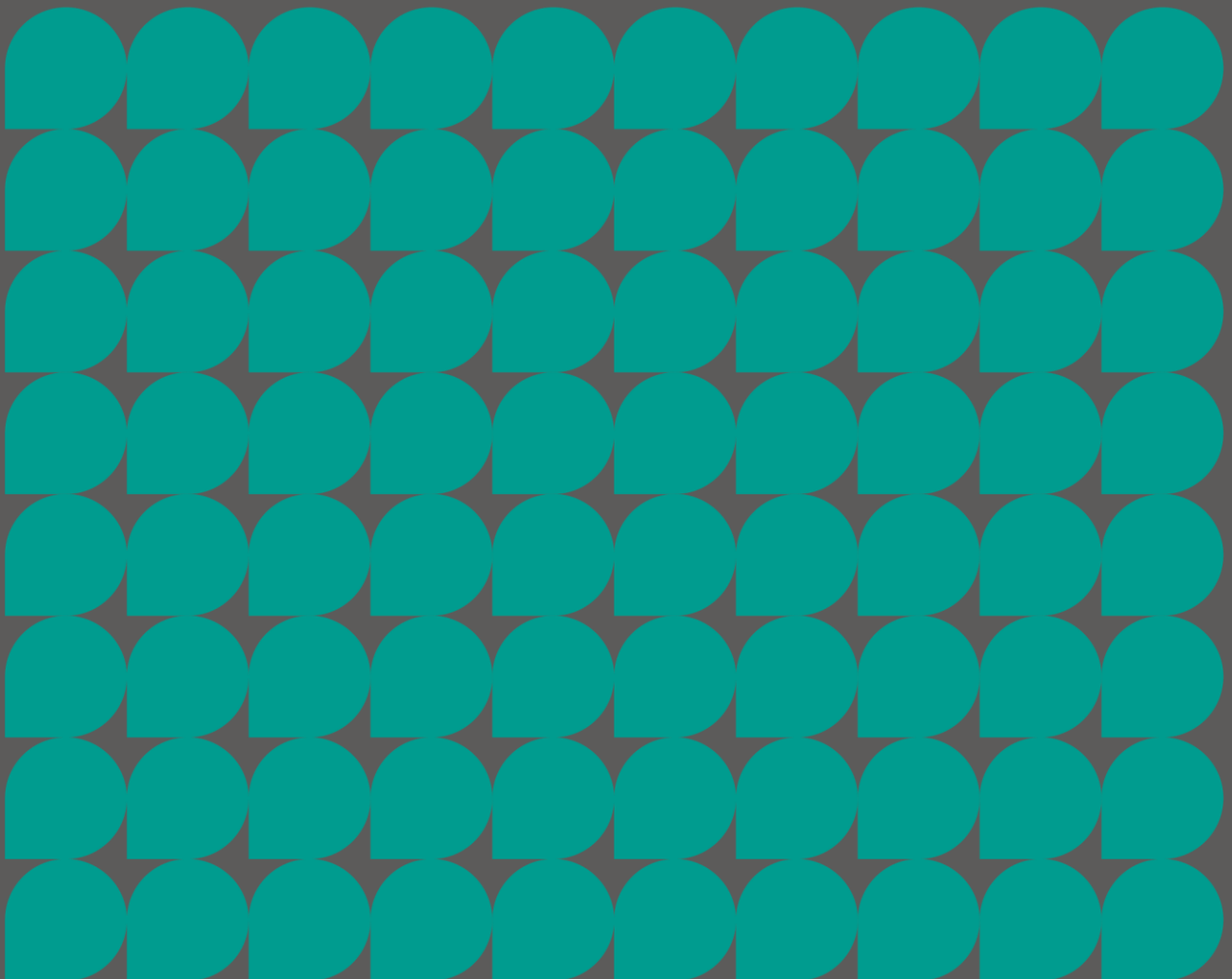


Places for Everyone

JPA32 South of Hyde Allocation Topic Paper

July 2021



Contents

- Section A – Background..... 4
 - 1.0 Introduction..... 4
 - 2.0 Allocation South of Hyde Overview..... 6
 - 3.0 Site Details..... 7
 - 4.0 Proposed Development..... 8
 - 5.0 Site Selection 9
 - 6.0 Planning History 12
 - 7.0 GMSF 2019 Consultation Responses..... 12
 - 8.0 GMSF 2019 Integrated Assessment 14
 - 9.0 GMSF 2020 Integrated Assessment 15
- Section B – Physical 17
 - 10.0 Transport 17
 - 11.0 Flood Risk and Drainage 20
 - 12.0 Ground Conditions 21
 - 13.0 Utilities 23
- Section C – Environmental 24
 - 14.0 Green Belt Assessment..... 24
 - 15.0 Green Infrastructure..... 27
 - 16.0 Recreation and Open Space 28
 - 17.0 Landscape 29
 - 18.0 Ecological/Biodiversity Assessment 30
 - 19.0 Habitat Regulation Assessment..... 31
 - 20.0 Historic Environment Assessment..... 32
 - 21.0 Air Quality..... 34
 - 22.0 Noise..... 35
- Section D – Social 36
 - 23.0 Education..... 36
 - 24.0 Health 38
- Section E – Deliverability 40
 - 25.0 Viability 40
 - 26.0 Phasing 40
 - 27.0 Indicative Masterplanning..... 42
- Section F – Conclusion..... 45
 - 28.0 The Sustainability Appraisal 45
 - 29.0 The main changes to the Proposed Allocation..... 45

30.0 Conclusion	46
Section G – Appendices.....	48
Appendix 1: GMSF Revised Draft January 2019 Policy GM Allocation 44.....	49
Appendix 2: GMSF 2020 Revised Policy GM Allocation 40	54
Appendix 3: Places for Everyone 2021 Revised Policy JP Allocation 32 South of Hyde	61
Appendix 4: GMSF 2019 Integrated Assessment Suggested Mitigation Measures	68
Appendix 5: South of Hyde Indicative Concept Plan.....	69
Appendix 6: South of Hyde Indicative Layout Plan	71
Appendix 7: South of Hyde Allocation Planning History	73
Section H - Bibliography	77

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 South of Hyde Overview

- 2.1 The two parcels that make up the South of Hyde allocation represent an opportunity to deliver housing in advance of the larger more complex sites contained in Places for Everyone due to their smaller scale. The sites' semi-rural setting, opportunity to secure the future of an at risk grade II* listed building, together with an existing network of green infrastructure provide a unique opportunity and set the framework for an attractive high quality and accessible neighbourhood, that enshrines Garden City principles and is a logical sustainable extension to the suburb of Gee Cross. This site is one of Tameside's three strategic allocations identified for Green Belt release in the PfE Joint Development Plan Document.
- 2.2 The site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport, with convenient access to the Marple rail line at Woodley station and immediate access to the highway network.
- 2.3 Development of the site is expected to secure the restoration and long term future reuse of the grade II* Apethorn Farmhouse and complex, a rare surviving example

in Tameside of a medieval cruck framed open hall house dating back to the 15 Century and currently identified on Historic England's Heritage at Risk Register. It is expected that full restoration of the farm complex will commence in the early phase of development, guided by a heritage impact assessment and set out within masterplanning.

- 2.4 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 1.5km to the south of Hyde town centre on the administrative border between Stockport and Tameside close to Woodley railway station. 33 Hectares in size, it is split across two parcels sitting north and south of the A560 Stockport Road. The site is bound in broad terms to the north by existing residential development, to the south by a wooded clough, to the east by Lord Derby Road and to the west by the former Apethorn to Godley heavy rail line, now disused and part of the Trans Pennine Trail. Based on analysis of existing land uses approximately 91% of the site, 29.98 hectares, is considered greenfield, while 19.5 hectares (59.09%) is considered to be developable, once a range of constraints including existing built features, residential privacy distances and environmental designations have been excluded as appropriate.
- 3.2 The site is largely designated as Green Belt, 98%, as identified through the Council's adopted (2004) Unitary Development Plan. A small area comprising 1.8 Hectares of white land has also been included within the allocation, adjacent to Hilda Road to provide a point of primary access to the southern parcel. Alongside this, much of the site is also designated within the Greater Manchester Joint Minerals Plan as being within the mineral safeguarding area for brick clay and coal.

The Pole Bank Site of Biological Importance (SBI) runs through the site, in addition to an area of Ancient Woodland and protected trees located along the southern boundary.

- 3.3 While primarily being vacant land used for grazing, a number of built structures and development are present within the red edge, including; residential properties along Apethorn Lane, a recent Countryside Properties residential development at Broadmeadow Drive and assisted living accommodation at Pole Bank Hall. A motor sales garage, currently occupied by Audi, and three farm complexes including Pear Tree Farm, Bowlacre Farm and the Grade II* listed Apethorn Farmhouse are also included within the red edge.
- 3.4 The site is well served by public transport, with a high frequency bus service in operation along the A560 between Stockport and Ashton-under-Lyne, in addition to rail services accessible from nearby Woodley railway station. Several points of access exist which serve many of the identified existing uses present within the red edge.

4.0 Proposed Development

- 4.1 It is envisaged the site has the capacity to deliver around 440 new homes across a range of types and tenures in line with the council's most up to date Housing Needs Assessment¹. The site's semi-rural setting, together with an existing network of green and blue infrastructure and heritage assets provides a unique framework for an attractive, high quality neighbourhood, which is a logical and sustainable extension to the suburb of Gee Cross.
- 4.2 A number of buildings and features have been identified within the site as having heritage significance. Development, as set out above, is expected to include the full restoration, commencing within early development phases, of the Grade II* listed Apethorn Farmhouse and complex which is currently on Historic England's Heritage at Risk Register. The complex, known as Apethorn Fold, is a small group of historic

¹ Tameside Housing Needs Assessment 2017, arc4, December 2019

agricultural buildings, consisting of the farmhouse and barns, and straddles Apethorn Lane.

- 4.3 In addition the site's semi-rural location, topography and landscape character provide the opportunity for responsive architectural and landscape design solutions both within and at development edges. Development is also expected to include areas of open space for play and recreation as an essential element of Garden City principles.
- 4.4 The two parcels either side of the A560 are each expected to be served by a new access point. The small addition of an area of non-Green Belt land to the southern parcel, adjacent to Hilda Road facilitates this.
- 4.5 The proposed number of homes to be delivered at the South of Hyde Allocation has remained unchanged between the draft 2019 and 2020 versions of the GMSF and the PfE 2021, with the small additional parcel of non-Green Belt land occurring since 2019, although historically this featured as part of a larger site in GMSF 2016. The 2019 and 2020 versions of the GMSF policies can be found in Appendix 1 and 2 respectively. The full PfE policy JPA 32 can be found in Appendix 3 and the indicative concept plan at Appendix 5.

5.0 Site Selection

- 5.1 South of Hyde 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.
- 5.2 Initially the allocation proposed in the Draft GMSF 2016, OA25 South of Tameside, comprised the following two areas: to the west – land at Hyde Hall Farm, and to the east - land south west of Apethorne Lane, north west of the A560 and east of the Hyde – Woodley railway line and land east of the A560 at Bowlacre Farm. The initial proposal was to deliver up to 935 dwellings across the two areas. However, the

2016 allocation was reduced in size in the Draft GMSF 2019 with the removal of the land at Hyde Hall Farm following the Site Selection Process.

5.3 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;
and
9. Ensure access to physical and social infrastructure.

5.4 Appendix 6 of the Site Selection background paper identifies the South of Hyde allocation as meeting the following site selection criteria:

- Criteria 7 (Land that would deliver significant local benefits by addressing a major local problem / issue).

