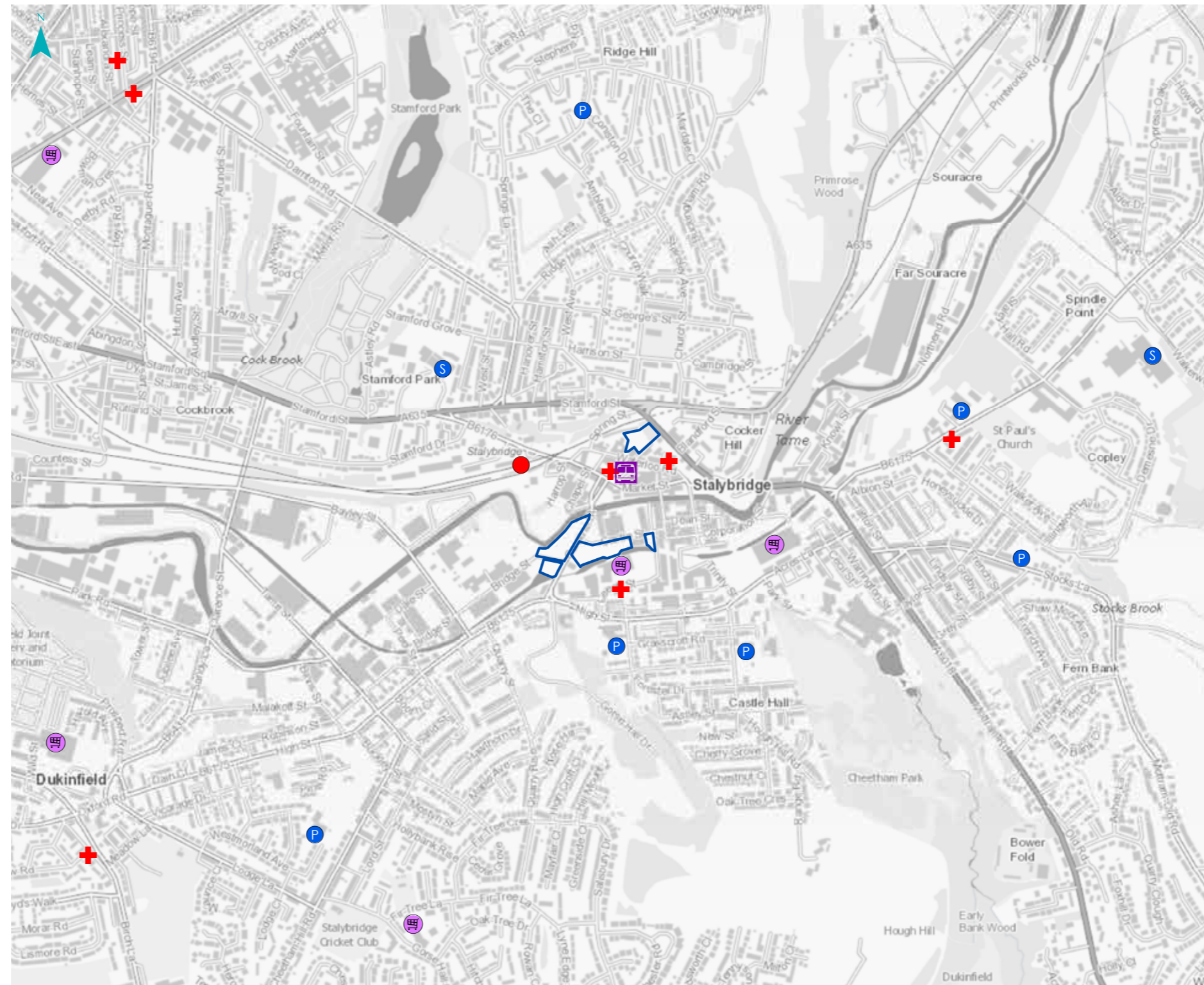


5.2 Transport Strategy Summary

Local Facilities

A number of key facilities and local services are available in Stalybridge for future residents and visitors as shown in the adjacent figure, including the following:

- A Tesco and an Aldi supermarket are located in Stalybridge centre providing key retail facilities for the town, both are within 10 minutes of all the proposed sites
- Two large parks (Stamford and Cheetham) are within a 10 minute walk of all sites
- The main shopping streets in Stalybridge are Market Street and Melbourne Street which are both within 5-10 minutes of all sites
- Three GP Surgeries are within 5-10 minutes of all sites
- One secondary school is within 10 minutes of all sites
- Two primary schools are within 10 minutes of all sites
- Stalybridge Railway Station is within 10 minutes of all sites
- Stalybridge Bus Station is within 5 minutes of all sites



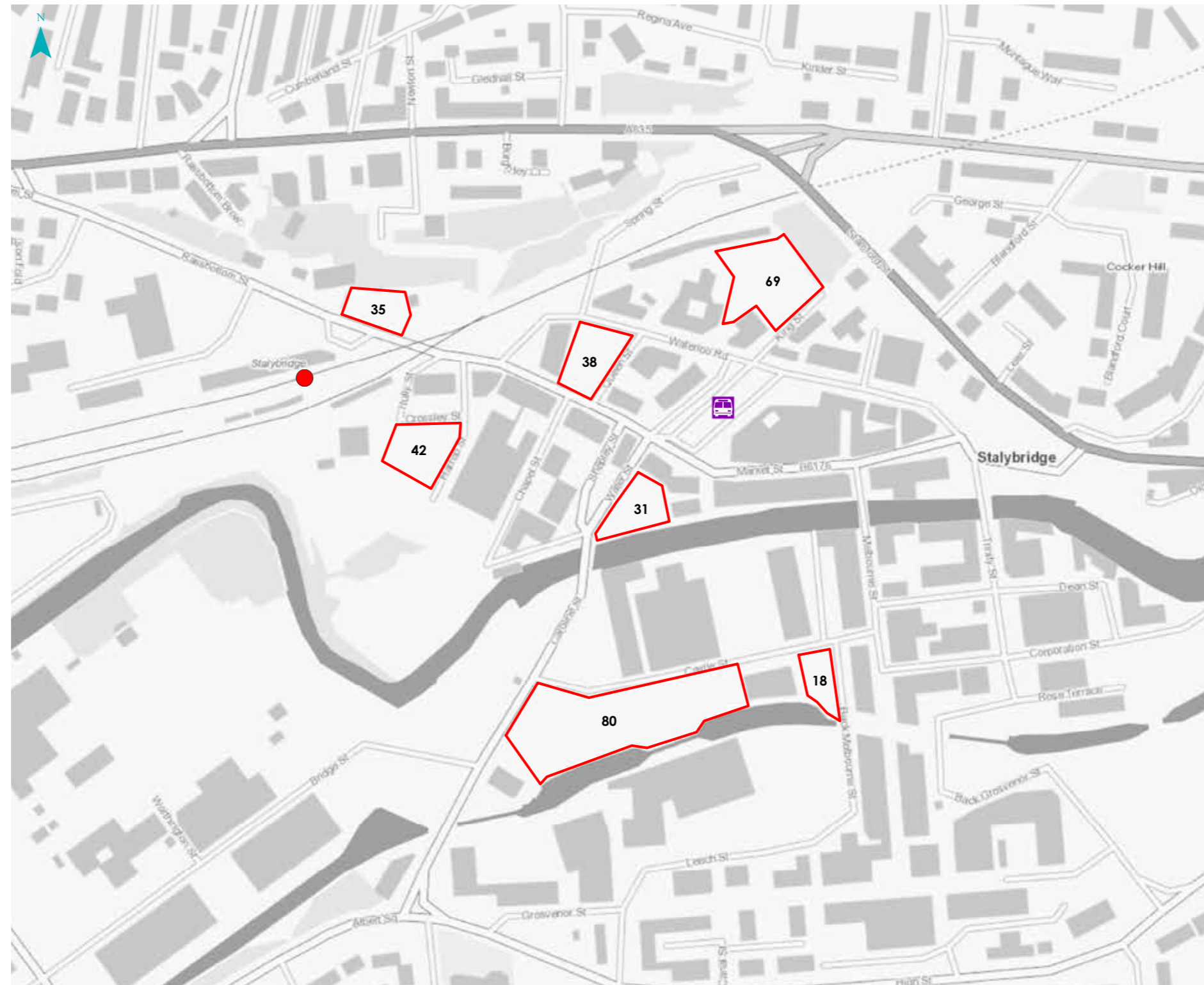
Stalybridge Town Centre Redevelopment Sites - Facilities Plan

Key:	
Sites	Schools
Railway Stations	All Through
Bus Station	Nursery
GP	Primary
Supermarkets	Secondary
	College

Existing Car Parking

The parking in Stalybridge is currently made up of a number of smaller lots scattered around the town. The masterplan has the opportunity to consolidate the towns parking strategy.

Seven publicly available car parks are currently in operation in Stalybridge town centre. These car parks provide 313 car parking spaces for the town centre. 167 spaces are within sites identified for redevelopment and this existing parking supply will need to be replaced within the town centre.



Stalybridge Town Centre Redevelopment Sites - Existing Public Car Parks

Key:

- Car Parks
- Railway Stations
- 🚌 Bus Station

Future Car Parking

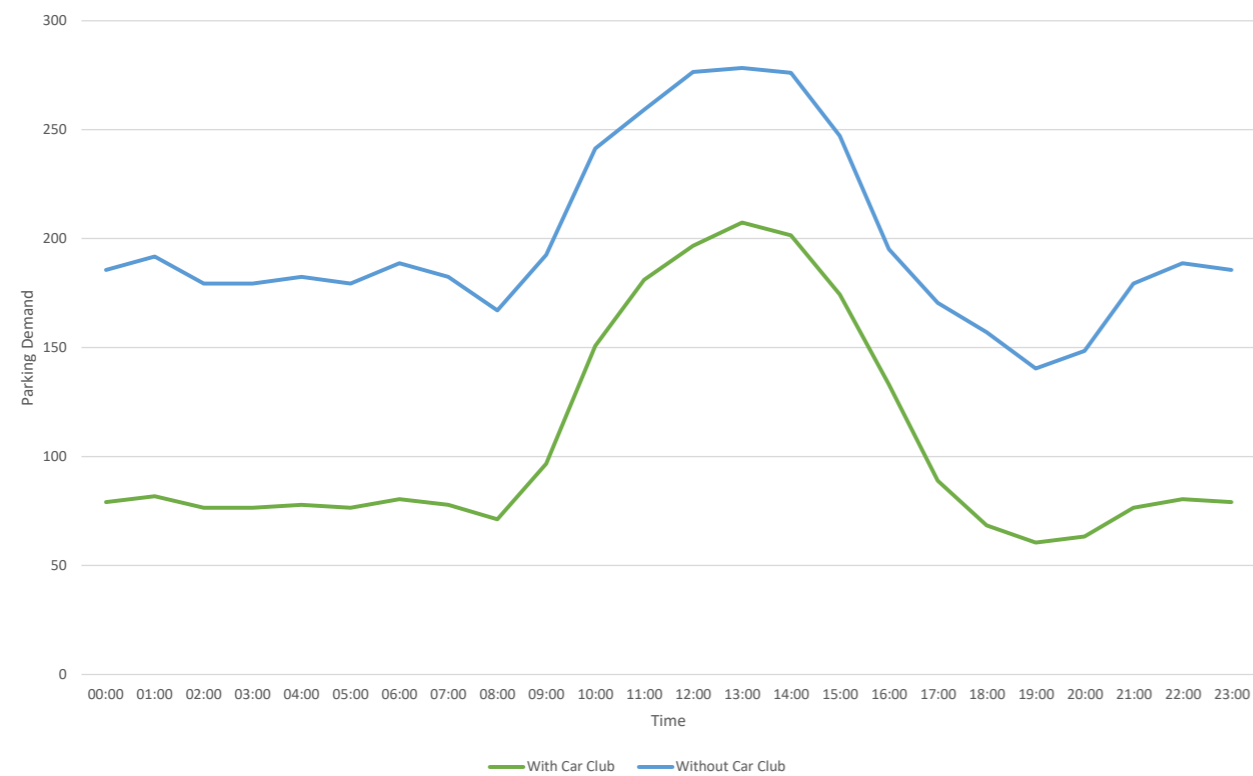
The efficient use of land within town centre relies on the ability to share infrastructure and resources between adjoining land uses. As such the provision of a multi-storey car park (MSCP) on a single Site within the town centre allows the remainder of the centre to prioritise movements of people over vehicles. Some on Site car parking will be provided, however the MSCP will provide an opportunity to efficiently provide car parking to cater for different uses with differing peaks in demand.

An assessment of future demand for car parking throughout a Saturday from both the future residential and town centre uses has been undertaken within the highways technical note with scenarios with and without travel planning measures (car club) implemented.

A total of 195 spaces will be provided within the residential plots and this reduces the residential demand on the proposed MSCP.

The graph shows that the peak car parking demand for the MSCP on a Saturday is 278 without the implementation of the travel plan measures including the car club or 207 with the travel plan measures and car clubs implemented.

As such a MSCP of circa 200-280 spaces is required to accommodate the existing town centre demand and the additional demand created by residents utilising the MSCP.



Proposed MSCP Parking Demand

Multi-storey Car Park Options

Available sites within Stalybridge town centre have been assessed for the appropriateness of containing the proposed MSCP. A summary of these is provided in the table below. The potential sites were then subject to detailed assessment which is summarised on the following pages.

Site	Suitability for MSCP	Reason / Notes
1	Rejected	Too small
2	Rejected	Too small
3	Potential	Reduces available land at a prime site
4	Potential	Reduces available land at a prime riverside site
5	Suitable	Subject to land ownership constraints
6	Potential	Reduces available land at a prime site
7	Rejected	Too small
8	Suitable	Subject to land ownership constraints
Rassbottom Street Car Park	Suitable	Subject to land ownership constraints
Queen Street Car Park	Rejected	Too small

MSCP location options summary

Site 5 MSCP

This site achieves the potential development of a 114 space car park over 3 floors or a 150 space car park over 4 floors. The following bullet points provide pros and cons for the construction of the MSCP on this Site:

- Site does not cater for the full future parking demand (200-280 spaces), but could provide part of the solution
- The entire site is not within council ownership
- Remote from the rail station, but in close proximity to shopping areas
- The site has a good canal frontage for future development
- Restricted visibility at access – improvement to provide traffic calming to 20mph on Bridge Street or additional land to the west of the Site to increase visibility
- Limited room for approach/exit to the car parking may mean reduced capacity within the car park on the ground floor level
- Appropriate size of site for efficient parking as over the 32m requirement in both directions
- Good access from B6175 High Street, reducing impact of through traffic on town centre

Site 8 MSCP

Site 8 has the potential subject to land availability for a 189/213 space car park over 3 floors or 257/291 spaces over 4 floors:

- The 200-280 identified demand is achievable within this Site
- Close to station and town centre
- Site is in a hidden 'back plot' location
- Access is shared with other uses, but current drop off facility could be retained within the layout
- Plot is of appropriate size for efficient parking as it is over the 32m requirement in both directions
- Some parking (notably disabled) will need to be retained on site for the Stalybridge Clinic even if the MSCP is not constructed at this Site
- Good access to/from Stamford Street, thus reducing the impact of through traffic on the town centre

Rassbottom Street MSCP

The existing Rassbottom Street Car Park and adjacent yard to the east has the potential for a 204 space car park over 3 floors:

- The 200-280 identified demand is achievable within the MSCP options on this site
- Location is opposite to the rail station and could have the potential for a park and ride facility with potential for contributory funding from TfGM as a public transport enhancement
- No access constraints
- Appropriate size for efficient parking as over the 32m requirement in both directions, however, dimensions impact the existing slope which may make construction difficult and the site is irregular in shape
- Due to its close proximity to the rail lines, construction could be difficult

Site Selection

Many of the identified sites have the potential to provide an appropriate MSCP to cater for the town centre demand and some demand created by the proposed residential developments. Site 8 is considered to be the preferred location as it can accommodate the required parking demand, is wholly within the ownership of TMBC and doesn't impact the prime development sites in the town centre and provides a good accessibility to both the station and shopping areas.

Other factors may in time arise that adjust the site preference which will be subject to review as development options progress.



Site 5 MSCP Proposal



Site 8 MSCP Proposal



Rassbottom Street MSCP Proposal

6.0 Opportunity



Regeneration
Catalyst



Availability/Viability



Heritage



Timing



Design

Opportunity

Vision

Stalybridge West is comprised of a number of large vacant and under-used sites in Council and private ownership to the west of Stalybridge Town Centre, close to the rail station. The Stalybridge West area has been identified as an opportunity to create a vibrant Town Centre residential community in a highly sustainable location that will support the local economy.

The vision for Stalybridge West is to create:

A lively urban quarter in the Town. When developed, the plans provide for a mix of housing types and tenures, from one bed apartments to larger family homes, available in secure environments surrounded by new and refurbished commercial and public buildings enhancing local services, set within a high quality public realm environment. A new destination created with local jobs, amenities, public spaces, access to leisure, the river and canal toe paths, town centre cultural activity, where homes will be central to the hub of activity. The existing and future town centre regeneration projects and programme will continue to run alongside the Stalybridge West redevelopment sites and together they will spearheading a new chapter for this Town on the edge of the Peak District with easy access to the major cities of Manchester and Leeds.

There should be a focus on the delivery of an exemplar scheme at Stalybridge West with high quality design that helps to deliver the following outcomes:

- Development of a range of house types and tenures increasing the town centre accommodation and population
- Development of appropriate commercial/public sector buildings contributing to creating a vibrant economy
- Improvement of accessibility to the town centre through new pedestrian and vehicle routes, making places where interaction happens, integrating old and new building on the heritage asset base.
- Creation of sustainable places and environments.
- Improved public and private realm including management and funding arrangements
- Adding value through local residents and business contributing to delivery of local job and services.

Regeneration Catalyst

A market-led approach could see some developments emerge but the combination of traditional economic challenges and the more recent economic and social impacts of Covid will further hinder the ability of towns such as Stalybridge to generate any pace of regeneration.

The identification of council assets and interests which could potentially deliver "early wins" should become a catalyst for wider change. Proactive intervention can be the best way for a council to highlight the 'art of the possible', create 'real-time' examples of what can be achievable and to effectively show potential interested developers how future opportunities can be realised.

The challenges faced by our town centres do not have the luxury of a 'quick fix' and traditional town centre occupiers were already struggling in the face of general economic challenges, before the additional impact of Covid. By creating a new town centre neighbourhood, with a broader range and type of new residential occupiers, there is a clear opportunity to create a demand for retail, leisure and employment uses which are more local and independent than would otherwise be the case. It's then hoped that such complimentary growth (supporting the new residential neighbourhood) could be more robust and more reliable in the medium to long-term. In itself, that is a realistic economic target as are the associated social and environmental benefits that would then begin to emerge.

Heritage

The first cotton mill was constructed in 1776 and Stalybridge became one of the first centres of textile manufacturing during the industrial revolution, transforming Stalybridge from an area predominantly focussed on farming to a factory-based cotton industry town.

The shift towards manufacturing led to a rapid increase in the town's population in the early part of the 19th century. In 1811 the Huddersfield Narrow Canal was completed, and in 1845 the railway station was opened, connecting Stalybridge to Stockport and Manchester. However, with the decline of the cotton industry in the first quarter of the 20th century and the development of modern low-density housing in the post-war period, the

nature of the town has changed and is now more semi-rural in character.

During the 1990's and early 2000's, Stalybridge enjoyed something of a renaissance with planned investment in the Canal, public realm and the development of a new Tesco Store. In parallel, the town centre saw numerous private projects often focussed upon new bars and restaurants, that generated a significant uplift in the town's night time economy. Visitors were attracted from far beyond the town's traditional catchment, aided by the access afforded by the town's railway station.

In recent years however, there has been a general decline within the Town Centre, further amplified by the current Covid-19 pandemic. Nonetheless, it is clear that there remains significant opportunity to develop on the strengths of the Stalybridge's Heritage, services and excellent transport links.

We anticipate that the council's commitment to a Heritage Action Zone (HAZ) will look to focus investment upon individual buildings where the opportunity to protect existing assets and stimulate other investment will be at their greatest. The redevelopment of council assets within the wider town centre should further reinforce this particular strategy.

Availability / Viability

Through planned acquisition and their current uses such as parking, the fact that the initial sites prioritised are within TMBC ownership is a major advantage. This enhances the opportunity in terms of deliverability and cannot be understated.

We have highlighted sites 1-3 which are outside of TMBC ownership, however, it is understood development proposals are being explored and will come forward at a date to be confirmed.

Site 6A is also outside of TMBC ownership, however, due to adjacency to sites 6 & 7 proposals may be considered to include this site based upon an acquisition at a later date.

Timing

We are seeing a generational change in attitudes towards town centre living and people wishing to live a more sustainable lifestyle with more reliance on public transport and easy access to amenities. Add this to changes in the way companies and people are, and will continue, to work in a post-Covid world there has never been a better time to propose developments which challenge traditional affordable family housing incorporating communal facilities and public realm. All designed to increase the vibrancy of the town centre and enhance the environment for both residents and visitors.

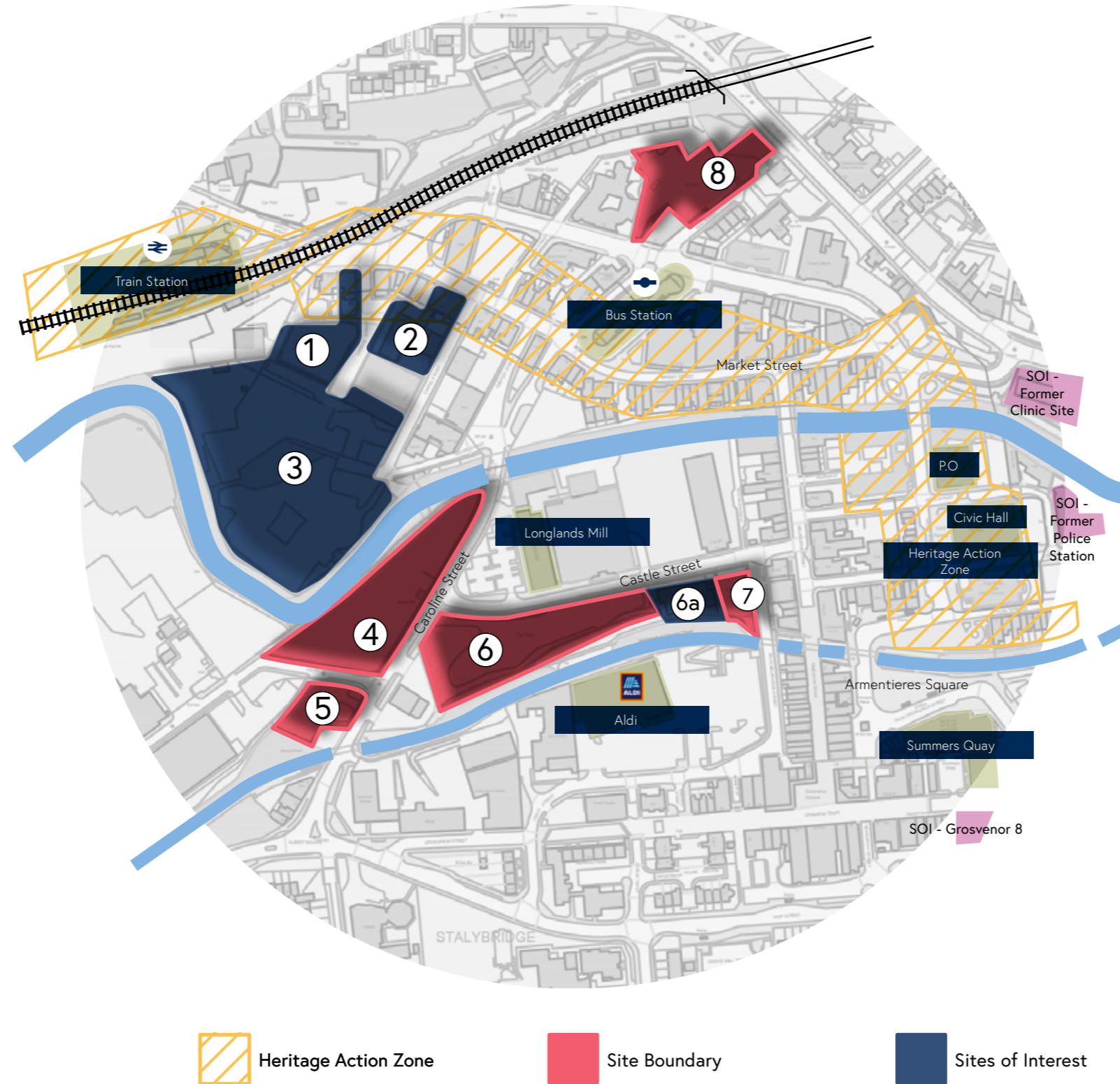
The enabling infrastructure works identified within the Capital Regeneration Projects programme for the Stalybridge West area include a new pedestrian and cycle bridge across the River Tame, a new multi-level car parking facility within the Town Centre to replace existing surface level car parking on sites identified for new residential development, and land remediation. There is a requirement to utilise this funding and deliver the associated enabling infrastructure outputs by March 2026.