5.5 Criteria 7 relates to sites which can demonstrate direct links to addressing a specific local need and to meet this criteria a site would need to bring benefits across a wider area than the development itself and/or would bring benefits to existing communities. The type of benefits associated with criteria 7 and related to the South of Hyde site are:

- Development would allow for the re-use and enhancement of an at risk heritage asset.

5.6 Selection criteria 7 ensures the site provides a positive fit with many strategy objectives including helping to meet Greater Manchester's housing need and create

a neighbourhood of choice through requirements to embed Garden Village principles and Building For Life 12 into development masterplanning, creating thriving communities. The site also provides the opportunity to maximise the potential arising from nationally recognised assets such as the Grade II* listed Apethorn Farmhouse. This heritage asset is currently on the Historic England's 'Buildings at Risk' register and the identification of the site offers an opportunity to restore the asset and secure its future use.

- 5.7 Additionally whilst the South of Hyde was not formally selected in relation to Criteria 1 as an area defined as 'Well Served by public transport'; it is located on a high frequency bus route operational between Ashton-under-Lyne and Stockport. Elements of the site also fall within the 800m buffer of the railway station at Woodley, to which there is a direct linear route along the A560 and which the Locality Assessment demonstrates is reasonably accessible to much of the site. The site therefore has the potential to support sustainable travel patterns and ensure Greater Manchester is a more resilient and carbon neutral city region.
- 5.8 The South of Hyde is therefore considered to meet with the site selection criteria outline above and has the potential to contribute towards meeting the development plan's overall spatial strategy and objectives. The allocation policy therefore meets the 2021 PfE objectives, and is justified, as reasonable alternatives have been considered through the site selection process.
- 5.9 The outcomes of the 2021 update to the Site Selection Background Paper were unchanged on the conclusions of the previous site selection process. The South of Hyde allocation is therefore considered to continue to meet the site selection criteria outlined above and contribute toward the plan's overall spatial strategy and objectives.
- 5.10 In summary, amendments made to the site allocation boundary through the various iterations of the plan are as follows:
- Draft GMSF 2016 OA25 South of Tameside comprised 46.11 hectares across two areas: land at Hyde Hall Farm (12.14 hectares) and land south west of

Apethorn Lane/ north west of A560 (16.44 Hectares) together with land east of A560 at Bowlacre Farm (17.53 hectares).

- Draft GMSF 2019 Policy GM Allocation South of Hyde comprised 32.36 hectares following the removal of land at Hyde Hall Farm and amendments to the boundary to the north of Apethorn Lane within the Apethorn Parcel (13.39 hectares remaining) and removal of land at Hilda Road and addition of the area under development at Broadmeadow Drive within the Bowlacre parcel (18.97 hectares).
- Draft GMSF 2020 Policy GM Allocation 40 South of Hyde comprised 33 hectares following the reintroduction of 1.8 hectare parcel at Hilda Road within the Bowlacre parcel.
- PfE 2021 JP Allocation 32 South of Hyde proposes no amendments to the Draft GMSF 2020 site allocation boundary.

6.0 Planning History

- 6.1 The site is predominantly vacant land and primarily used for grazing with a limited planning history which has been checked against available records. More recent applications include the 2017 planning and listed building consents for the renovation and conversion of the Grade II* listed Apethorn Farmhouse, shippon and haybarn into two pairs of semi-detached houses through applications 16/00888/FUL and 16/00889/LBC, however these permissions have not been implemented. In addition planning consent (14/01048/OUT and 15/00885/REM) was granted in 2015 for the residential development of 40 houses on the former Tameside college site off Stockport Road. This development, known as Broadmeadow Drive, and was completed in 2019. A full summary of relevant planning applications within the allocation red edge is provided in Appendix 6.

7.0 GMSF 2019 Consultation Responses

- 7.1 The South of Hyde allocation received 1,807 comments through the Draft GMSF 2019 consultation process. The majority of objections were concerned with three key themes: Green Belt loss, transport issues and the provision of social infrastructure.

- 7.2 The principle of Green Belt loss was objected to for reasons, including preventing urban sprawl and the coalescence of settlements through to its perceived value as a wildlife habitat and area for recreation. Natural England noted the allocation provides opportunities to secure net gains for nature and local communities, alongside the presence of ancient and semi-natural woodland. The opportunity to provide improvement to the Trans Pennine Trail was noted from Apethorn to Godley and also to Werneth Low Country Park.
- 7.3 The Environment Agency also identified modelling gaps in watercourse data and a need for additional work to be undertaken as part of a Level 2 Strategic Flood Risk Assessment. They also supported policy recognition of ecological features, but asked that specific reference is made to Bowlacre Brook. Some respondents noted the agricultural land classification grading of the site and that the extent of the urban area definition needs further assessment.
- 7.4 Historic England suggested the impact which development may have on the significance of heritage assets should be assessed. They noted that Apethorn Farmhouse, the historic asset present within the allocation, is on the Heritage at Risk Register and the principle of finding solutions is welcomed, but that enabling development should be conducted through the development management process.
- 7.5 Transport issues highlighted during the consultation included existing highway congestion around Hyde and the A560, M60 and M67; inadequate and poor quality public transport and inadequate and poor quality walking and cycling infrastructure. There was a general theme that a broad range of infrastructure improvements needed to take place before any additional development was carried out. The issue of increased congestion was generally linked to a worsening of the existing problem of air pollution and this was generally further linked to having a negative impact on respiratory health.
- 7.6 Highways England noted the scale of the allocation is of a concern from both an individual and cumulative level for the M67 and M60. Network Rail noted the importance of Woodley Station, ongoing programmes of work and the potential for improvements.

- 7.7 Social infrastructure (education and health) was an area of great concern, with many respondents highlighting the inadequacies and shortages in the current level of provision. The Department for Education welcomed, however, the policy recognition for the need to contribute toward education provision.
- 7.8 Other key themes that emerged from the responses were: the failure to identify and prioritise brownfield development (with numerous sites given as examples); CPRE believes there are more suitable brownfield sites available than have been identified on the Council's Brownfield Land Register; the focus on the Hyde area for new housing development; the perception that the amount of housing identified in the plan for Tameside exceeded the amount required; and having a focus on town centre residential led regeneration.
- 7.9 The Coal Authority set out their expectations that 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 made reference to previous documentation 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 The primary owner of the site made positive representation via their agent, supporting the proposed allocation of the site, setting out a positive framework for its delivery.

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 undertaken 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 Integrated Assessment 2019 (IA 2019) identifies that the South of Hyde allocation would generally make a very positive contribution to GMSF objectives, including:

- 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 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;
- GMSF Objective 9: Promote sustainable modes of transport; and
- GMSF Objective 11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets.

8.3 While the IA 2019 presents a generally positive assessment, a number of mitigation measures were suggested to both enhance the allocation policy and better meet the objectives of IA thus strengthening the plan as a whole (see Appendix 4). Changes to the allocation policy following the suggested IA 2019 mitigation measures included, for example: to ensure that employment opportunities are available to residents within the local area, ensuring active travel is promoted within the local community and recognising the need for different types and tenures of homes within the allocation.

9.0 GMSF 2020 Integrated Assessment

9.1 The Integrated Assessment 2020 (IA 2020) assessed the policies of the Publication Draft GMSF 2020 against the same objectives as the IA 2019. The IA 2020 also

provides a narrative detailing how the recommended mitigation measures from the IA 2019 have been considered in the development of the GMSF 2020 and an explanation where they have not. For example references were removed from the policy text to avoid duplication as they are considered to be adequately covered in the thematic policies such as flood risk, energy efficiency and resilience to the effects of climate change which are covered in the plans environmental thematic policies. The IA 2020 concludes that when the framework is read as a whole, no further recommendations are required to the South of Hyde allocation policy.

- 9.2 An Addendum of the IA confirms that the policy has only had minor changes to amend typographical errors and the policy was amended in response to comments from Historic England. Due to the nature of the change adding a new reference to the Grade II listed building resulted in a positive effect against the IA framework, specifically to Objective 16.
- 9.3 Given the conclusion reached above, that PfE 2021 has substantially the same effect as the GMSF 2020 would have had on the nine districts, As PfE 2021 is considered to have substantially the same effect as the GMSF 2020, 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.
- 9.4 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.

Section B – Physical

10.0 Transport

- 10.1 Locality Assessments have been 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) are met and that development can be brought forward in a sustainable way.
- 10.2 The Locality Assessment forecasts the likely level and distribution of traffic generated by each allocation and assesses 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.

Access to the Site

- 10.3 Primary vehicular access for each parcel of the allocation would be direct on to the A560 Stockport Road. The carriageway width at this location dictates that each access would take the form of a three-arm priority junction with ghost-island right turn facilities, as well as integrating suitable cycle and pedestrian crossing facilities. An additional measure to assist with traffic calming in this location would be to reduce the speed limit to 30mph on the A560 Stockport Road.
- 10.4 Secondary access arrangements have also been explored with potential options onto Apethorn Lane for the northern parcel and Bowlacre Road for the southern parcel. Access in both of these locations is only considered appropriate for walking, cycling and as an emergency access in the event of the primary access being obstructed (see Appendix 5 Indicative Concept Plan).

Public Transport

- 10.5 The allocation benefits from a nearby sustainable transport option in the form of the high frequency local bus services on the A560. The 330 bus route serves Ashton-under-Lyne and Stockport via Hyde town centre, every 10 minutes during the peak. The two former Tameside College bus stops on the A560 are located immediately adjacent to the allocation parcels.
- 10.6 In addition, Woodley railway station, which provides half hourly services to Manchester Piccadilly and Rose Hill Marple (Mon – Sat) is located less than 1km south west from both parcels. Overall, access to the conventional public transport network is reflected in an average scoring against the Greater Manchester Accessibility Level model.
- 10.7 A number of options were considered to improve the public transport offer for the allocation. The conclusion being that bus improvements along the A560 Stockport Road adjacent to the site would be of benefit, in addition to wider strategic supporting interventions including the possibility of Ashton – Stockport Quality Bus Transit. Furthermore it is recommended that in collaboration with Stockport Council investigation into further improvement strategies for the A560 Stockport Road should be undertaken.

Walking and Cycling

- 10.8 A mixture of pavements, dedicated on and off carriageway cycle lanes and multiple Public Rights of Way, currently provide existing walking and cycling infrastructure around the allocation. There are however, concerns in relation to the on carriageway cycle lanes on the A560 due to parked vehicles and the carriageway width near Woodley Station. Similarly there are issues in the same location for pedestrians.
- 10.9 National Cycle Route 62 (NCN62) and proposed sections of the Bee Network run in close proximity of the allocation's northern parcel. Consideration should be given to the integration of the proposed Bee Network into the allocation to provide suitable pedestrian and cycling access towards both Hyde and Stockport.

10.10 To ensure linkages 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.

The Highway Network

10.11 The Locality Assessment modelled a 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.

10.12 The impact on the local and Strategic Road Network (SRN) was considered both for this allocation in isolation and with the cumulative impact of other allocations, including the full build out of Godley Green Garden Village (2,350 dwellings). 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 Strategic Road Network.

List of Interventions

10.13 A range of interventions have been identified in order to mitigate against the highways impact of the allocation. In summary these could include:

- A560 Stockport Road (north access);
- A560 Stockport Road (south access) together with the realignment of Hilda Road access;
- Package of measures along A560 Stockport Road (including possibility of Ashton-Stockport quality bus transit (QBT));
- SRN improvement of M67/A57 Hyde Road/A560 roundabout;
- Walking and cycling measures;
- Bus improvements along the A560 Stockport Road adjacent to the allocation; and
- No SRN interventions directly attributed to this site.