Design

The proposed illustrative schemes have been designed to reflect the history of Stalybridge and in particular the textile and cotton mills that assisted in the growth of the town during the industrial revolution. They seek to maintain the natural grain of the town centre with the buildings forming natural boundaries whilst reinstating the residential scale street scenes. Along with taking advantage where possible of surrounding aspects, where this isn't possible, spaces have been created within the plots where aspects can be internalised and opportunities for secure, communal garden areas provided for social use and community events. They present one possible approach in terms of style - various alternative approaches could be utilised.

People have been prioritised over cars with the creation of shared-spaces and public squares rather than traditional streets. These carefully landscaped areas will add a sense of place to the developments, naturally calming both pedestrians and vehicle movement, encouraging their use by the residents and providing a naturally secure and inclusive environment.

Opportunity



Opportunity

Phasing

There is a reasonable expectation that individual developments will make all relevant provision (public realm, car parking, permeability etc.) on site, but it is important to avoid a potential missed opportunity in terms of creating a coherent town centre strategy and a sustainable neighbourhood long term.

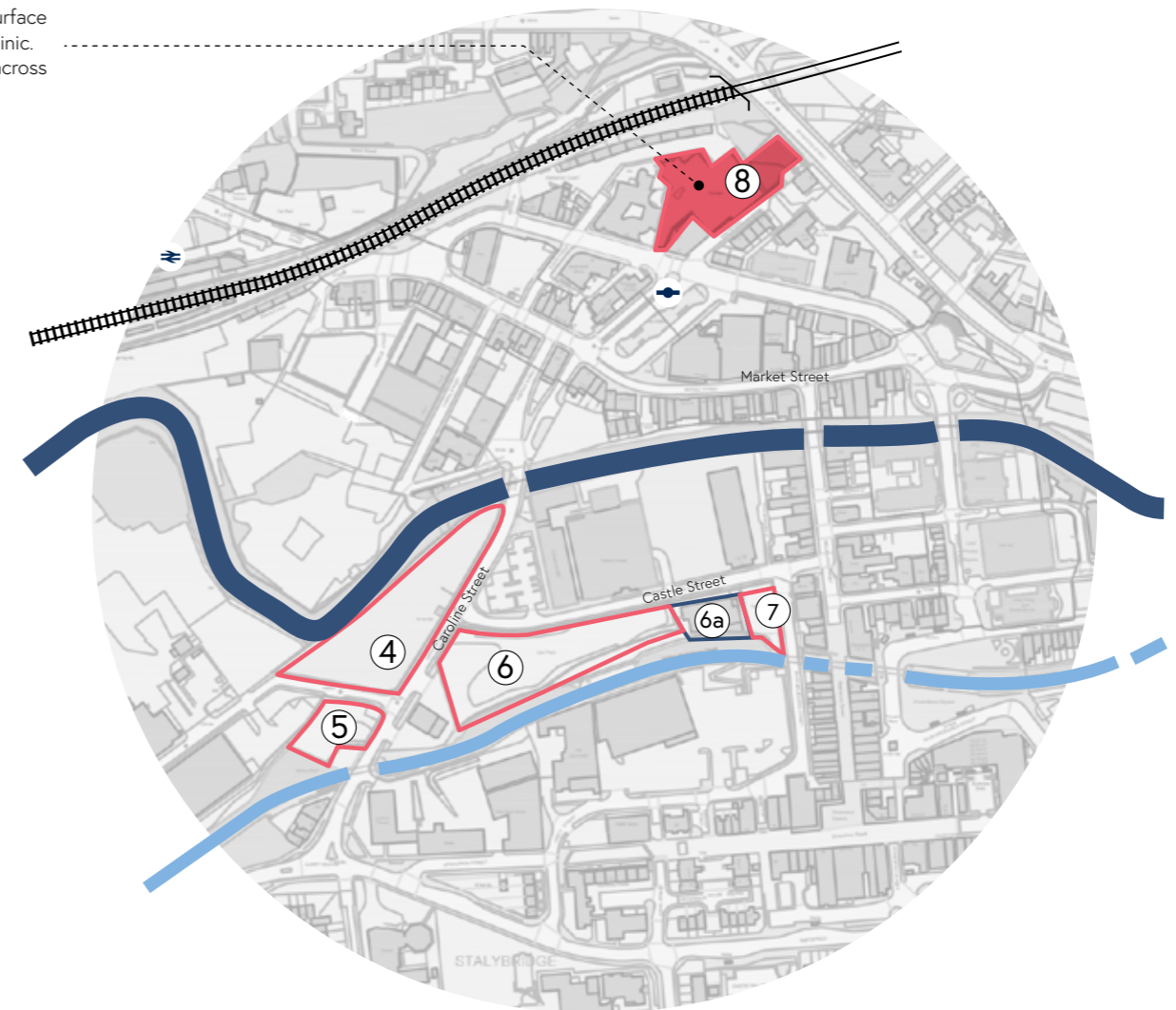
Beyond site boundaries, key pedestrian routes and desire lines, waterside environments and cycle routes all have a potential role in 'knitting together' individual developments, and we have also advocated a wider strategic approach to Town Centre car parking.

There could be an opportunity for a consistent approach to be adopted in negotiation with all developers who bring forward the sites, to extend the benefit of a scheme beyond the site boundary, picking up elements of the wider investments that we have touched upon above. Such outputs could take the form of direct investment in adjoining land, and/or financial contributions to be used (in isolation or collectively) in delivering the same sort of wider improvements. This approach may be particularly relevant if a central town centre car parking resource is ultimately to be provided as part of a replacement provision for the loss of the development plots themselves. A number of which have an existing car park in use.

The sites which have been examined are clearly better located, more complete in terms of site ownership, less effected by external constraints and/or more advanced in terms of existing development procedures. There will be a natural emergence of the strongest phasing options.

Developer partners will be requested to give an indication of their programme of works and intended phasing. This should include the possibility of the initial phase being the provision of the MSCP on Site 8 (location indicated in red on the adjacent diagram). This will facilitate developments by replacing current surface carparking and help subsidise residents parking, if required. To assist the viability of high density proposals on sites 4-7.

New multi-level carpark over existing surface carpark to Waterloo Rd / Stalybridge Clinic. Feasibility indicates up to 300 spaces across four storeys.



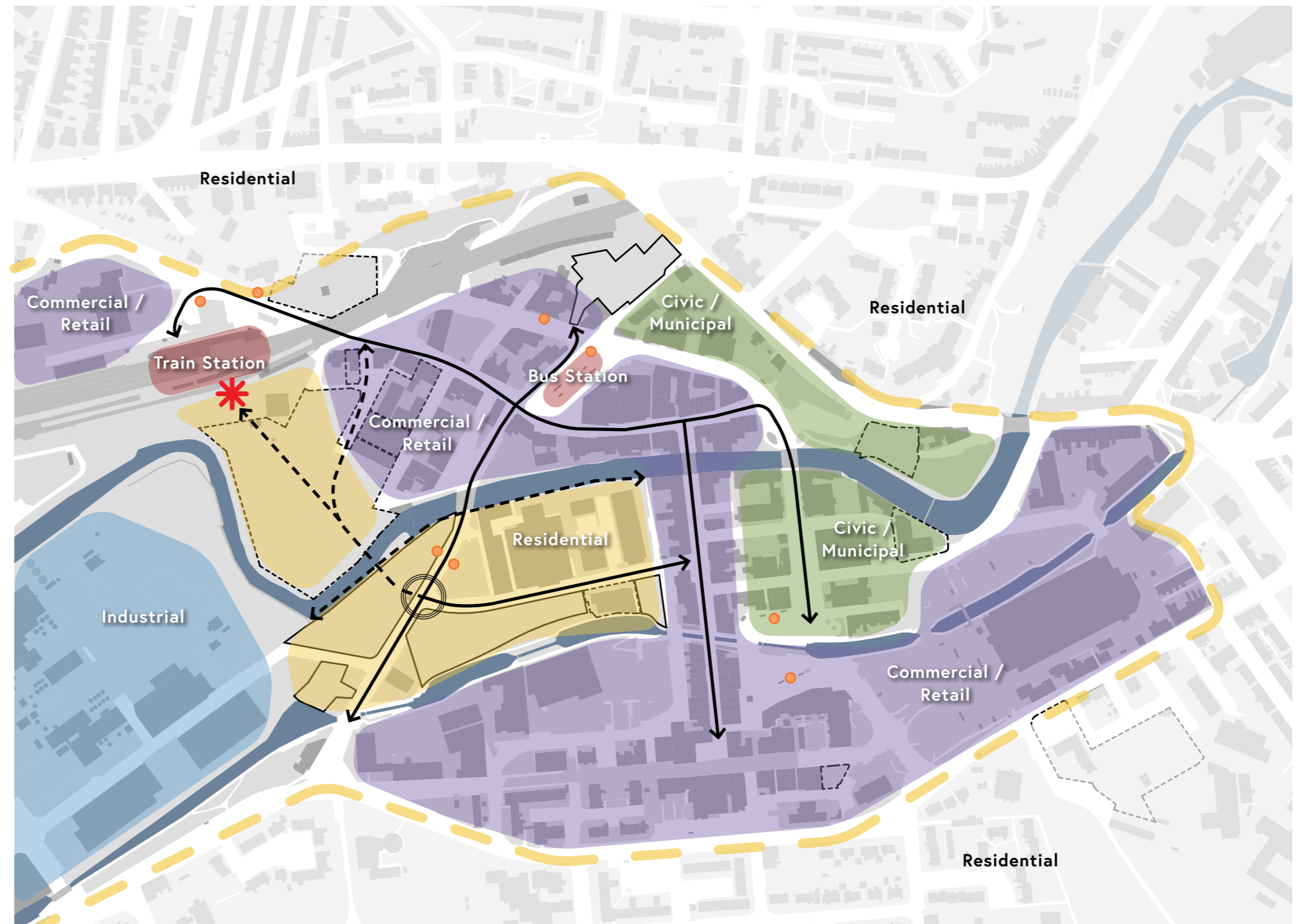
7.0 Concept Masterplan

7.1 Proposed Town Centre Uses

The aspiration for Stalybridge stems from the analysis undertaken and review of the Tameside Conservation Area Appraisal document.

Investment in public realm will create a more successful pedestrian flow from transport hub to historic and retail areas.

The Introduction of residential quarter will encourage a new pedestrian flow from market street through to Melbourne street and Trinity Street.

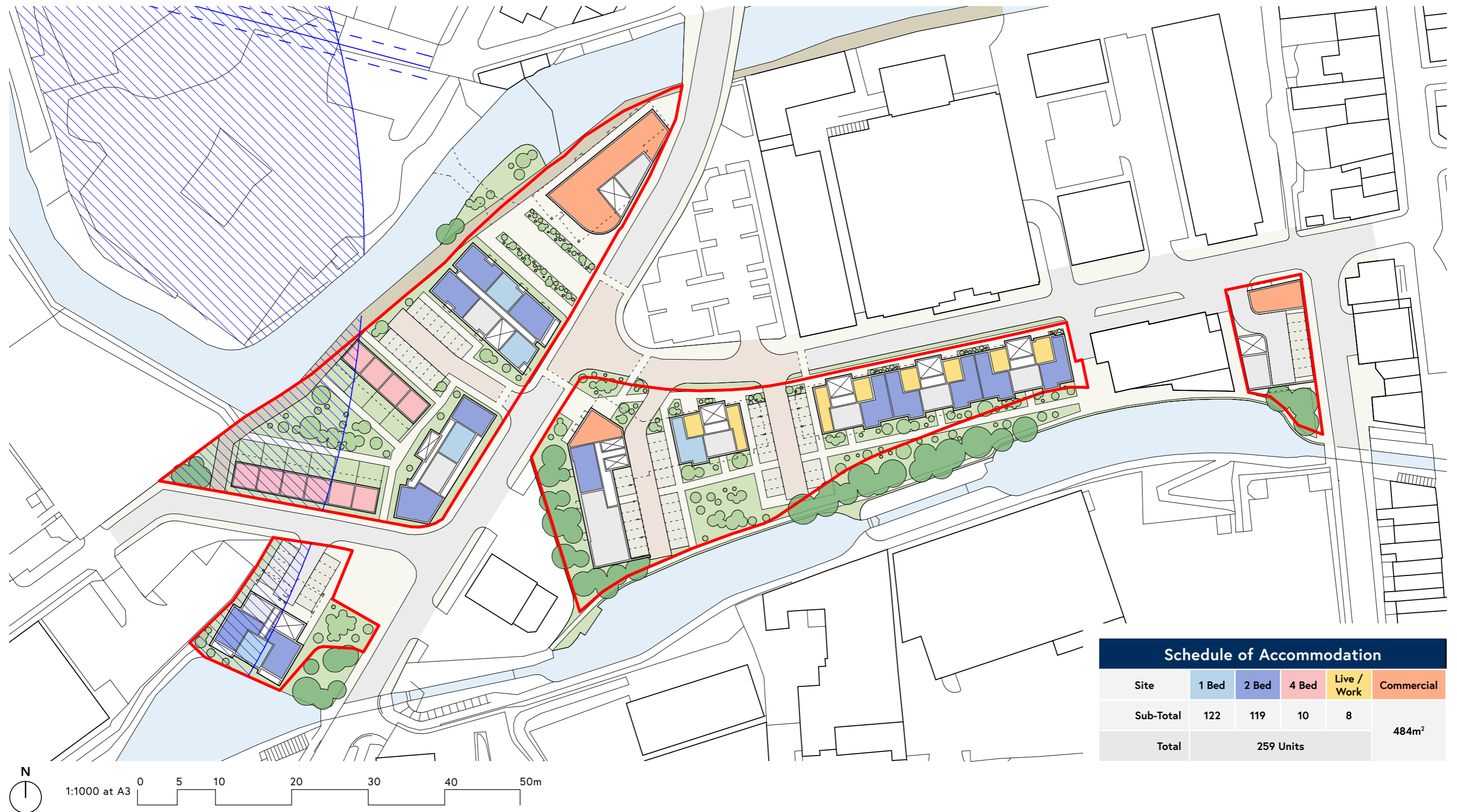


Diagrammatic Zonal Analysis

- Key:**
- [- - -] Potential Development Area
 - [Purple] Commercial / Retail
 - [Green] Civic / Municipal
 - [Blue] Industrial
 - [Yellow] Residential
 - [Red Oval] Transport Hubs
 - [Black Arrow] Existing Key Routes
 - [Dashed Black Arrow] Proposed Key Routes
 - [Orange Circle] Expected Future Bus Stops
 - [Red Asterisk] Proposed Railway Station Southern Entrance

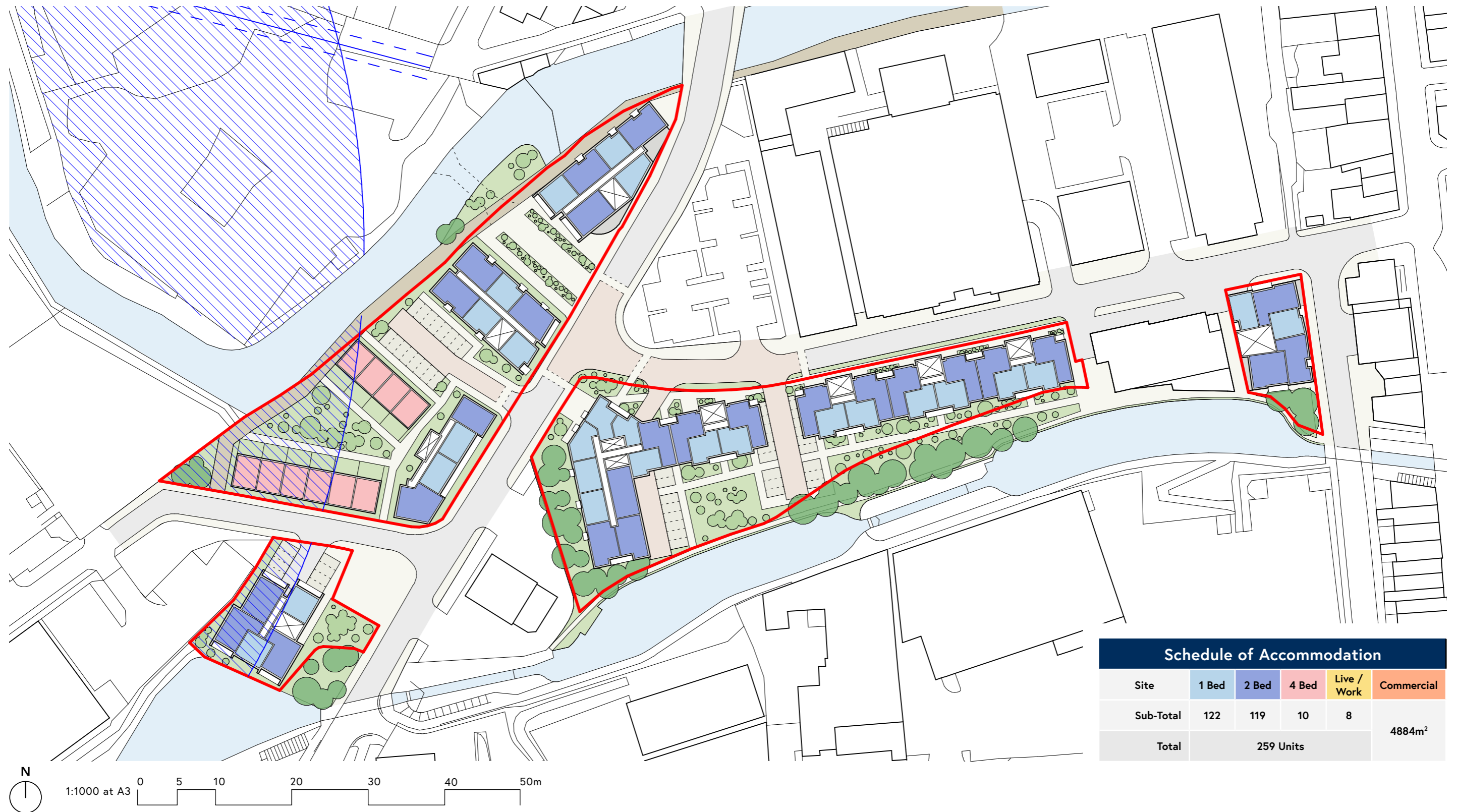
8.0 Masterplan

8.1 Ground Floor



Schedule of Accommodation					
Site	1 Bed	2 Bed	4 Bed	Live / Work	Commercial
Sub-Total	122	119	10	8	484m ²
Total	259 Units				

8.2 Upper Floor



Schedule of Accommodation					
Site	1 Bed	2 Bed	4 Bed	Live / Work	Commercial
Sub-Total	122	119	10	8	
Total	259 Units				4884m ²