Summary and Conclusion

- 10.14 Assessments undertaken to inform the Locality Assessment concluded that the allocation has the potential to present increased congestion at existing areas of concern. However, the 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.
- 10.15 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 GM Five Year Transport Delivery Plan 2021-2026.
- 10.16 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 March 2019 (SFRA) split the allocation into two parcels identified as:
- GM Allocation 44a – Bowlacre Farm; and
 - GM Allocation 44b – Apethorn Lane.
- 11.2 There are differing outcomes for each parcel in the Level 1 SFRA. The Bowlacre Farm parcel (to the south of A560) was considered to be “more vulnerable” and subject to recommendation D in the main report with a site specific Flood Risk Assessment required at the planning applications stage. The Apethorn Lane parcel (to the north of A560) was also considered to be “more vulnerable”, but subject to

recommendation C in the main report with consideration of site layout and design around the identified flood risk as part of a detailed Flood Risk Assessment or drainage strategy required if the sites passed the sequential test.

- 11.3 Following on from the 2019 consultation, further work was deemed necessary, in response to consultation comments from the Environment Agency. The aim of the Level 2 SFRA (October 2020) was to build upon the findings of the Level 1 assessment with a focus on particular high risk sites. The Level 2 SFRA made use of an up to date LIDAR survey and concluded that the Stage 1 SFRA resulted in an inaccurate representation of surface water risk, as it was modelled using less detailed data. It expected that surface water risk would be similar to that of the modelled fluvial risk, but this should be fully quantified at the Flood Risk Assessment stage.
- 11.4 The outcome of this, presented in the Level 2 SFRA, concluded that 9% of the site could be subject to a flood depth of an average of 40mm. In response, the suggested mitigation is to principally direct development to areas within Flood Zone 1 and to maintain the overland flow route with various management and control mechanisms, including: maintaining an 8 metre no development buffer to Bowlacre Brook, removal of onsite culverts and opening up of channels and requiring a full site wide drainage strategy including making use of SuDS.
- 11.5 The initial results from the SFRA indicates that the allocation is developable, subject to mitigation measures. It is also recognised that there is a need to take an integrated approach to infrastructure that will support the scale of the whole development and reflected that lower development densities within elevated sections of the site provide the potential opportunity for surface water detention as reflected in the PfE allocation policy (See Appendix 3).

12.0 Ground Conditions

- 12.1 The site is primarily used for grazing and or pasture and is recorded as being of a mix of grade 3 or 4 agricultural land and urban. However, the extent of the urban

area identified through the national dataset (as shown on mappinggm²) is shown to stretch beyond the existing urban area into the surrounding agricultural land.

- 12.2 The above issue was identified during the 2019 GMSF consultation and as a response, the site promoter commissioned an agricultural land classification assessment to provide clarification. Two reports were produced covering the Bowlacre³ and Apethorn⁴ parcels. When combined the reports concluded that the land is predominantly of Grade 3b (72.9%) with the remainder in Grade 4 (16.7%) and non-agricultural use (10.4%). Therefore, none of the agricultural land in either parcel falls within the best and most versatile agricultural land categories (Grades 1, 2 and 3a).
- 12.3 The assessment also helped clarify the extent of the urban area by providing a more detailed and accurate assessment of the extent of this category. Unlike the national data set, the up-to-date assessments do not define any of the existing agricultural land as 'urban'.
- 12.4 In addition, the site is wholly within a coal development low risk area and parts of the site are identified through the Greater Manchester Joint Minerals Plan⁵ as mineral safeguarding areas for brick clay and coal. Two small areas of historic landfill wholly outside of the red edge exist to the north of Apethorn Lane opposite Laurel Bank and just west of this.
- 12.5 There are a number of industrial/commercial land uses along Stockport Road, which include underground and above ground fuel storage tanks. There may also be some localised contamination associated with any current/former farm buildings (i.e. storage of fuels and chemicals).

² See Geography and Geology on <https://mappinggm.org.uk/gmodin/>

³ Soil Environmental Services Ltd, August 2020, Agricultural Land Classification Bowlacre Farm

⁴ Soil Environmental Services Ltd, August 2020, Agricultural Land Classification Pear Tree Farm

⁵ The Greater Manchester Joint Minerals Plan Document 2013

- 12.6 There is no knowledge of the ground conditions or any contaminated land reporting of the site. As a consequence, it is recommend that before any planning application is proposed for the site that the following reports be prepared:
- A Preliminary Risk Assessment examining all potential sources of contamination.
 - Based on data provided in the above assessment, a Site Investigation report is likely to be required. This can be in the form of preliminary investigations to assess the feasibility for redevelopment.
 - An outline Remedial Strategy based on the data from the preliminary investigations. This will provide confirmation of possible remedial options.
- 12.7 A contaminated land condition will likely be attached to any planning permission for the development to require the further contaminated land investigations prior to the occupation and or use of the site.

13.0 Utilities

- 13.1 There is no known Cadent gas infrastructure or capacity constraints which would impact upon the sites net developable area or its delivery.
- 13.2 Equally there are no known Electricity North West infrastructure or capacity constraints which would impact upon the sites developable area or its delivery. Nor are there any known National Grid gas or electricity transmission infrastructure identified as crossing or in close proximity to the site.
- 13.3 United Utilities screening indicates there to be localised infrastructure for water distribution and sewerage, but there are no known infrastructure, fresh or wastewater capacity constraints which impact upon the sites net developable area or its delivery.

Section C – Environmental

14.0 Green Belt Assessment

- 14.1 The allocation of the South of Hyde will lead to the loss of 32.35 hectares of Green Belt. The new Green Belt boundary will follow the extent of the allocation's red edge identified in Appendix 3.
- 14.2 The Stage 1 Greater Manchester Green Belt Assessment 2016⁶ considers the site against the purposes of the Green Belt as set out in the NPPF⁷ and concludes that Green Belt parcel SP09:
- Plays a strong role in preventing unrestricted urban sprawl between Gee Cross, Greave and Woodley (Purpose 1);
 - Plays a strong role in preventing the neighbouring settlements of Hyde, Woodley and Romiley from merging into one another (Purpose 2);
 - Plays a strong role in safeguarding the countryside from encroachment due to the allocation being generally free of urbanised built development (Purpose 3); but
 - Plays a weak role in preserving the setting and special character of historic towns due to its limited visual relationship (Purpose 4).
- 14.3 The assessment identifies that the parcel comprises pasture fields defined by hedgerows, blocks of woodland within the northern and southern areas. Some buildings are also scattered throughout the parcel including farm holdings, commercial units and rows of houses and isolated cottages.
- 14.4 The parcel contributes strongly to the sense of openness and plays a strong role in checking the unrestricted sprawl of Gee Cross, Greave and Woodley and in inhibiting ribbon development along internal and bordering roads.

⁶ LUC, July 2016, Greater Manchester Green Belt Assessment Final Report

⁷ MHCLG, 2019, National Planning Policy Framework, Section 13 Protecting Green Belt Land, Paragraph 134.

- 14.5 As the settlements of Hyde and Woodley are within approximately 400 metres of each other the parcel plays a critical role in preventing the physical coalescence and perception of merging of these settlements. Being generally free of urbanising features the parcel remains largely unspoilt by such features and displays characteristics of the countryside. The parcel is separated both visually and physically from historic towns and provides no contribution to their setting or special character.
- 14.6 The Stage 2 Greater Manchester Green Belt Study 2020⁸ considers the potential impact on the Green Belt that could result from the release of Green Belt land within the allocations, together with the potential impact this could have on the adjacent Green Belt.
- 14.7 The assessment split the South of Hyde allocation into sub areas to reflect the variations in harm to the Green Belt purposes across the two parcels (east and west). The assessment sets out the overall harm to Green Belt purposes from the release of the individual parcels that make up the allocation as ranging from very low to moderate-high harm.
- 14.8 The Stage 2 Assessment concluded that:
- Release of the western parcel of land would not weaken the Green Belt boundary; its strong woodland containment means that its release would have little overall containing impact; and
 - Release of the eastern parcel of land would result in no significant change in strength of the Green Belt Boundary, but would however weaken the gap between the settlement edges of Hyde and Woodley by extending development south along a broad frontage, and would therefore cause some limited containment of retained Green Belt land lying within the gap.
- 14.9 Based on the above the Stage 2 Assessment concluded that release of the allocation would constitute moderate-high harm to Green Belt purposes.

⁸ LUC September 2020 Stage 2 Greater Manchester Green Belt Study, Assessment of Proposed 2019 GMSF Allocations

- 14.10 In order to mitigate against the harm of releasing the allocation from Green Belt the Stage 2 Assessment suggests that strengthening the boundary between the eastern part of the Allocation and adjoining retained Green Belt land to the south, such as by additional woodland planting, could potentially increase the future distinction between inset land and retained Green Belt land. This could help to limit the perception of containment of, and as such weakening of, retained Green Belt land to the south.
- 14.11 Furthermore, a number of green infrastructure opportunities are outlined in the Stage 2 Assessment to improve the remaining Green Belt. These are covered in more detail in Section 15.0 below.
- 14.12 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 Green Belt Topic Paper 2021.
- 14.13 The Green Belt Topic Paper 2021 sets out the higher-level strategic case for exceptional circumstances to justify the altering of the Green Belt boundaries, includes:
- 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.

14.14 In addition, the local level case for exceptional circumstances to amend the Green Belt boundary at the South of Hyde are:

- The site meets Criterion 7 of the Site Selection criteria, as, in addition to the site's contribution toward the strategic residential requirements of the GMSF, it provides the opportunity to secure the long term future of a nationally recognised grade II* listed building at Apethorn Farmhouse which is currently unoccupied and is identified on Historic England's Heritage at Risk Register;
- The site also provides the opportunity to deliver housing in advance of the larger more complex sites within the GMSF;
- The site is accessible as it is located on a high frequency bus route, operational between Ashton-under-Lyne and Stockport, and Woodley train station is also within close proximity;
- The Greater Manchester Transport Strategy Delivery Plan identifies the option to deliver Metrolink, tram-train services on the Marple 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.

14.15 In the absence of reasonable alternatives and as set out in the Growth and Spatial Options Papers, the ambitions for growth can only be realised with the release of Green Belt land. In conclusion, the allocation policy therefore meets the 2021 PfE objectives and is justified, as reasonable alternatives have been considered.

14.16 The addendum to the assessment of allocations proposed in 2020 GMSF considers the harm to the GB purposes from the release of land and of the changes to proposed allocation boundaries and areas of GB release identified in 2021 PfE. The addendum does not consider the South of Hyde Site allocation JPAL32 due to the fact that Green Belt release between GMSF 2020 and 2021 PfE is consistent.

15.0 Green Infrastructure

- 15.1 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 September 2020 (Stage 2 Identification of Opportunities 2020) study was undertaken in conjunction with the assessment on potential Green Belt Harm⁹. The Stage 2 Identification of Opportunities 2020 study considers whether, in accordance with NPPF¹⁰, there are opportunities to offset the loss of Green Belt through compensatory improvements to the remaining Green Belt land.
- 15.2 This study splits the enhancement opportunities into four categories including access, sport and recreation, biodiversity and wildlife corridors, and landscape and visual. Potential Green Infrastructure improvements within each of these categories are listed within the study, but it should be noted that they remain flexible. Such improvements could include, for example: improvements to access points along the Trans Pennine Trail, improvements to the quality of amenity greenspace, upgrading footpaths and existing public rights of way. These proposals are set out in Tameside's Local Implementation Plan (LIP) 2021, which form a part of GM's Five Year Transport Plan.
- 15.3 In line with the above the allocation policy seeks to incorporate Green Infrastructure (GI) into the site through an integrated approach which ensures that the design of GI is included at the masterplanning stage. The policy also states that development will be required to enshrine Garden City principles, together with other GI enhancements including, for example: ensuring development edges integrate successfully into the adjoining landscape, protecting and enhancing key landscape and ecological features and setting aside land for a range of public open spaces. The full policy is set out in Appendix 3.