8.3 Aerial View



9.0 Detailed Proposals

9.1 Site 4

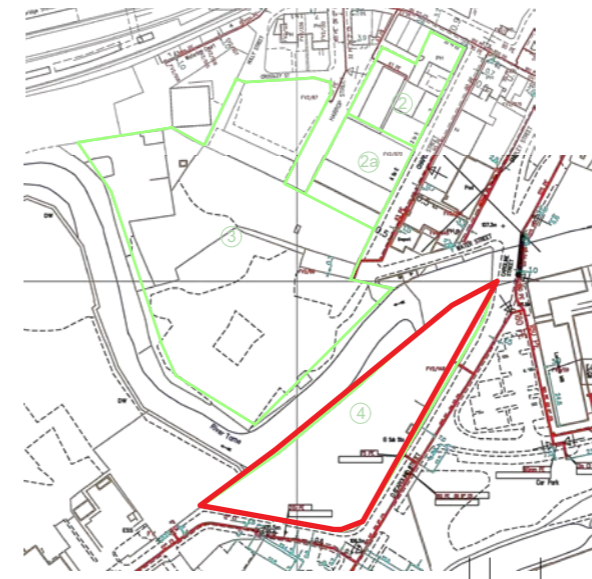
Unique Constraints



Public Sewer Record



Water Main Record



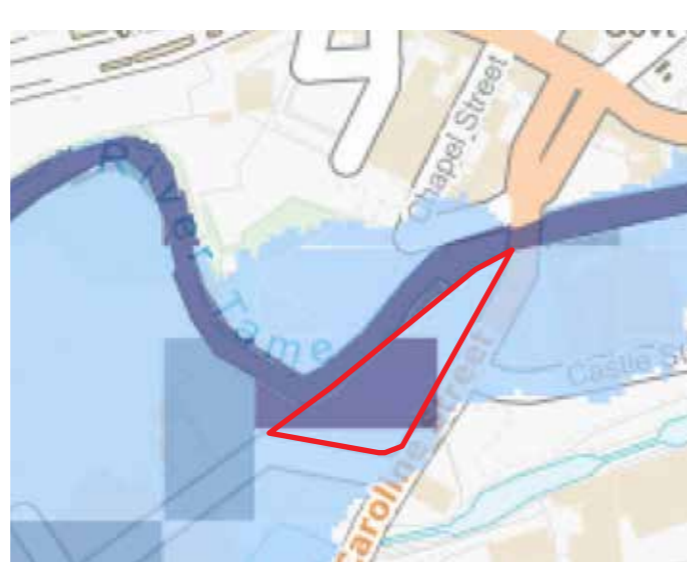
Gas Main Record



Electricity Supply Record



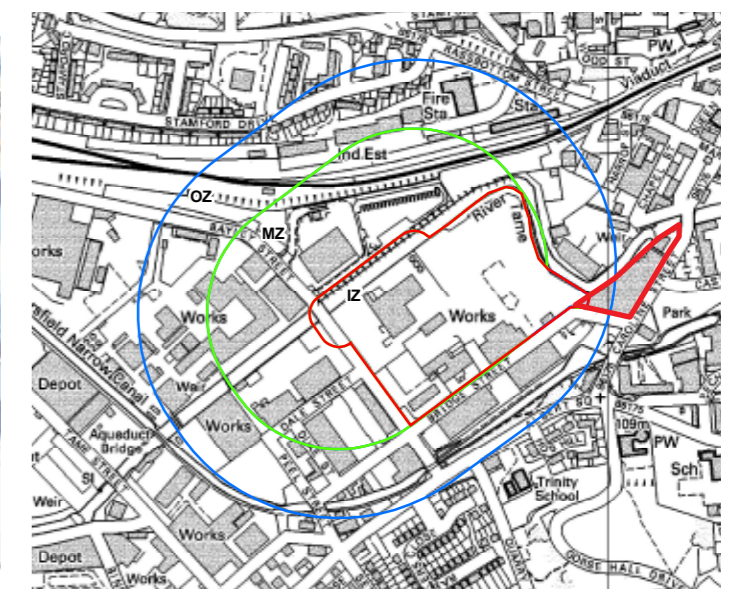
Geological Record



Flood Map Record - Watercourses



Flood Map Record - Surface Water



COMAH Zone

Site 4

Site Area

5175 sqm

Potential Use

Residential & Commercial

Potential Development Capacity

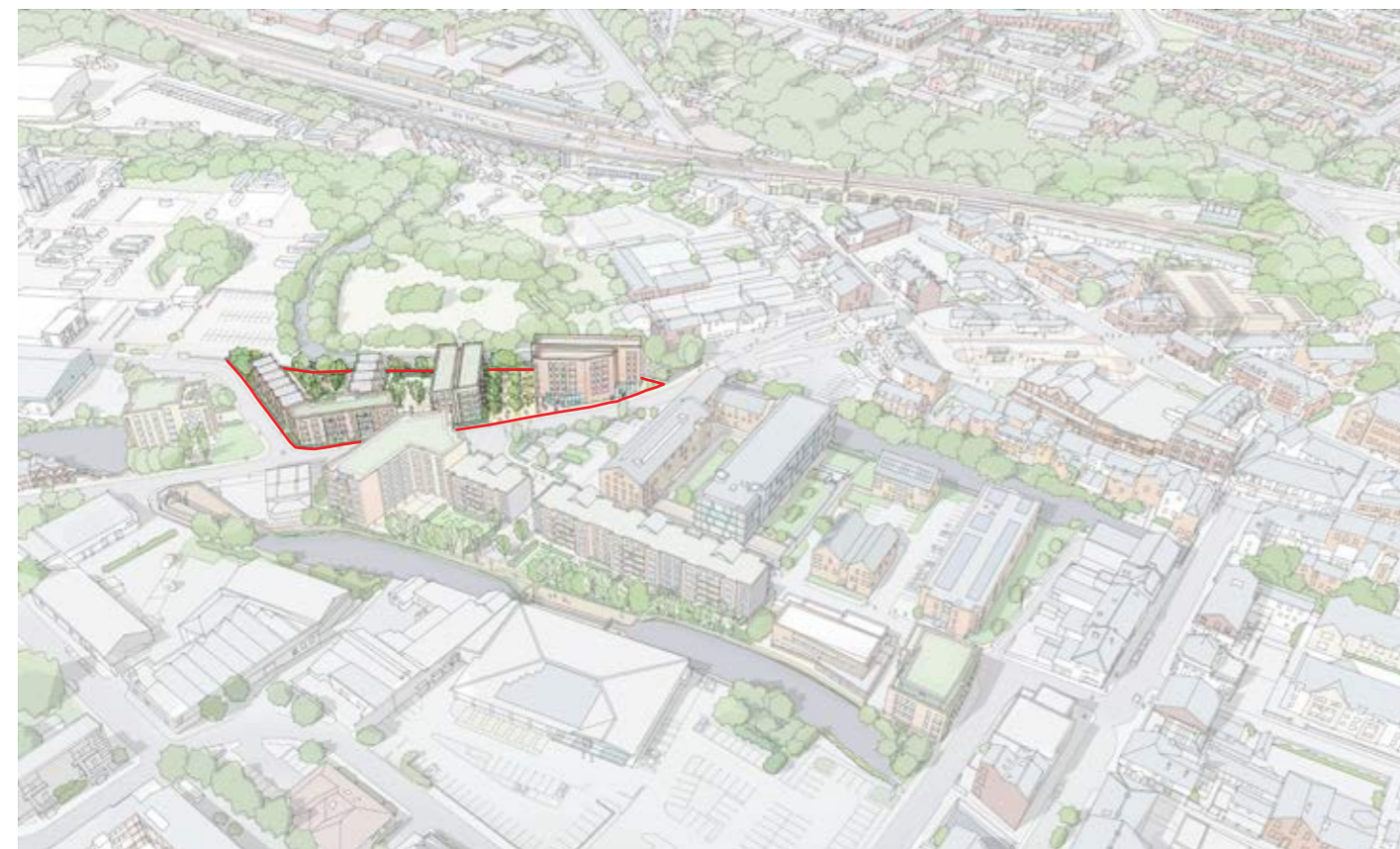
36no. 1 Bed Units

38no. 2 Bed Units

10no. 4 Bed Units

334 m² Commercial Area

16 no. Parking Spaces



Aerial View - Site 4



Site 4

Site Area

5175 sqm

Potential Use

Residential & Commercial

Potential Development Capacity

36no. 1 Bed Units

38no. 2 Bed Units

10no. 4 Bed Units

334 m² Commercial Area

16 no. Parking Spaces

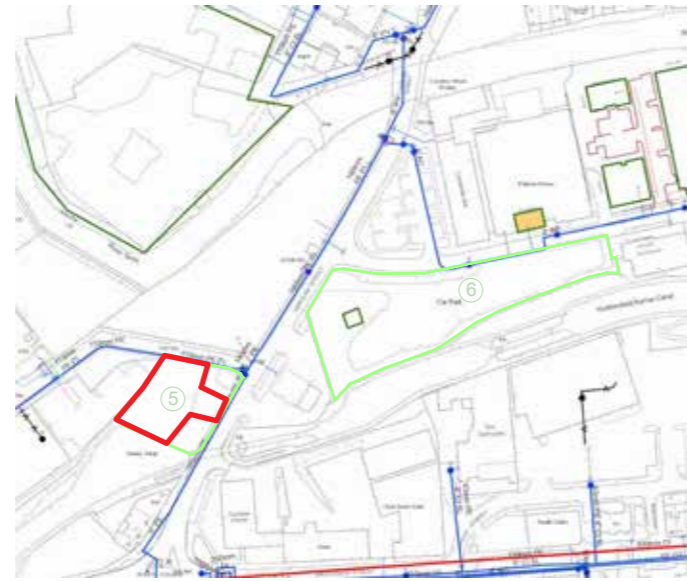


9.2 Site 5

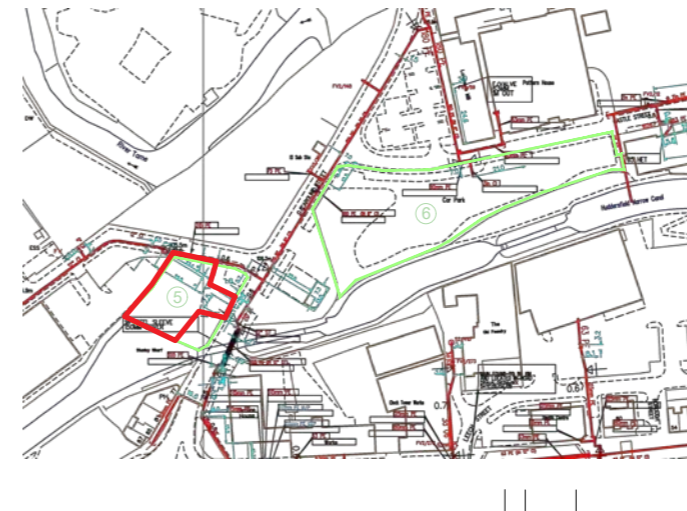
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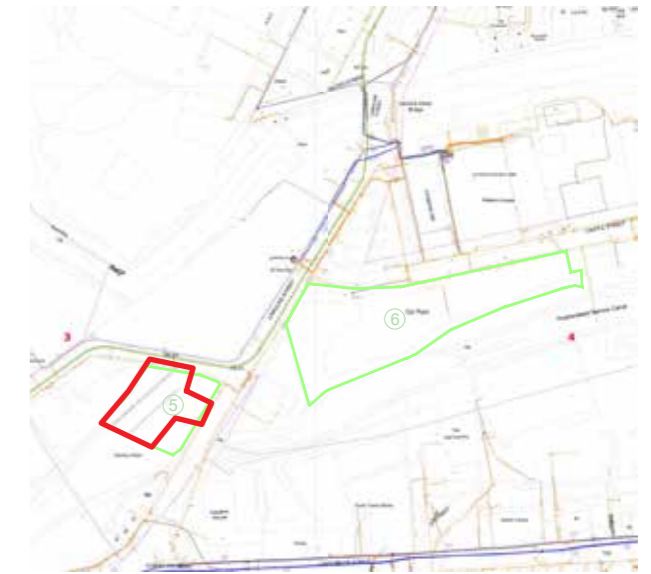
Public Sewer Record



Water Main Record



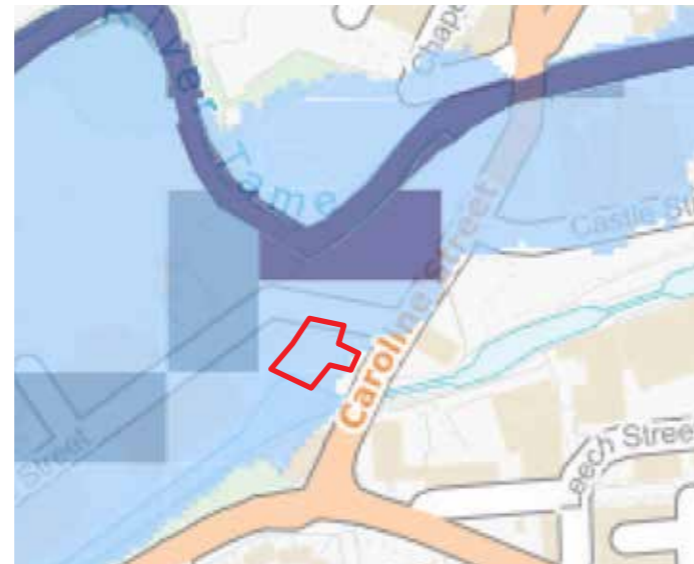
Gas Main Record



Electricity Supply Record



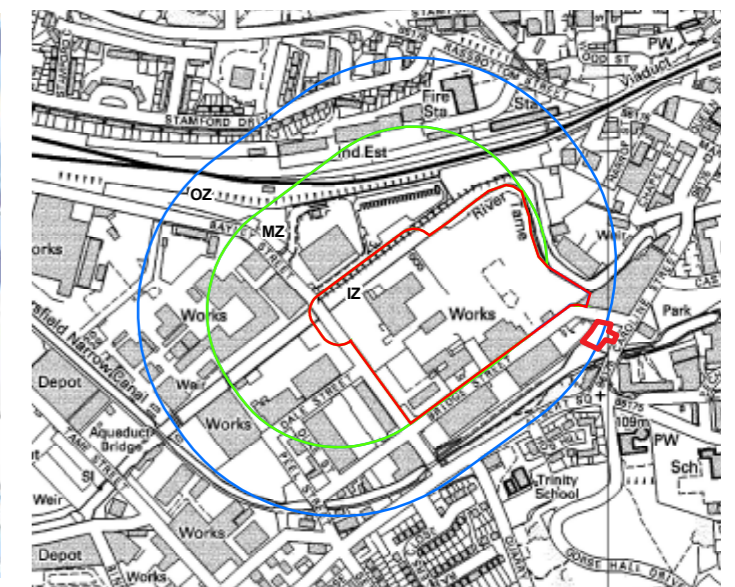
Geological Record



Flood Map Record - Watercourses



Flood Map Record - Surface Water



COMAH Zone

Site 5

Site Area

1055 sqm

Potential Use

Residential

Potential Development Capacity

10no. 1 Bed Units

16no. 2 Bed Units

11 no. Parking Spaces



Aerial View - Site 5

COMAH Zone Boundary

Landscape Area

Parking Area

Positive Outlook to Canal



Site 5 Layout - Typical Upper Floor Level



Site 5

Site Area

1055 sqm

Potential Use

Residential

Potential Development Capacity

10no. 1 Bed Units

16no. 2 Bed Units

11 no. Parking Spaces



9.3 Site 6

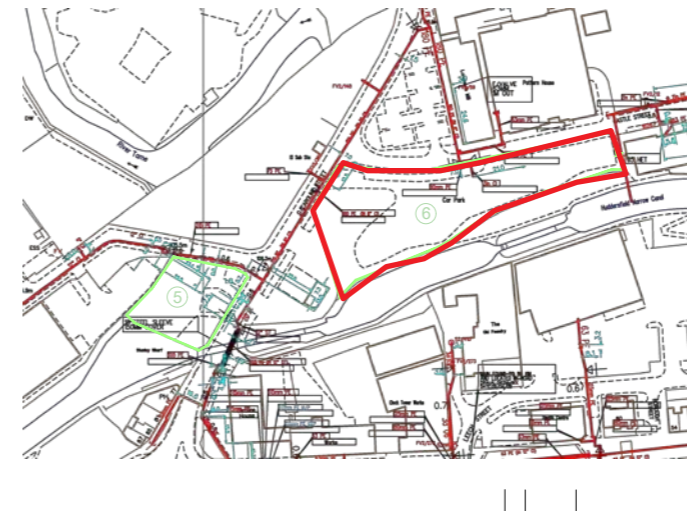
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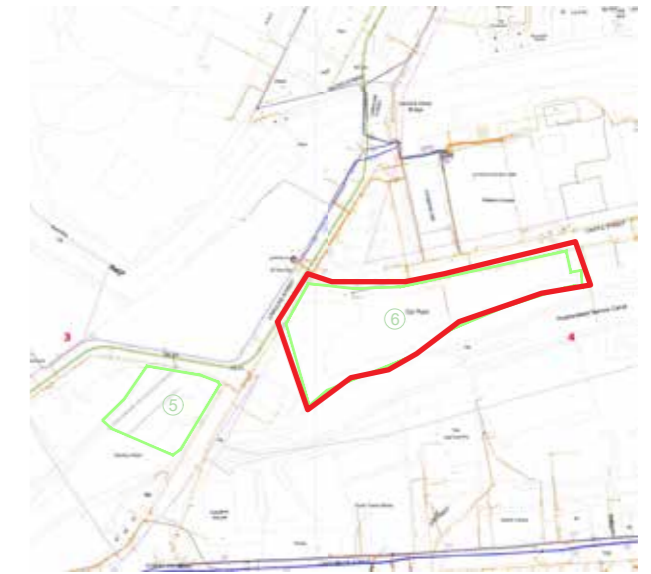
Public Sewer Record



Water Main Record



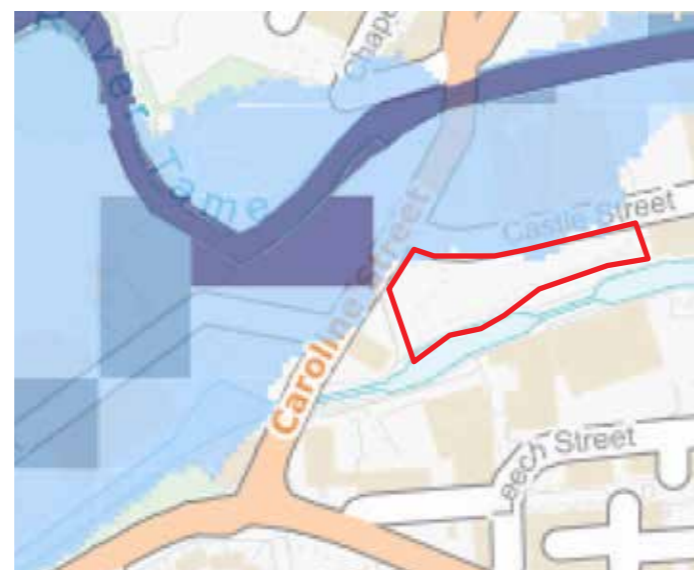
Gas Main Record



Electricity Supply Record



Geological Record



Flood Map Record - Watercourses



Flood Map Record - Surface Water

Site 6

Site Area

4482 sqm

Potential Use

Residential & Commercial

Potential Development Capacity

69no. 1 Bed Units

54no. 2 Bed Units

8no. Live / Work Units

68 m² Commercial Space

37 no. Parking Spaces



Aerial View - Site 6



Site 6 Layout - Typical Upper Floor Level

Site 6

Site Area

4482 sqm

Potential Use

Residential & Commercial

Potential Development Capacity

69no. 1 Bed Units

54no. 2 Bed Units

8no. Live / Work Units

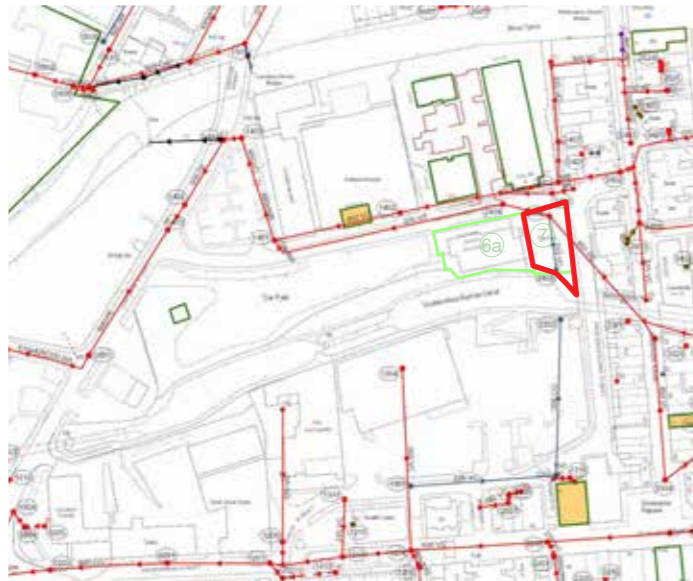
68 m² Commercial Space

37 no. Parking Spaces



9.4 Site 7

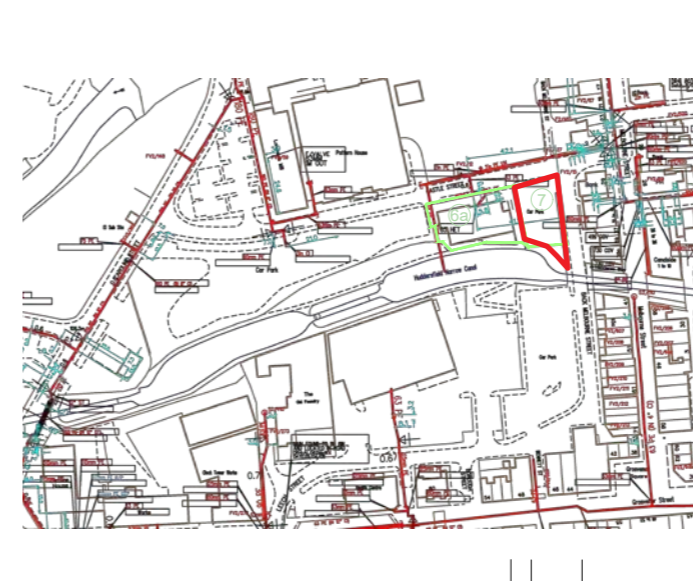
Unique Constraints



Public Sewer Record



Water Main Record



Gas Main Record



Electricity Supply Record



Geological Record



Flood Map Record - Watercourses



Flood Map Record - Surface Water

Site 7

Site Area

646 sqm

Potential Use

Residential & Commercial

Potential Development Capacity

7no. 1 Bed Units

11no. 2 Bed Units

82 m² Commercial Space

7 no. Parking Spaces



Aerial View - Site 7



Site 7 Layout - Typical Upper Floor Level

Site 7

Site Area

646 sqm

Potential Use

Residential & Commercial

Potential Development Capacity

7no. 1 Bed Units

11no. 2 Bed Units

82 m² Commercial Space

7 no. Parking Spaces

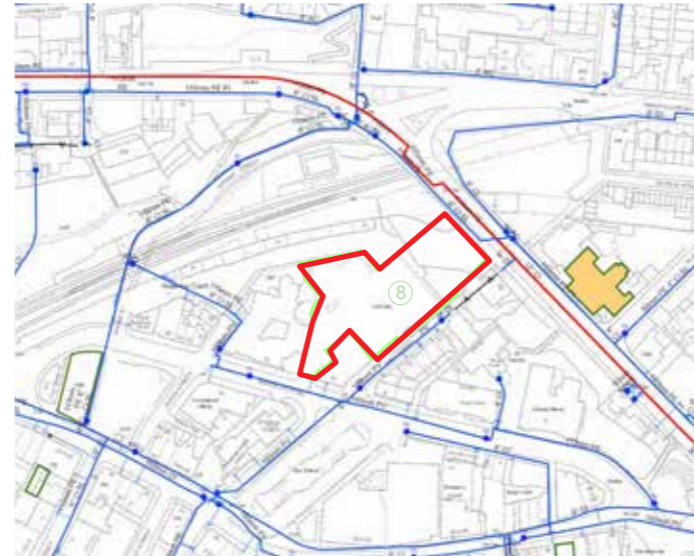


9.5 Site 8

Unique Constraints



Public Sewer Record



Water Main Record



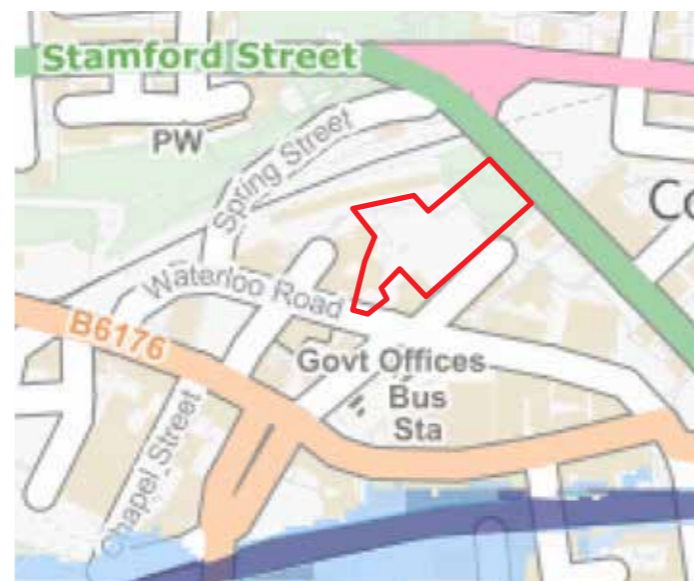
Gas Main Record



Electricity Supply Record



Geological Record



Flood Map Record - Watercourses



Flood Map Record - Surface Water

Site 8

Site Area

3031 sqm

Potential Use

Public Parking

Potential Development Capacity

213 Spaces



Aerial View - Site 8



Site 8 Layout - Typical Upper Floor Level

Site 8

Site Area

3031 sqm

Potential Use

Public Parking

Potential Development Capacity

213 Spaces



9.6 Castle Street Perspective



9.7 Castle Street / Caroline Street Perspective



10.0 Architectural Language

10.1 Precedents

Introduction

The document has so far shown a potential vision for Stalybridge however it is not the intention of this document to dictate an architectural style. The following section aims to show the design variations which are possible whilst adhering to the masterplan's primary moves.

Brick Vernacular

Stalybridge has a strong architectural vernacular which references its industrial heritage. The use of brick and masonry construction is dominant through the town. It is considered important to the heritage of the area to continue the use of brick, detailed in a contemporary manner.



Town Houses

Red brick terraced housing has been synonymous with northern industrial towns particularly around Manchester, in this case the typical model has been re-imagined to incorporate contemporary residential planning, including parking at the ground floor to allow the surrounding streetscapes to be car free. The undulating roof pattern is typical of a traditional house-type, whilst reflecting the history of Stalybridge.



Apartment Design

The apartment designs shown illustrate how contemporary brick detailing can be used successfully to create robust facades which would sit comfortably in the town's industrial language. With the Urban Splash redevelopment of the mills demonstrating the town's appetite for apartment density, it is considered that the shown architectural style would fit into the town's streetscapes.



Industrial Interface

All of the sites included in the study sit upon historic industrial land. It is considered important for the identity of the town to refer the architectural style of the sites past uses in the design of the proposed facilities. The images shown illustrate the incorporation of factory and mill buildings into contemporary living.



Details

Key to the successful implantation of the vision illustrated is the contemporary detailing in the delivery of the vision for the town. The architectural language should be detailed in such a manner which avoids pastiche or imitation of previous styles.



Streetscape

Identity is strongly linked with streetscape and the culmination of the architecture of each plot within it. Market Street in Stalybridge is an example of how a streetscape is linked to the identity of a town. The images shown illustrate successful contemporary streetscapes.



Landscape Design

The over-arching strategy for the masterplan is to create open green space which isn't impeded by parked cars. The townhouses incorporate concealed parking at ground floor, and the apartment blocks position the parking within the landscaping which is dominant in the balance with parking provision. With parking considered in this way, the opportunity is given for a rich landscaped environment throughout. The images shown demonstrate a people centric public space surrounded by abundant planting.



11.0 Sustainability

11.1 Sustainability Context Summary

The Tameside MBC understand the aims and goals of the forward, progressive actions taken by Manchester City Council in declaring a Climate Emergency and by producing a Climate Change Action Plan 2020-2025 in a drive to be Zero Carbon by 2038.