16.0 Recreation and Open Space

- 16.1 The IA 2020 assesses allocations against the need to support improved health and wellbeing of the population and reduce health inequalities through, for example,

⁹ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Assessment of Proposed 2019 GMSF Allocations

¹⁰ MHCLG (2019) National Planning Policy Framework Paragraph 141

promoting access to green space. The allocation policy therefore 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 the South of Hyde 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 (see Appendix 3), land will need to be set aside to provide for a range of public open spaces in accordance with the Council's most recent Open Space¹¹ review.

17.0 Landscape

- 17.1 The 2018 Greater Manchester Landscape Character and Sensitivity Assessment¹² identifies South of Hyde as being within the Incised Urban Fringe Valleys Landscape Character Type, transitioning into the Pennine Foothills (Dark Peak) Landscape Character Type to the east. Key characteristics of this landscape character type include: narrow and fast-flowing upstream rivers that widen and meander downstream on valley bottoms; lower quality sometimes poorly draining farmland; small to medium pastoral fields and paddocks on valley sides with areas of wet grassland and scrub on valley floors; and constrained views.
- 17.2 Site specific landscape characteristics also include: the A560 Stockport Road that divides the site into two parcels; residential development to the north; a wooded clough to the south; and the former Godley-Apethorn heavy rail line to the east.
- 17.3 According to the 2018 assessment, the management of the landscape in such areas could include, for example, careful siting of development, the encouragement of tree planting, conserving key views and the introduction of sustainable urban drainage

¹¹ <https://www.tameside.gov.uk/Planning/Tameside-Open-Space,-Sport-and-Recreation-Study>

¹² Greater Manchester Landscape Character and Sensitivity Assessment, LUC, 2018
<https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf>

systems. As set out in the PfE policy (Appendix 3) careful siting of development and design within a comprehensive masterplan will ensure that the landscape and visual impact of the new development is minimised.

18.0 Ecological/Biodiversity Assessment

- 18.1 In February 2020 Greater Manchester Ecology Unit (GMEU) undertook a Preliminary Ecological Appraisal¹³ of the site to gather data. The study considered existing conditions, established a baseline for future monitoring and appraise the ecological features present including scoping for notable species or habitats which may be constraints to proposed development and make recommendations for ecological mitigation.
- 18.2 The purpose of the survey is 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 no known ecological constraints which are so important as to preclude the allocation of the site, but ecological mitigation and compensation will likely be needed to avoid harm to important habitats and species which are known to be present. Through this appraisal the Local Wildlife Site (Site of Biological Importance) at Pole Bank was identified alongside the potential presence of protected and priority habitats and species.
- 18.4 In particular badger and water voles were identified as potential specially protected priority species and broadleaved woodland, hedges and species-rich grassland as potential priority habitat types. As a result, further survey work is recommended to

¹³ GMEU, February 2020, Preliminary Ecological Appraisals, Strategic Sites being considered for allocation for future development in Tameside

inform any planning application including an extended Phase 1 habitat survey and bat, badger and water vole survey and there would be a presumption against the loss of part of the Local Wildlife Site or any woodland and compensation / mitigation would be sought for any impact on protected species.

- 18.5 In addition, there is an opportunity for biodiversity net gain through on-site environmental improvements and habitat creation as an integral part of the green infrastructure of the site. Careful consideration of how features can be incorporated into the masterplan will minimise adverse impacts and enhance natural capital and deliver a net benefit to nature on-site. This will help meet PfE objective for sustainable development.

19.0 Habitat Regulation Assessment

- 19.1 In December 2018, the Greater Manchester Ecology Unit undertook a Habitats Regulation Assessment (HRA) of the 2019 GMSF Thematic Policies and Strategic Sites. The assessment forms Stage 1 and Stage 2 (in part) of the Habitats Regulation 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 protected by Habitats Regulations such as Special Areas of Conservation (SACs) or Special Protection Areas (SPAs) or Ramsar sites, or needs to go forward for further more detailed Assessment of impacts.
- 19.2 The Habitats Regulation Assessment identified the South of Hyde allocation as having no likely significant effect on any European sites due to its distance and level of separation from any protected European sites.
- 19.3 The Habitats Regulations Assessment of the Greater Manchester Spatial Framework 2020¹⁴ builds upon that from 2018. And following advice from Natural England, all allocations, including the South of Hyde were screened into the

assessment because of the potential cumulative effects from air pollution caused by the increase in road traffic.

- 19.4 The overall conclusion of the 2020 HRA states that the plan will not cause adverse impacts on site integrity of any European designated sites providing that recommended mitigation measures are included in the plan and implemented. The HRA also concluded that there is also insufficient evidence of any harm to the special interest of European sites for which no effective mitigation is available to justify the removal of any of the proposed allocations from strategic development from the plan at this stage.
- 19.5 However, as detailed in Section 21 Air Quality further work has been commissioned to look at the implications that changes in air quality could have on European sites. This has resulted in five designated sites requiring a Stage 2 Appropriate Assessment as listed in paragraph 21.5.

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 South of Hyde allocation for further assessment.
- 20.2 Within this extra tier of work, in the form of the South of Hyde Historic Environment Assessment, notes that there are large areas within the site where there is archaeological potential and whilst this is a largely unknown quantity in terms of extent, condition and significance, it has the potential to be of high local/regional importance.
- 20.3 In summary, the assessment recommends a programme of archaeological work/ field investigation ideally at an early stage so that the results can then be fed into the masterplan and that designs for new development allow for the appropriate treatment of any archaeological remains.

- 20.4 The condition, future reuse and setting of the grade II* Apethorn Farmhouse together with the curtilage listed outbuildings are the main built heritage concern within the site given the farmhouses's inclusion within Historic England Heritage at Risk Register. As such, the assessment recommendations include a condition survey to determine if further protection measures are required for the buildings, an archaeological presence to determine the potential and method for a future archaeological building survey and an archaeological watching brief during any reduction of ground levels within the immediate vicinity of the buildings.
- 20.5 The following designated heritage assets have also been identified within 250m of the site boundary: grade II listed Pole Bank Hall, grade II listed boundary stone on Stockport Road and the Peak Forest Canal Conservation Area. Four undesignated heritage assets have also been identified within the site allocation as having a high degree of local significance and need further consideration and an assessment of the potential impact of any proposed development.
- 20.6 Recommendations in the assessment also seek to emphasise the protection of heritage assets through measures to remove or reduce harm, particularly in relation to areas of setting sensitivity for Apethorn Farm and Pole Bank Hall. And the analysis of the historic landscape character identifies a number of historic field boundaries and hedgerows, roads/paths and woodland which could be incorporated into any future development to help create a sense of place and maintain a visual and tactile link with the Site's past.
- 20.7 In summary the South of Hyde Historic Environment Assessment recommends that those areas of archaeological potential identified in the assessment be subject to a programme of field investigations early in the planning process. The assessment also recommends that a Heritage Impact Assessment be undertaken to secure the sensitive restoration and, long term future reuse of the Grade II* listed Apethorn Farmhouse and complex. 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 Additionally as part of the Habitat Regulation Assessment process an Assessment of Air Quality Impact on Designated Sites has been undertaken by the GM Ecology Unit.
- 21.3 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.
- 21.4 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)
- 21.5 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 outdoor areas.

Section D – Social

23.0 Education

- 23.1 Planning school places is a dynamic process and as a result the Council's approach¹⁵ 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 South of Hyde 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 While there is no site specific requirement for education provision or mitigation required as a result of the proposed development. Development of the site will be required to make financial contributions toward off site education provision through a planning obligation or condition at the applications stage.

Employment and Skills

- 23.5 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.

¹⁵ 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 By providing a key housing development site in close proximity to the services, amenities and public transport facilities of Hyde Town Centre, this development begins to address some of these issues in a sustainable and planned manner. 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 two of the areas in Tameside with the worst levels of health impacting on employment. By addressing housing provision 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".
- 23.7 Development of the South of Hyde 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.
- 23.8 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.
- 23.9 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 South of Hyde is not likely to generate the need for on-site health provision as a result of the development proposal. Based on the provision of 442 dwellings at the site it is estimated it could accommodate 1,107 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 0.57 GPs and 0.73 dental practitioners. However 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 (VCFSE) partners to determine and design the health and wellbeing offer for the community.
- 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. Furthermore, 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 Further to this where a site is subject to Environmental Impact Assessment then it is expected that any proposal for development will be accompanied by a Health Impact Assessment 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 South of Hyde 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 Visibility Scheme Results for proposed development at South of Hyde

Scheme Residual Value including Costs	Scheme Residual Value	Strategic Transport Costs	Out-turn Scheme Residual Value
£46,433,000	£25,230,000	£680,000	£24,550,000

25.2 The report concludes that the proposed development produces a positive residual value of circa £25.5m as shown in the above table, which is expected to be sufficient to accommodate the strategic transport costs of circa £0.7m, and on this basis is there considered to be a deliverable site.

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 relative build out rates in Tameside, in order to inform judgements.

- 26.2 To supplement Tameside's local evidence based assumptions Lichfields 'Start to Finish'¹⁶ review on the speed of delivery on large-scale housing developments sites has also been referenced.
- 26.3 The above evidence indicates that a six 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 PfE, 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 36 dwellings per annum is taken from the council's evidence on delivery rates for sites of 100 or more houses and this has been applied to a potential two outlets across the allocations. Therefore, the allocation is expected to deliver 72 dwellings per annum starting in 2026/27 and completing in 2032/33.
- 26.5 This is considered to be a realistic view of the potential phasing and delivery on the site based on available evidence. However, it does not take into account factors such as the green field 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 Godley Green is also likely to be delivering dwellings to the market during the same period.

Infrastructure Phasing

- 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, 288 dwellings by 2030 and 154 dwellings by 2037.

¹⁶ Start to Finish – What Factors affect the build-out rates of large scale housing sites? Second Edition, Lichfields, February 2020.

- 26.7 Transport interventions will be delivered over the years 2025 to 2030 to potentially include the following:
- A627 Stockport Road (north access);
 - A627 Stockport Road (south access) + Realignment of Hilda Road;
 - Package of measures along the A560 Stockport Road (including the possibility of Ashton-Stockport QBT);
 - Improvement of M67/A57 Hyde Road/A560 roundabout;
 - Walking and cycling measures; and
 - Bus improvements along the A560 Stockport Road adjacent to the allocation.
- 26.8 In advance of a detailed masterplan, it has been assumed by the Council that the development will be delivered between 2025 and 2030. Initial work indicates that the site is deliverable and achievable, however a detailed masterplan and phasing strategy will need to be produced and approved by the Council as part 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 is in accordance with a masterplan, phasing strategy and design code, developed with the Council, the community and stakeholders. The layout of the masterplan will need to respond to the criterion set out in the allocation including:
- Take an integrated approach to infrastructure to support the scale of the whole development (5)
 - Deliver low density residential development as the site elevation increases towards its eastern most extent at Lord Derby Road (9)
 - Respect and enhance heritage assets and their settings including Apethorn Farmhouse and Pole Bank Hall (10)
 - Provide access to east and west parcel from Stockport Road (A560)(15)
 - Retain and enhance a clear network of footpaths and public rights of ways including the Cown Edge Way (17 and 18)
 - Enhance connectivity to existing communities (19)
 - Protect landscape and ecological features, woodland and SBIs (20, 21)
 - Deliver high quality public realm including street trees (22)

- Set aside land for a range of public open spaces including natural space and amenity space (23)

27.2 The Council's indicative concept plan, Appendix 5 shows broad areas of:

- Potential housing;
- Main access points;
- Green Infrastructure;
- Potential pedestrian, cycle routes and linkages; and
- Landscape and heritage assets for retention.