This project is seen as a drive towards the Zero Carbon target, and we will commit to the "Future Homes and Future Building" requirement that all new housing are future-proofed so that 'no further energy efficiency retrofit work will be necessary to enable them to become Zero Carbon / Nett Zero'. To achieve this aim, this project will not have fossil fuel heating (i.e., natural gas or oil boilers) and will use electricity from the grid which is moving towards a Zero-Carbon energy source as the grid is de-carbonised. This commitment to Zero Carbon will be further underpinned using a renewables package to be further developed should we be appointed to build the scheme.

The Journey to Zero-Carbon / Nett Zero Carbon

In support of Manchester CC declaration of a Climate Emergency and adopted the Climate Change Action Plan in 2019, we as the Tameside MBC are supporting this aspirational vision by following the route map for our properties set out in this document.

For the purpose of this document, our view of the definition of Zero-Carbon / Nett Zero Carbon refers to balancing the amount of emitted greenhouse gases inc. embodied carbon with the equivalent emissions that are either offset or sequestered. This should primarily be achieved through a rapid reduction in carbon emissions, but where zero carbon cannot be achieved, offsetting through carbon credits or sequestration through rewilding or carbon capture and storage needs to be utilised.

The route to Zero-Carbon / Nett Zero Carbon is a holistic journey and needs a holistic commitment to achieving a continual improvement not only in terms of how efficiently construct buildings (inc. phasing), but how we run them, their specification, the actual materials used and what off set solutions we employ.

In summary a "Nett-Zero" target refers to reaching net-zero carbon emissions by a selected date, but differs from zero carbon, which requires no carbon to be emitted as the key criteria.

One final point in the overall understanding – energy is not Carbon. Carbon is produced by using energy and as such it is linked, but differing energy sources emit differing amounts of Carbon, so they are not readily interchangeable

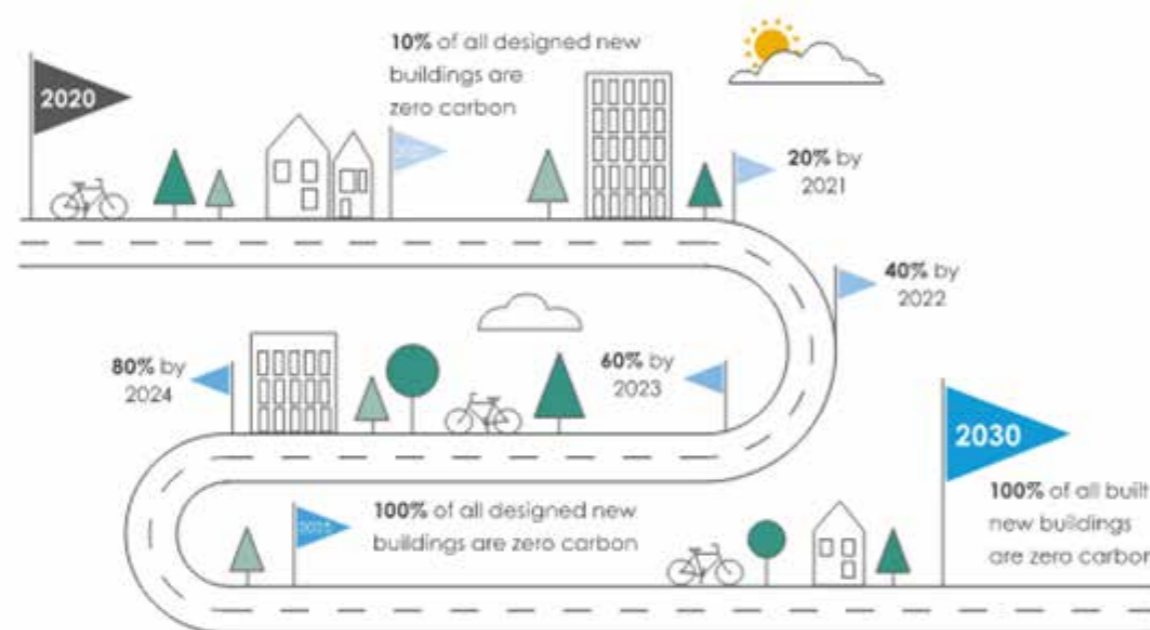
Also, Carbon reduction does not mean lower cost, lower Energy does! Reducing Carbon can mean higher costs i.e. electrical energy is more Carbon efficient than gas, but electric is nearly 4.5 times the cost of gas per kWhr.

So where are we now, and what do we need to progress?

Reducing the regulated energy is not enough and this is something we do currently do quite well and it is effectively policed by Planning and Building Regulations, also these do change over time to provide ever increasing targets for the saving of Carbon.

Reducing the unregulated energy, so how do we do this? Cook with electric / hydrogen gas not natural gas, when providing lifts – design the building to not make lift entrances obvious to encourage the use of the stairs and use energy saving devices on them, dim / switch off external lighting and use A+ rated goods.

In the pursuit of betterment for the above criteria, and for the foreseeable future ever increasing zero carbon / renewables inc. heat recovery technical solutions and controls will be the route to reduce Carbon.



Extract from LETI Climate Emergency - Design Guide Fig 1



Extract from LETI Climate Emergency - Design Guide Fig 2



Extract from LETI Climate Emergency - Design Guide Fig 3

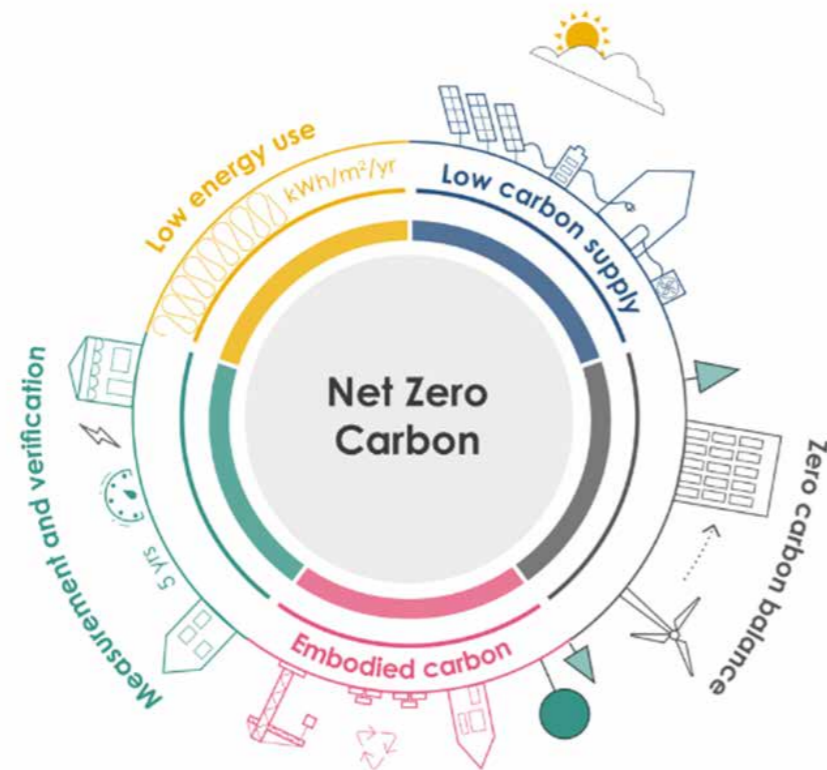
The lean, mean and green or "fabric first" approach is also something well understood but is no without its challenges when considering the building orientation and its envelope function and form.

In this pursuit for betterment, we will seek to orientate buildings to better suit any passive benefits whether they are cooling or heating. Improvement in U values, better glazing specifications i.e. triple as standard, tighter infiltration / ventilation towards Passive Haus standards. Finally, we will need to look at the building facades (which may / will have Planning issues) optimise glazing areas, deepen window reveals, add external shading etc.

So, what are the next key steps to Zero Carbon / Nett Zero Carbon?

The project team will need to go further to undertake more detailed, deeper assessments of the build to maximise the efficiency and sustainability credentials of the design, equipment selection, design integration and materials, resulting in significantly lower levels of emitted and embodied carbon.

The biggest and newest step that will have to be adopted will be Key members of the building supply chain including material manufacturers and component suppliers will need to be asked to provide a complete breakdown and assessment of the products being supplied including details of their origin, embodied carbon value and whether the product can be reused or recycled. Magnitude serves as a vehicle of best



Extract from LETI Climate Emergency - Design Guide Fig 4

practice for innovation, using embodied carbon reduction as a third key driver for finding technological and economically feasible solutions.

How does the above and Homes for the Future intertwine?

The Future Homes and Future Building will lead the changes to Part L (Energy) and F (ventilation) of the Building Regulations will set out how, by 2025, new housing must produce 75-80% less carbon emissions than allowed under current regs. There will be an uplift in 2022 for all new homes to produce 31% less carbon than presently allowed. There will be a constant drive to improve the energy standards / Carbon reduction, as a minimum the current Building Regulations standards shall be bettered by a minimum of 5% with renewables / fabric leading the savings.

Included in the FHFB standards will be a requirement to have no fossil fuel heating (i.e., natural gas or oil boilers), also all new housing must be future-proofed so that 'no further energy efficiency retrofit work will be necessary to enable them to become Zero Carbon / Nett Zero'.

The buildings we are building now will have to be flexible and that is from the requirement that "no further energy efficiency retrofit work will be necessary to enable them to become zero- carbon" to the flexibility of the base wiring / heating / data and communications systems to change and adapt to the new ways of working and living. This is no more emphasised by the ever-changing technology systems and we anticipate that the MEP designs consider emerging technologies their interaction with the holistic building design and seek to embed and enable them for a better project now and in the future.

The Journey

Technology / Building Standard	Now - 2021	The Future Homes and Future Building Standards - 2025	Zero / Nett Zero Carbon - 2030
Energy Source	Elec or Nat Gas	Elec / Hydrogen ready boilers	Elec / Hydrogen ready boilers
Renewables	PV, Heat Recovery (MVHR / wastewater), ASHP	Solar Thermal, (with gas energy / ASHP), PV, heat recovery (MVHR / wastewater)	Solar Thermal (with gas energy / ASHP), PV, heat recovery, batteries + new undefined technologies
U Values	Walls 0.18 (A1) W/m²-K, Windows 1.4 W/m²-K (Double Glazing) Roof 0.1 W/m²-K and Floor 0.14 W/m²-K	Walls 0.15 (A2) W/m²-K, Windows 0.8 W/m²-K (Triple Glazing) Roof 0.1 W/m²-K and Floor 0.11 W/m²-K	Walls 0.12 (A2) W/m²-K, Windows 0.7 W/m²-K (Triple Glazing / framing) Roof 0.09 W/m²-K and Floor 0.095 W/m²-K
Ventilation / Infiltration	Air Permeability 5 m³/m²/ 50 pa	Air Permeability 3 m³/m²/ 50 pa	Air Permeability 1 m³/m²/ 50 pa – Passive Haus
Building Detailing	Y Values 0.08	Y Values 0.05	Y Values 0.03
Emitter Type	Radiators / Underfloor	Radiators / Underfloor	Underfloor
Building Material Re-Use Target	20%	30%	100%
Design Team Interaction	🤝	🤝🤝	🤝🤝🤝
Team Up-skilling	🤝	🤝🤝	🤝🤝🤝

Extract from LETI Climate Emergency - Design Guide Fig 5

12.0 Planning

12.1 Planning Policy Context

The proposals that are set out within this document, relate to specific sites, a number of which are within the council's control, however, our overview of the background planning context can be taken to apply to the town centre as a whole. Planning legislation requires that planning applications are determined in accordance with the development plan, unless material considerations indicate otherwise. It is therefore important to start by summarising the policy position at both a local and national level, insofar as it relates to Stalybridge.

The development plan for Tameside is comprised of the Tameside Unitary Development Plan (UDP) which is now of some age and therefore in need of review given that it was adopted in 2004. The UDP Proposals Map (below) identifies the town centre boundary of Stalybridge in blue, with a number of development of Development Opportunity Areas being identified in orange.

UDP Policy E2 provides more information on the Development Opportunity Areas, with Site 8 (Castle Street / Longlands Mill) being identified for workshops, leisure, office, retail and residential uses, Site 9 (Harrop Street / Shepley Street) being allocated for industrial, leisure and non-food retail, and Site 10 (Knowl Street / North Road) being allocated for residential, leisure and office use.

The identification of such sites for redevelopment was an initial indication of the council's appetite for encouraging the longer term regeneration of Stalybridge Town Centre. The allocations themselves generated some planning applications and resultant redevelopment, in particular, Castle Street, where a mixed-use development of up to 275 dwellings was approved in 2006, and to a lesser extent, Knowl St (Site 10) where some residential development was brought forward at (again in 2006). The land south of Stalybridge Railway Station (Site 9), remains a long-term redevelopment opportunity at the heart of the town centre.

Given the age of the UDP, we do not propose to set out a detailed overview of its policy content. The preparation of a replacement Local Plan had been under review, but was put on hold pending production of the Greater Manchester Places for Everyone strategy. It is therefore recognised that local plan policy is dated, in comparison to the National Planning Policy Framework. However, important themes run through the document and align with the objectives of more recent policy.

The National Planning Policy Framework (NPPF, 2021) is a material consideration in planning decisions, and should be read alongside National Planning Practice Guidance. The NPPF has a clear presumption in favour of sustainable development, meaning that economic, social and environmental objectives are achieved. The presumption in favour of sustainable development means that local planning authorities should, without delay, approve developments that accord with an up-to-date development plan.

The NPPF seeks to significantly boost the supply of homes to meet the needs of various groups in the community. At least 10% of dwellings to be provided on major schemes should be affordable, with some exceptions. Local authorities are encouraged to identify specific, deliverable sites for housing in their plans with there being firm support for maximising the potential of previously developed land in sustainable locations.

The NPPF seeks to uphold the vitality of town centres. It recognises that changing retail habits generates a need to repurpose town centres and that a range of uses will achieve this, including residential. Good design is encouraged, and it should create inclusive places which promote social interaction. The location of housing, economic and community facilities should be integrated. Sustainable transport and active travel are encouraged through the location and format of development.

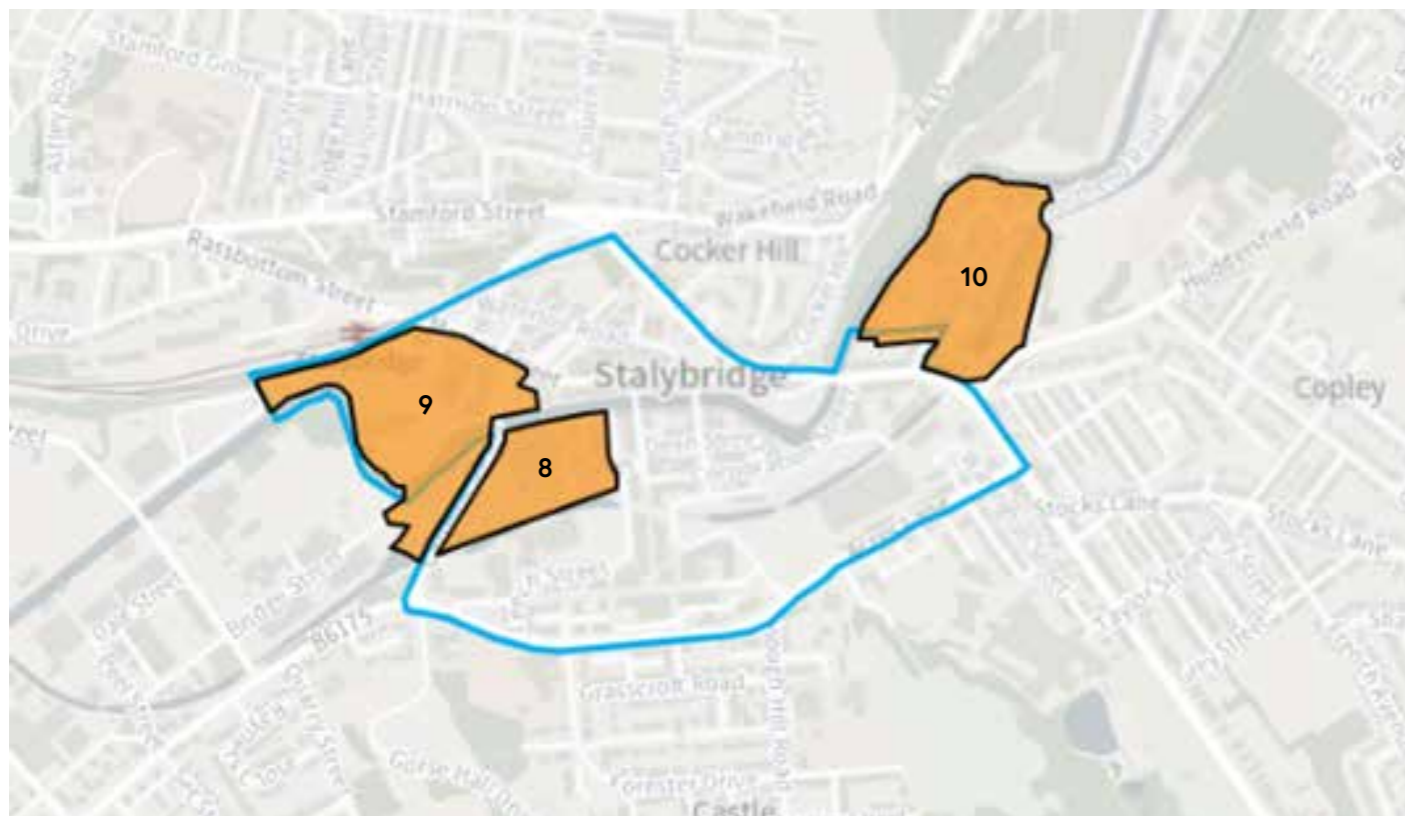
Parking standards, where required, should take into account accessibility, type of development, availability of public transport and local car ownership. As much use as possible should be made of previously developed land, with substantial weight given to the value of using suitable brownfield land in settlements for new homes.

The NPPF covers adaptation to climate change; response to flood risk and incorporation of sustainable drainage; minimising impacts on and providing net gains for biodiversity; preventing pollution; and reiterating legislative protection afforded to heritage assets.

We have referenced the council's general appetite for encouraging further redevelopment of known opportunity sites within Stalybridge Town Centre, some of which are covered by indicative proposals within this document. Since the adoption of the UDP, there has been a continued shift towards a recognition that the character and function of all town centres has changed. Whilst they remain important for retail, leisure and commercial activities, there has also been an increased focus upon the delivery of residential development.

This has partly been a response to the need to exploit brownfield development opportunities, where they exist, but also a recognition that an increase in the number of people who live close to and within our town centres, brings with it increased footfall, improved security, increased spend and use of existing town centre services, and potentially wide-reaching sustainability benefits. The delivery of development proposals can also secure improved public realm, investment in heritage assets, improved connectivity across the centre and, in a town such as Stalybridge, further exploitation of existing river and canal corridors.

These and other themes sit at the heart of National guidance (NPPF), and a number of the same considerations are also acknowledged within the current UDP, notwithstanding its age.



UDP Proposals Map

Our summary of some key policy considerations which the council have and would give particular weight to in the context of recent and future planning applications is as follows:

- Town centres provide opportunities for employment growth and a range of uses outside the primary shopping area. The focus should be on strengthening the centre itself. The Council is committed to the improvement of, and investment in Stalybridge
- Previously developed land is a valuable resource for development and should be used efficiently with 30-50 dwellings per hectare
- The provision of further housing is a priority, and it is important that individual proposals should focus upon a range of house types and tenures. Where there is a demonstrable lack of particular forms of housing including affordable, provision is sought on suitable sites of 25 or more dwellings or 1ha in size
- Development should be of high design quality and sensitive to its location, particularly at higher densities. Design should enable accessibility and discourage crime. Suitable amenity space should be provided
- Development should be located to avoid the need to travel and/or be located in town centres and in proximity to public transport. There are benefits to co-locating various residential, employment, leisure and community facilities
- All development proposals should look to provide appropriate protection of heritage assets, biodiversity and trees.
- Schemes with limited provision of car parking (and at times nil-parking provision) are encouraged within or adjacent to town centres and in areas of good public transport. Maximum parking standards are to be applied, with draft standards outlined at a maximum of 1.25 spaces per town centre dwelling, along with minimum standards for disabled parking and bicycle storage. Safe access and design for those with mobility needs are required, and active travel is encouraged

- All proposals should look to address any environmental impacts in terms of contamination, flood risk, pollution, noise and air quality
- It is becoming increasingly important that proposals should look to encourage energy efficiency and reduce carbon consumption within new developments

In preparing this document, we have engaged with the relevant planning officers at Tameside council and, consistent with this summary of the relevant planning policy context, officers have recognised the age of the UDP, the advice of the NPPF and the weight that will be given to the relevant planning considerations that have been summarised above.

Officers have echoed our reference to the scale of opportunities that exist within Stalybridge town centre and the wide-reaching benefits that can potentially be secured in the context of future planning applications. Particular opportunities and benefits which are relevant to Stalybridge town centre include:

- It's strong Pennine character and rich heritage
- Highly accessible to public transport network
- Immediate access to services across the centre
- The proximity of major employers (eg. Tameside Hospital)
- Access to Green Spaces & Parks
- Growing retail (independent) leisure and arts scene

There are major gaps within the built fabric of the town centre which are seen opportunities for residential led mixed-use development, exploiting their waterside locations and building upon the rich heritage of Stalybridge. Future proposals need to build on the success of Longlands Mill / Pattern House, developments (amongst others). It is recognised that increasing the residential population will be key to driving the regeneration of the Town Centre.

It should be noted that the opportunities that have been highlighted will still need to be progressed through appropriate pre-application dialogue with Tameside's planning team and all relevant policy matters, together with questions of scale, density and parking provision, will need to be addressed at an appropriate level of detail in the context of individual applications. However, the general policy themes that we have highlighted will all be important material considerations.

13.0 Conclusion

Delivery

'Early wins' would be an opportunity to show a meaningful start to the overall regeneration of Stalybridge Town centre and it would then be essential that those early phases deliver the quality of buildings and spaces, together with any essential infrastructure, that will act as a catalyst and provide a benchmark for which future phases and development can be considered.

The focus of this prospectus are the sites under TMBC ownership which represent a significant advantage in terms of delivery.

Of the £19.9m from the UK Capital Regeneration Projects programme now secured for Stalybridge, a total of £11.2m is specifically allocated to support enabling infrastructure works across the Stalybridge West sites and assist in securing the viable delivery of new housing and commercial space.

Phasing

It would be inappropriate for a document of this kind to express too detailed a view on the potential phasing of individual proposals. However, some of the sites which have been examined are clearly better located, more complete in terms of site ownership, less effected by external constraints and/or more advanced in terms of existing development procedures. There will be a natural emergence of the strongest development options, and before such steps are taken, it is important that the council consider how it will approach its own role in respect of the dual responsibilities of land ownership and planning function.

Contributions

As has been emphasised, the redevelopment of these sites, and the wider regeneration of Stalybridge has a critical role to play in terms of the ongoing improvement of this part of Tameside in terms of its economic performance, its town centre function, environmental improvements and the general enhancement of the economic and social wellbeing of existing and future residents.

We have emphasised the quality of land uses and architecture, but also the manner in which more functional requirements of access, servicing and car parking are handled and potentially accommodated.

There is a reasonable expectation that individual developments will make all relevant provision (public realm, car parking, permeability etc) on site, but it is important to avoid a potential missed opportunity in terms of creating a coherent town centre strategy and a sustainable neighbourhood long term.

Beyond site boundaries, key pedestrian routes and desire lines, waterside environments and cycle routes all have a potential role in 'knitting together' individual developments, alongside a wider strategic approach to Town Centre car parking.

There could therefore be an opportunity for a consistent approach to be adopted in negotiation with all developers who bring forward the sites, to extend the benefit of a scheme beyond the site boundary, picking up elements of the wider investments that we have touched upon above. Such outputs could take the form of direct investment in adjoining land, and/or financial contributions to be used (in isolation or collectively) in delivering the same sort of wider improvements. This approach may be particularly relevant if a central town centre car parking resource is ultimately to be provided as part of a replacement provision for the loss of the development plots themselves. A number of which have an existing car park in use.



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