27.3 The concept plan takes account of the site's constraints and identifies the opportunities for the retention of landscape features such as woodland and hedgerows and potential green infrastructure to improve connectivity. The two parcels of land that make up the allocation should be carefully designed to take account of the heritage assets and sensitive landscape. A high quality public realm will connect open spaces for recreation and encourage active travel.

27.4 Appendix 6 also shows the indicative development framework submitted by Avison Young, prepared by Planit-IE on behalf of Blue Mantle for the 2019 GMSF Consultation. It aims to demonstrate the suitability of both sites that make up the allocation in response to the policy requirements¹⁷:

- Two distinctive neighbourhoods that respond to the landscape and visual setting
- Sensitive transition between rural edge and unique townscape
- Main vehicular access points from A560 Stockport Road
- Retention and protection of the SBI woodland, landscape features and biodiversity incorporating a minimum 15m buffer to the woodland
- Offers a range of parkland, village squares, allotments and green streets for informal recreation and children's play (11 hectares of woodland and public open space)
- Enhancement of footpath network, cycle routes and improved access to public transport to encourage active travel; including improvements to Tameside Trail

¹⁷ Representation by Avison Young, Gee Cross Development Framework, Planit-IE to 2019 GMSF consultation.

- Demonstrates that a quantum of 440 houses can be delivered within the site.

Section F – Conclusion

28.0 The Sustainability Appraisal

28.1 A sustainability Appraisal of each of the policies within the plan has been undertaken as part of the Integrated Assessment at each stage of the planning process. The Integrated Assessment 2019 identifies many positive benefits of the allocation policy, but also made some recommendations in terms of mitigation measures to both enhance the allocation policy and better meet the objectives of IA thus strengthening the plan as a whole (see Appendix 4). The IA 2020 report provided no further recommendations, outlining that mitigation measures had been addressed when the framework is read as a whole. The IA Addendum also confirmed that those mitigation measures not included with amendments to policy have been addresses by changes made to relevant thematic policies.

29.0 The main changes to the Proposed Allocation

- 29.1 The allocation policy wording in the Draft GMSF 2019 and the revised policy wording in the Draft GMSF 2020 carries forward the same overall aims and objectives. The most notable amendment to the policy relates to the site allocation boundary, to include a small additional parcel of non-Green Belt land adjacent to Hilda Road, to allow access to the Bowlacre parcel.
- 29.2 Policy wording has also been amended to take into account the responses received during the 2019 consultation, both the 2019 and 2020 Integrated Assessments and new supporting evidence. In addition references to thematic policies within the 2019 draft allocation policy have been removed in the Draft GMSF 2020 allocation policy as the plan should be read as a whole.
- 29.3 There have been minor revisions to the policy wording between the Draft GMSF 2020 and the PfE 2021. These relate to the historic environment, following ongoing engagement with Historic England, in order to clarify the role of the Historic Environment Assessment and the future requirement for Heritage Impact Assessments as part of the planning application process.

29.4 A full copy of the South of Hyde allocation policy and reasoned justification in the Draft GMSF 2019, Draft GMSF 2020 and PfE 2021 can be found in Appendix 1, 2, and 3 respectively.

30.0 Conclusion

30.1 This 33 hectare allocation is located in the Gee Cross area to the south of Hyde town centre and is formed of two parcels sitting to the north and south of the A560 Stockport Road. It represents the rare opportunity to secure the long term future of the nationally recognised, but at risk, grade II* listed Apethorn Farm House and complex, alongside the provision of around 440 new homes.

30.2 Site topography and landscape character provide the opportunity for responsive architectural and landscape design solutions, which together with an existing network of green and blue infrastructure set the framework for an attractive, high quality and accessible low carbon development capable of being brought forward in advance of larger more complex sites within the plan.

30.3 Considered to be highly accessible, benefiting from provision of a high frequency bus service and ready access to Woodley rail station, alongside access to the Trans Pennine Trail in to Hyde Town Centre and local and strategic highway network, the site will also support wider potential investment in transport infrastructure and enhancement to long term regeneration objectives identified within the Council's Inclusive Growth Strategy.

30.4 Impacts for development identified through the process of Integrated Assessment are largely positive. The site is identified to meet the site selection criteria in support of the plans overall strategy and objectives and strategic and local level exceptional circumstances exist.

30.5 New homes delivered would provide for a range of housing types, including affordable housing, split across the two parcels, with potential for lower development

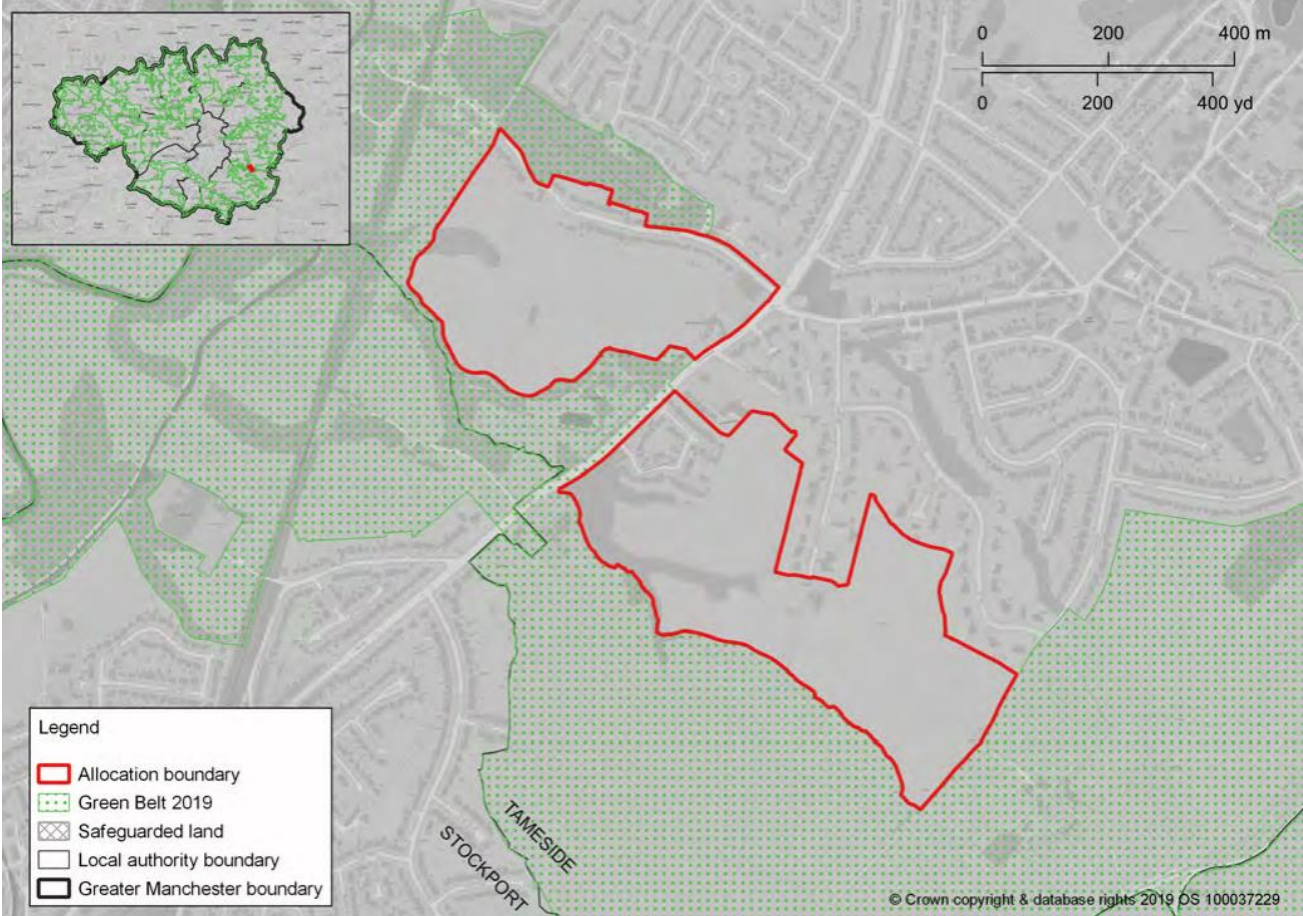
densities at development edges and in response to landscape and heritage settings.

- 30.6 Evidence suggests the site can be viably developed, taking into account the requirements of existing and proposed policy and mitigation including new site access to the A560 and is represented positively by one strategic land promotor for the sites primary landowner.
- 30.7 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 sites masterplanning and ultimate development, that these can be either overcome or are reflected in the site allocation policy requirements and are not so significant as to preclude its allocation.

Section G – Appendices

Appendix 1: GMSF Revised Draft January 2019 Policy GM Allocation 44

Greater Manchester Spatial Framework Revised Draft January 2019
Policy GM Allocation 44
South of Hyde



Development of this site will be required to:

1. Promote a design and layout that reflects 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 infrastructure to support the scale of the whole

- development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points;
4. Amend the Green Belt and establish a defensible boundary by means of design and layout of the scheme at the masterplanning stage;
 5. Deliver homes through a variety of methods, for example: custom and self-build and private developers;
 6. Create sensitive and well-designed landscape buffers where the new development adjoins the countryside and ensure the interface between existing dwellings and gardens are sensitively designed during the masterplanning of the site;
 7. Construct around 440 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;
 8. Support the full restoration of the Grade II* Listed Apethorn Farm complex. Following a Heritage Impact Assessment this will take place within the early phase of development;
 9. Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk in line with Policy GM-S 2 'Carbon and Energy', Policy GM-S4 'Resilience' and Policy GM-S 5 'Flood Risk and the Water Environment';
 10. Provide appropriate developer contributions towards education, health, transport and other infrastructure;
 11. Provide access to each site from the A560 Stockport Road, including key road junctions and off-site highway 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 Pole Bank SBI 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: 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 Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park.

- 11.276 The two sites south of Hyde represent an opportunity to deliver housing in advance of the larger more complex sites contained in the GMSF due to their smaller scale. The sites semi-rural setting, together with an existing network of green infrastructure set the framework for an attractive, high quality and accessible neighbourhood and a logical sustainable extension to the popular suburb of Gee Cross.
- 11.277 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.
- 11.278 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 alongside Garden Village principles as an attractive, functional and sustainable settlement with the aim of achieving Built for Life 'Outstanding' accreditation.
- 11.279 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 they consume.
- 11.280 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.
- 11.281 Not only will 440 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.

- 11.282 Older persons housing and plots for custom and self-build will also feature as elements of the housing mix and they should be affordable to those on lower and middle incomes seeking this type of opportunity.
- 11.283 Apethorn Farm complex is a Grade II* listed heritage asset which is currently on Historic England's At Risk register. A Heritage Impact Assessment will be required to support the masterplanning of the site and any subsequent planning applications. It is expected that full restoration of the farm complex will be identified in the first phase of development set out in the masterplan.
- 11.284 Friendly neighbourhoods will be linked via 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 existing and proposed cycle and pedestrian network, Woodley Railway Station and Hyde town centre.
- 11.285 Although the site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport (and Manchester Airport), with convenient access to the Marple rail line at Woodley and the major highway network; new access and linkages into the site off the A560 Stockport Road together with the existing and proposed pedestrian and cycle network will be necessary.
- 11.286 Rail capacity uplift is envisaged as part of franchise initiatives and Transport for Greater Manchester is committed to working with Network Rail to deliver network wide improvements. In the longer term TfGM will explore the option of delivering a Metrolink/tram-train service on the Marple line with the potential to deliver greatly increased capacity later in the plan period. Therefore, enhancing pedestrian and cycle connectivity between the site and the nearby railway stations will be critical in improving a move away from private car use.
- 11.287 Open space and recreation areas comprise an essential element of Garden Village principles, contributing to the creation of healthy and active communities. Active

Design principles should be incorporated as far as possible in the masterplanning of the site in order to embed active lifestyle behaviour.

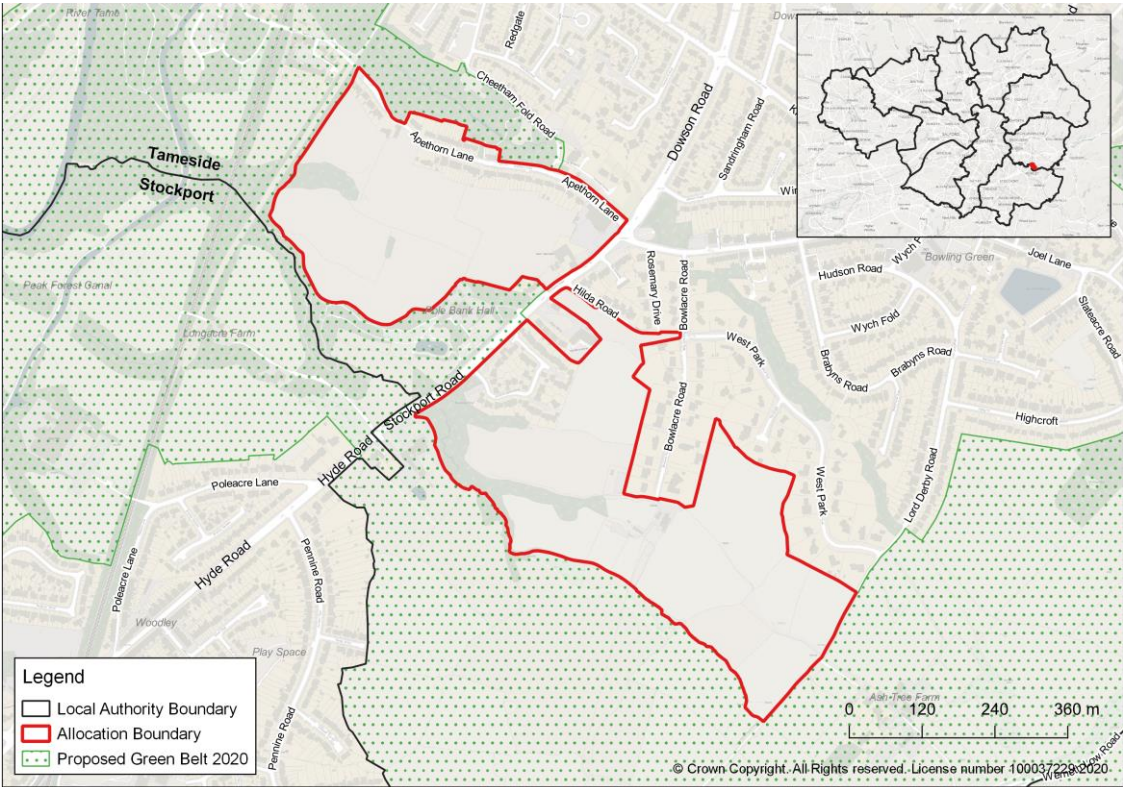
11.288 It is also important that landscape and ecological features such as Pole Bank SBI together with the array of watercourses and other green infrastructure of habitat and biological importance are protected, managed and enhanced as part of the comprehensive masterplan of the sites in order to maintain their conservation status.

Appendix 2: GMSF 2020 Revised Policy GM Allocation 40

Greater Manchester Spatial Framework Revised Draft October 2020

Policy GM Allocation 40

South of Hyde



Development of this site will be required to:

1. Construct around 440 new homes;
2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;
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. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;

6. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;
7. 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;
8. Ensure that development edges successfully integrate into the adjoining landscape;
9. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road;
10. Respect and enhance both designated and non-designated heritage assets and their settings both in and within the vicinity of the site including the Grade II* listed Apethorn Farmhouse and Grade II Pole Bank Hall;
11. Following a Heritage Impact Assessment, secure the sensitive restoration and, long term future use of the Grade II* listed Apethorn Farmhouse and complex within an early phase of development; together with its removal from the Heritage at Risk Register;
12. Be informed by an assessment of archaeology;
13. Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate;
14. Ensure employment, education and training opportunities are available for residents within the local area through the construction phases;
15. Provide access to each east and west parcel from the A560 Stockport Road;
16. Ensure neighbourhoods are green, walkable and safe places;
17. Ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;
18. Incorporate and enhance as attractive and desirable routes, existing public rights of way, including the Cown Edge Way;
19. 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, the Peak Forrest Canal, Trans Pennine Trail and Werneth Low Country Park;
20. Protect and enhance the designated Pole Bank Site of Biological Importance;

21. 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;
22. Deliver a high quality public realm that incorporates street tree planting; and
23. Set aside land for a range of public open spaces such as; natural space, amenity space, play provision and allotments in accordance with the council's most up to date Open Space Review.

11.392 The two parcels that make up the south of Hyde allocation represent an opportunity to deliver housing in advance of the larger more complex sites contained in the GMSF due to their smaller scale. The sites' semi-rural setting, opportunity to secure the future of a grade II* listed building together with an existing network of green infrastructure, set the framework for an attractive, high quality and accessible neighbourhood that enshrines Garden City principles and is a logical sustainable extension to the suburb of Gee Cross.

11.393 Apethorn Fold is a small group of historic agricultural buildings, straddling Apethorn Lane to the north of the allocation. The Grade II* listed Apethorn Farmhouse is considered to be a rare surviving example in Tameside of a medieval cruck framed open hall house, which once comprised domestic accommodation to the north and shippon used to housed animals to the south, separated by a cross passage. The farmhouse which dates back to the C.15 and altered during the C.17-C.19 owes its survival in part to its timber truss construction¹⁸. The farmhouse is currently unoccupied and has been identified on Historic England's Heritage at Risk Register, where its current condition has been recorded as very bad.

11.394 Development of the site is therefore expected to secure the restoration and long term future reuse of the Apethorn Farmhouse and complex. A Heritage Impact Assessment will be required to support the masterplanning of the site and any subsequent planning applications, demonstrating how the proposal will support the retention, enhancement and long term future use of the Farm complex and ensure

¹⁸ Historic Environment Assessment, GMSF Land Allocations, Tameside, Ashton Moss West, University of Salford

the proposed new development has a positive impact on the heritage asset's conservation and setting.

- 11.395 It is expected that full restoration of the farm complex, including those features which are considered to be curtilage listed, will commence in the early phase of development and this be set out in the masterplan and phasing strategy. It is noted that this should include the curtilage listed building to the north side of Apethorn Lane which will remain within the Green Belt. In doing so, condition surveys, an archaeological presence on site and watching brief are all likely to be needed.
- 11.396 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).
- 11.397 Older persons housing and plots for custom and self-build could also feature as elements of the housing mix and some should be affordable to those on lower and middle incomes seeking this type of opportunity.
- 11.398 To deliver a high quality development it will be important 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 heritage assets and existing residential properties.
- 11.399 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.

- 11.400 Taking into account the findings of the most recent strategic flood risk assessment, 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.
- 11.401 A number of buildings and features have been identified within the site as having heritage significance. In recognition of this, built heritage, in the form of heritage assets, historic routes, field boundaries, hedgerows and woodland 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.
- 11.402 A programme of archaeological assessments should inform the masterplanning approach, allowing for archaeological evaluation to determine the extent and condition of potential remains particularly around heritage assets. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where it can be removed but first of all recorded.
- 11.403 Due to the sites' 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 Assessment¹⁹. This could include: integrating into the surrounding landscape, particularly along development edges, at the interface between new and existing development and as the site ascends in elevation toward Lord Derby Road. This is also particularly relevant where the rural landscape and views contribute to the significance of heritage assets and where buffer zones could retain a sense of openness.

¹⁹ Greater Manchester Landscape Character Assessment <https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf>

- 11.404 Building for a Healthy Life²⁰ as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development alongside Garden City principles as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.
- 11.405 Neighbourhoods will be linked via safe walking and cycling routes and public open spaces, all of which will respect and integrate into the surrounding landscape. Cycle and pedestrian routes within the development area should provide direct connection to the existing and proposed cycle and pedestrian network, Woodley Railway Station and Hyde town centre where possible.
- 11.406 Development of this site has the potential to create education, training and employment opportunities during the construction phase for local residents, thus bringing about benefits to these communities by providing locally accessible employment.
- 11.407 Although the site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport, with convenient access to the Marple rail line at Woodley and the highway network; new access and linkages into the site off the A560 Stockport Road together with the existing and proposed pedestrian and cycle network will be necessary.
- 11.408 The GM Rail Prospectus articulates the future vision for rail with longer and more frequent train services, and TfGM has committed in Our Five Year Transport Delivery Plan to explore the options for delivering a Metro/tram-train service on the Marple line with the potential to deliver greatly increased capacity and connectivity. Therefore, enhancing pedestrian and cycle connectivity between the site and the nearby Woodley station will be critical in improving a move away from private car use.

²⁰ 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>

11.409 It is also important that landscape, habitat and ecological features such as: Pole Bank Site of Biological Importance (Ancient Woodland); protected trees and woodlands, hedgerows; together with the array of watercourses and other green infrastructure are protected and managed as part of the comprehensive masterplan of the sites to maintain and enhance their conservation status and prevent habitat fragmentation.

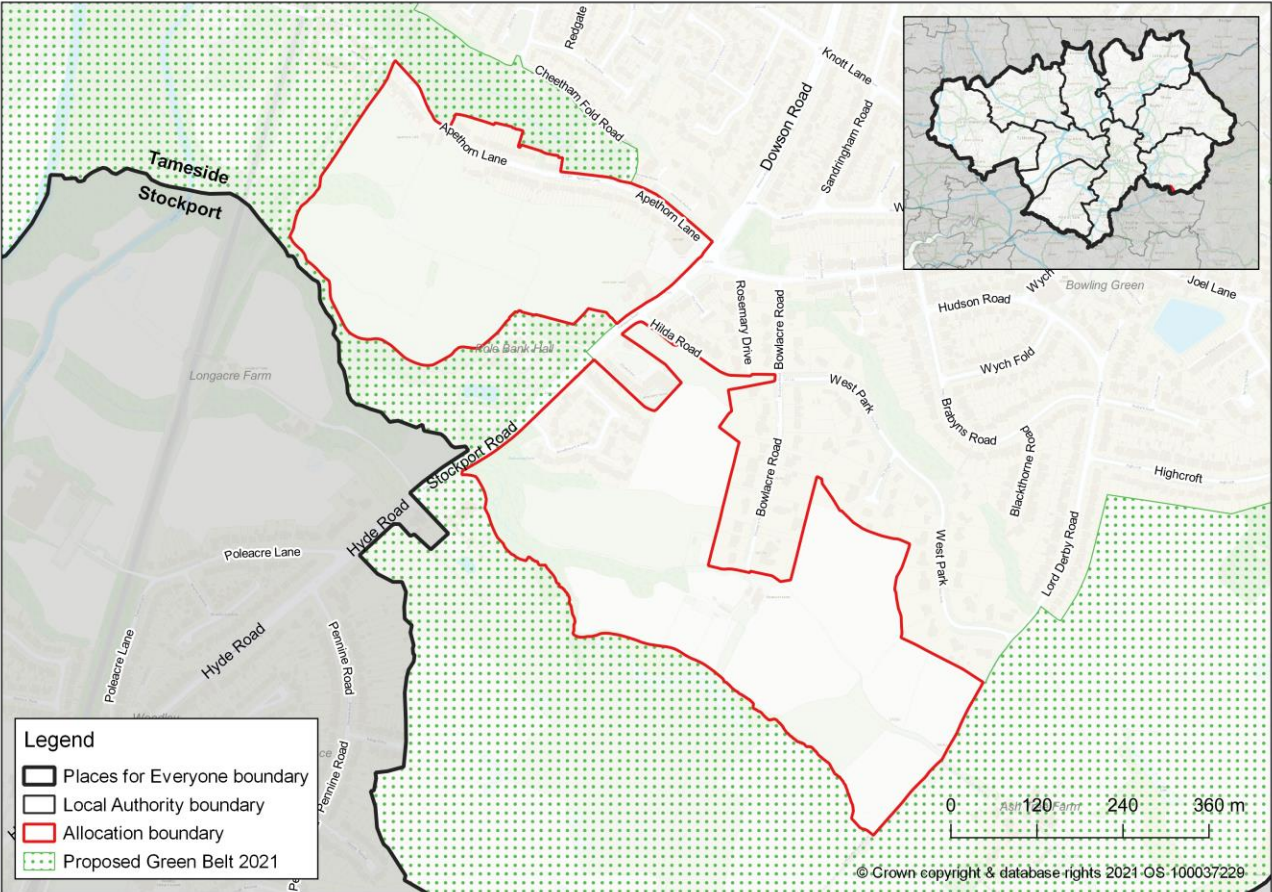
11.410 Open space and recreation areas comprise an essential element of both Garden City and Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England's Active Design²¹ and age friendly design principles²² should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

²¹ Sport England – Active Design <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

²² For example the WHO's Age-friendly Cities Framework <https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/>

Appendix 3: Places for Everyone 2021 Policy JP Allocation 32 South of Hyde

Places for Everyone Draft 2021
Policy JP Allocation 32
South of Hyde



Development of this site will be required to:

1. Construct around 440 new homes;
2. Deliver homes across a range of types and tenures in accordance with the Council’s most up to date Housing Needs Assessment;
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. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;
6. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;
7. 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;
8. Ensure that development edges successfully integrate into the adjoining landscape;
9. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road;
10. Sustain and enhance both designated and non-designated heritage assets and their settings including the Grade II* listed Apethorn Farmhouse and Grade II Pole Bank Hall;
11. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Historic Impact Assessment(s) submitted as part of the planning application process;
12. Deliver the sensitive restoration and long term future use of the Grade II* listed Apethorn Farmhouse and complex within an early phase of development together with its removal from the Heritage at Risk Register;
13. Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate;
14. Ensure employment, education and training opportunities are available for residents within the local area through the construction phases;
15. Provide access to each east and west parcel from the A560 Stockport Road;
16. Ensure neighbourhoods are green, walkable and safe places;
17. Ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;
18. Incorporate and enhance as attractive and desirable routes, existing public rights of way, including the Cown Edge Way;
19. 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, the Peak Forrest Canal, Trans Pennine Trail and Werneth Low Country Park;

20. Protect and enhance the designated Pole Bank Site of Biological Importance;

21. 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;

22. Deliver a high quality public realm that incorporates street tree planting; and

23. Set aside land for a range of public open spaces such as; natural space, amenity space, play provision and allotments in accordance with the Council's most up to date Open Space Review.

11.305 The two parcels that make up the south of Hyde allocation represent an opportunity to deliver housing in advance of the larger more complex sites contained in Places for Everyone due to their smaller scale. The sites' semi-rural setting, opportunity to secure the future of a grade II* listed building together with an existing network of green infrastructure, set the framework for an attractive, high quality and accessible neighbourhood that enshrines Garden City principles and is a logical, sustainable, extension to the suburb of Gee Cross.

11.306 Apethorn Fold is a small group of historic agricultural buildings, straddling Apethorn Lane to the north of the allocation. The Grade II* listed Apethorn Farmhouse is considered to be a rare surviving example in Tameside of a medieval cruck framed open hall house, which once comprised domestic accommodation to the north and shippon used to house animals to the south, separated by a cross passage. The farmhouse which dates back to the C.15 and altered during the C.17-C.19 owes its survival in part to its timber truss construction²³. The farmhouse is currently unoccupied and has been identified on Historic England's Heritage at Risk Register, where its current condition has been recorded as very bad.

²³ Historic Environment Assessment, GMSF Land Allocations, Tameside, South of Hyde, University of Salford

- 11.307 Development of the site is therefore expected to secure the restoration and long term future reuse of the Apethorn Farmhouse and complex. A Heritage Impact Assessment will be required to support the masterplanning of the site and any subsequent planning applications, demonstrating how the proposal will support the retention, enhancement and long term future use of Apethorn Farmhouse and complex and ensure the proposed new development has a positive impact on the heritage asset's conservation and setting.
- 11.308 It is expected that full restoration of the farm complex, including those features which are considered to be curtilage listed, will commence in the early phase of development and this be set out in the masterplan and phasing strategy. It is noted that this should include the curtilage listed building to the north side of Apethorn Lane which will remain within the Green Belt. In doing so, condition surveys, an archaeological presence on site and watching brief are all likely to be needed.
- 11.309 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).
- 11.310 Older persons housing and plots for custom and self-build could also feature as elements of the housing mix and some should be affordable to those on lower and middle incomes seeking this type of opportunity.
- 11.311 To deliver a high quality development it will be important to have a clear and comprehensive masterplan, phasing strategy and design code, which should carefully consider matters of character, appearance and setting. This includes for example: orientation, materials, building heights, densities, boundary treatments, soft landscaping and enhanced screening. Such considerations will be particularly important in respect to heritage assets and existing residential properties.
- 11.312 This masterplanning 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.

11.313 Taking into account the findings of the most recent strategic flood risk assessment, 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.

11.314 A number of buildings and features have been identified within the site as having heritage significance. In recognition of this, built heritage, in the form of heritage assets, historic routes, field boundaries, hedgerows and woodland 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.

11.315 A programme of archaeological assessments should inform the masterplanning approach, allowing for archaeological evaluation to determine the extent and condition of potential remains particularly around heritage assets. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where it can be removed but first of all recorded.

11.316 Due to the sites' 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 Assessment²⁴. This could include: integrating into the surrounding landscape, particularly along development edges, at the interface between new and existing development and as the site ascends in elevation toward Lord Derby Road. This is also particularly relevant

²⁴ Greater Manchester Landscape Character Assessment <https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf>

where the rural landscape and views contribute to the significance of heritage assets and where buffer zones could retain a sense of openness.

11.317 Building for a Healthy Life²⁵ as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development, alongside Garden City principles, as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.

11.318 Neighbourhoods will be linked via safe walking and cycling routes and public open spaces, all of which will respect and integrate into the surrounding landscape. Cycle and pedestrian routes within the development area should provide direct connection to the existing and proposed cycle and pedestrian network, Woodley Railway Station and Hyde town centre where possible.

11.319 Development of this site has the potential to create education, training and employment opportunities during the construction phase for local residents, thus bringing about benefits to these communities by providing locally accessible employment.

11.320 Although the site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport, with convenient access to the Marple rail line at Woodley and the highway network; new access and linkages into the site off the A560 Stockport Road together with the existing and proposed pedestrian and cycle network will be necessary.

11.321 The GM Rail Prospectus articulates the future vision for rail with longer trains and more frequent services, and TfGM has committed in Our Five Year Transport Delivery Plan to explore the options for delivering a Metro/tram-train service on the Marple line with the potential to deliver greatly increased capacity and connectivity.

²⁵ 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>

Therefore, enhancing pedestrian and cycle connectivity between the site and the nearby Woodley station will be critical in improving a move away from private car use.

11.322 It is also important that landscape, habitat and ecological features such as: Pole Bank Site of Biological Importance (Ancient Woodland); protected trees and woodlands; hedgerows; together with the array of watercourses and other green infrastructure are protected and managed as part of the comprehensive masterplan of the sites to maintain and enhance their conservation status and prevent habitat fragmentation.

11.323 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 Design²⁶ and age friendly design principles²⁷ should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

²⁶ Sport England – Active Design <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

²⁷ For example the WHO's Age-friendly Cities Framework <https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/>

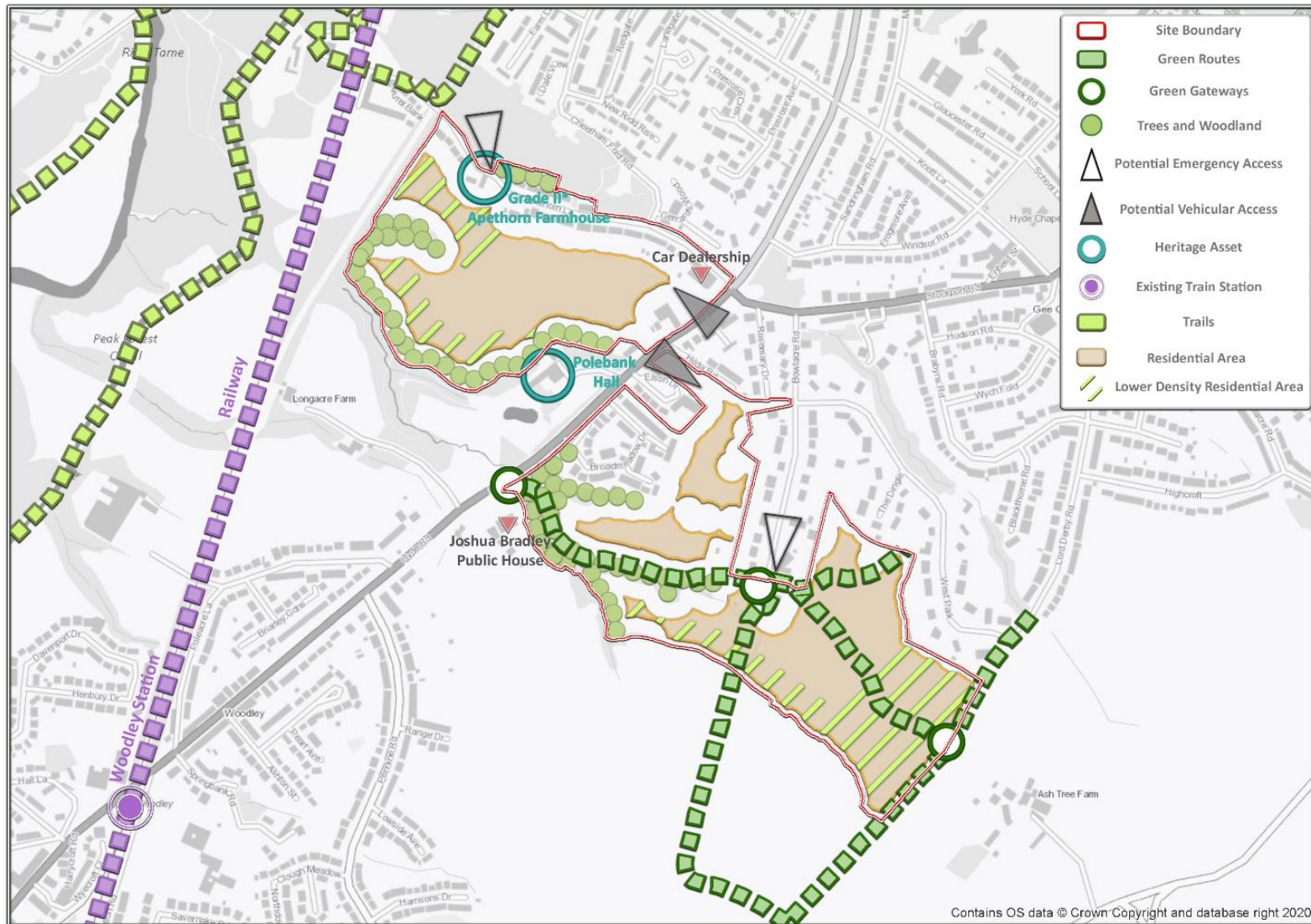
Appendix 4: GMSF 2019 Integrated Assessment Suggested Mitigation Measures

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 throughout future masterplanning stages
- Make reference to energy efficiency directly and ways it can be increased, such as highlighting the benefits of sustainable modes of transport.
- Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)
- Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.
- 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 PDL)
- 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: South of Hyde Indicative Concept Plan



South of Hyde Indicative Concept Plan produced by Tameside Council, July 2021.

Appendix 6: South of Hyde Indicative Development Framework Plan



Indicative Development Framework Plan produced by Planit-IE on behalf of Bluemantle, GMSF Consultation, December 2019.

Appendix 7: South of Hyde Allocation Planning History

Northern Parcel

Reference	Site address	Description	Status
16/00889/LBC	Apethorn Fold 89-91 Apethorn Lane Hyde Tameside SK14 5DL	Renovation and conversion of Grade II* Farmhouse, shippon and haybarn into 2 pairs of semi-detached houses. Works to include rebuilding of specific walls, replacement of specific timbers, internal subdivision of buildings, replacement windows and doors, addition of rooflights, repointing and reroofing.	Approved 31/03/2017
16/00888/FUL	Apethorn Fold 89 - 91 Apethorn Lane Hyde Tameside SK14 5DL	Renovation and conversion of farmhouse, shippon and haybarn into two pairs of semi-detached houses.	Approved 31/03/2017
05/00054/FUL	Land Adjacent To 17 Apethorn Lane Stockport Road Hyde Tameside	Removal of condition No 5 of planning consent 03/01370/FUL relating to hours of operation	Approved 02/03/2005
03/01370/FUL	Land Adj To 17 Apethorn Lane Stockport Road Hyde Tameside	New car showroom	Approved 11/02/2004
00/00199/LBC	Apethorn Fold 89-91 Apethorn Lane	Listed Building Consent to convert farmhouse and cruck barn into single dwelling,	Withdrawn 01/05/2000

Reference	Site address	Description	Status
	Hyde Tameside SK14 5DL	conversion of hay barn to residential dwelling and demolition of tractor barn.	
97/00728/LBC	Apethorn Fold 89- 91 Apethorn Lane Hyde Tameside SK14 5DL	Listed Building Consent to refurbish & convert existing farmhouse to 3 dwellings.	Approved 15/10/1997
97/00727/FUL	Apethorn Fold 89- 91 Apethorn Lane Hyde Tameside SK14 5DL	Alteration and renovation to the farmhouse, cruck barn and hay barn to form two dwellings including the erection of two new residential units and separate garages	Withdrawn 24/03/1997
86/00921/FUL	Land between 8 to 24 Apethorn Lane Hyde	Erect 4 No. semi-detached houses with attached.	Approved 02/07/1986
86/00920/FUL	Land between 8 to 24 Apethorn Lane Hyde	Erect five town houses in one block of three, one block of two.	Refused 28/05/1986

Southern Parcel

Reference	Site address	Description	Status
15/00117/PLCOND	Tameside College Of Technology Stockport Road Hyde Tameside SK14 5EZ	Discharge of conditions 6 (Detailed drainage scheme), 11 (Construction of Environmental Management Plan) and 13 (Dilapidation Survey) attached to planning consent 14/01048/OUT for residential development of 40 dwelling houses	Approved 19/04/2016

Reference	Site address	Description	Status
15/00123/PLCOND	Tameside College Of Technology Stockport Road Hyde Tameside SK14 5EZ	Discharge of conditions 5, 9 and 10 attached to planning consent 14/01048/OUT for residential development of 40 dwelling houses and associated access arrangements	Approved 18/04/2016
16/00002/PLCOND	Tameside College Of Technology Stockport Road Hyde Tameside SK14 5EZ	Discharge of conditions 3 (Materials), 5 (Boundary treatment) and 6 (Noise protection) attached to planning application 15/00885/REM for 40 dwelling houses	Approved 16/03/2016
15/00885/REM	Tameside College Of Technology Stockport Road Hyde Tameside SK14 5EZ	Residential development of 40 dwelling houses and associated access arrangements	Approved 16/12/2015
15/00920/ENV	Tameside College Of Technology Stockport Road Hyde Tameside SK14 5EZ	Request for screening opinion in accordance with Town and Country Planning (Environmental Impact Assessment) Regulations 2011 relating to a reserved matters proposal for residential development comprising 40 houses.	Pending
15/00097/PLCOND	Tameside College Of Technology Stockport Road	Discharge of condition 17 attached to planning consent 14/01048/OUT referring to submission of a preliminary	Pending

Reference	Site address	Description	Status
	Hyde Tameside SK14 5EZ	risk assessment to determine the potential for the site to be contaminated.	
14/01048/OUT	Tameside College of Technology Stockport Road Hyde Tameside SK14 5EZ	Residential development of 40 dwellinghouses and associated access arrangements. - OUTLINE	Approved 10/06/2015
04/01045/NMAS	Footway To South West Of Tameside Technology College Stockport Road Hyde Tameside	Installation of radio base station comprising of a 15m high slimline streetworks pole	No objections raised 24/08/2004
03/01585/FUL	Tameside College Of Technology Stockport Road Hyde Tameside SK14 5EZ	Change of use to B1 (Business,) C1 (Hotels,) and C3 (Dwelling houses)	Approved 23/02/2004

Section H - Bibliography

AGMA (2013). Greater Manchester Joint Minerals Plan. Online at

<https://www.tameside.gov.uk/strategicplanning/ldf/gmjointmineralsdpd/mineralsplan0413.pdf>.

Arc4 (December 2017). Tameside Housing Needs Assessment. Online at

<https://www.tameside.gov.uk/TamesideMBC/media/housing/Tameside-Housing-Needs-Assessment-2017.pdf>

Arup & GMCA (January 2019). Integrated Assessment of the Greater Manchester Spatial Framework, IA of draft GMSF Consultation Document.

Arup & GMCA (September 2020). Integrated Assessment of the Greater Manchester Spatial Framework, IA of 2020 draft GMSF Consultation Document.

Arup & GMCA (September 2020). GMSF Integrated Assessment, Integrated Assessment of the 2020 draft GMSF – Addendum.

Centre for Applied Archaeology (June 2019). Greater Manchester Spatial Framework - Historic Environment Assessment Screening Exercise - Summary Report.

Centre for Applied Archaeology (June 2019). Greater Manchester Spatial Framework - Historic Environment Assessment Screening Exercise - Tameside District.

Centre for Applied Archaeology (September 2020). Historic Environment Assessment - GMSF Land Allocations, Tameside - GMA44 South of Hyde.

GMCA (September 2020). Site Selection process – GMSF Site Selection Background Paper.

GMCA, Greater Manchester Local Enterprise Partnership and TFGM (2021). Greater Manchester Transport Strategy 2040. Online at

https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf

GMCA, Greater Manchester Local Enterprise Partnership and TFGM (2021). Our Five Year Transport Delivery Plan 2021-2026 – Part of the Greater Manchester Transport Strategy 2040. Online at:

https://downloads.ctfassets.net/nv7y93idf4jq/5Y95swfmf42WVZozNA4fE/84092928376473c507ec000098b18c35/Delivery_Plan_2021-2026_Jan_2021_Final.pdf

GMCA (October 2020) Statement of Consultation (October 2020)

GMCA (2021) Places for Everyone - Green Belt Topic Paper and Case for Exceptional Circumstances to amend the Green Belt Boundary

Site Allocation Topic Paper – Places for Everyone 2021

Greater Manchester Ecology Unit (February 2020). Preliminary Ecological Appraisals Strategic Sites being considered for allocation for future development within Tameside.

Greater Manchester Ecology Unit (October 2020). Habitats Regulations Assessment of the Greater Manchester Spatial Framework.

JBA Consulting (March 2019). Level 1 Strategic Flood Risk Assessment for Greater Manchester – Update.

JBA Consulting (October 2020) Greater Manchester Level 2 Hybrid Strategic Flood Risk Assessment – Main Report

Lichfields (2020). Start to Finish – What factors affect the build-out rates of large scale housing sites? Second Edition. Online at https://lichfields.uk/media/5779/start-to-finish_what-factors-affect-the-build-out-rates-of-large-scale-housing-sites.pdf

LUC (2016). Greater Manchester Green Belt Assessment.

LUC (2016). Greater Manchester Green Belt Assessment (2016). Appendix 4.9 Tameside. Online at <http://gmsf-consult.objective.co.uk/file/4095565>

LUC (2018). Greater Manchester Landscape Character and Sensitivity Assessment.

LUC (September 2020). Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed 2019 GMSF Allocations.

LUC (September 2020). Stage 2 Greater Manchester Green Belt Study - Addendum: Assessment of Proposed 2020 GMSF Allocations.

LUC (September 2020). 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.

LUC (June 2021). Stage 2 Greater Manchester Green Belt Study – Addendum: Assessment of Proposed 2021 PfE Plan Allocations.

MHCLG (2019). National Planning Policy Framework. Online at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

Soil Environmental Services Ltd (August 2020), Agricultural Land Classification Bowlacre Farm

Soil Environmental Services Ltd, August 2020, Agricultural Land Classification Pear Tree Farm

Systra (November 2020). Transport Locality Assessments – Introductory Note and Assessments – Tameside allocations.

Systra (2021) Transport Locality Assessment Review – Tameside Allocations

Site Allocation Topic Paper – Places for Everyone 2021

Tameside MBC (2004). Tameside Unitary Development Plan. Online at <https://www.tameside.gov.uk/udp/writtenstatement.pdf>

Tameside MBC (June 2018) Tameside Open Space Review 2017/18. Online at: <https://www.tameside.gov.uk/Planning/Tameside-Open-Space,-Sport-and-Recreation-Study>

Tameside MBC (April 2020) Strategic Housing and Economic Land Availability Assessment 2020-2037. Online at <https://www.tameside.gov.uk/planning/ldf/evidence/shlaa>

Tameside and Glossop CCG & Tameside MBC (2021). Inclusive Growth Strategy 2021-26. Online at [Inclusive-Growth-Strategy-2126_1.pdf \(tameside.gov.uk\)](#)

Three Dragons, Ward Williams Associates & Troy Planning + Design (September 2020). Greater Manchester Spatial Framework - Strategic Viability Report Stage 1.

Three Dragons, Ward Williams Associates & Troy Planning + Design (October 2020). Greater Manchester Spatial Framework - Strategic Viability Report - Stage 2 Allocated Sites Viability Report.

Three Dragons, Ward Williams Associates & Troy Planning + Design (September 2020). Viability assessment of Spatial Framework - Strategic Viability Report Stage 1 – Technical Report.