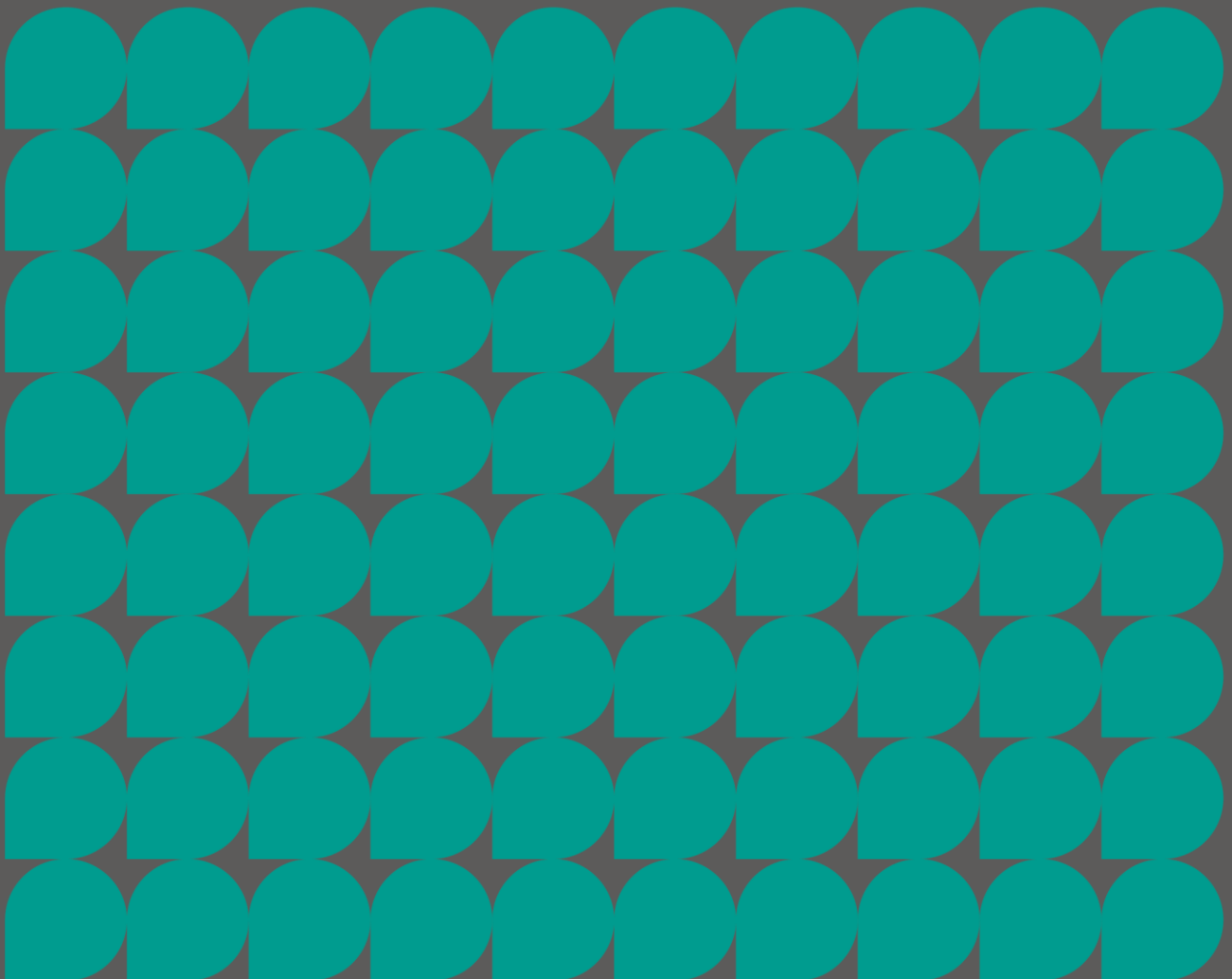


# Places for Everyone

JPA30 Ashton Moss West Allocation Topic Paper

July 2021



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# Section A – Background

## 1.0 Introduction

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

district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

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

any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

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

## **2.0 Allocation Ashton Moss West Overview**

- 2.1 Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver high quality employment floorspace primarily falling within the E(g)(ii) research and development, E(g)(iii) industrial processes and B2 general industrial use classes, aimed at delivering facilities suitable for identified areas of economic strength and key growth sectors. The site's urban fringe setting, with close proximity to existing employment, alongside excellent transport connections, including to rail, Metrolink, the M60 motorway, as well as a dark fibre network, make Ashton Moss West, a unique economic development opportunity in the context of both Tameside and Greater Manchester. It is considered a logical sustainable extension to the existing Ashton Moss employment area. One of Tameside's three strategic sites in the 2021 PfE Joint Development Plan Document identified for Green Belt release.
- 2.2 As a significant employment development site located in the east of the Greater Manchester City Region, the delivery of a range of modern, well connected facilities, focused on the requirements of key growth sector opportunities, as outlined in the

Greater Manchester Local Industrial Strategy and Tameside Inclusive Growth Strategy 2021-2026, this will be a major step forward in making a significant intervention in this part of the city region. The site was previously identified as part of a broader location for potential EXPO opportunities, being successfully shortlisted against a range of competing sites in Greater Manchester.

- 2.3 The existing land supply for industry, alongside that for warehousing and offices in Greater Manchester, is not sufficient to meet the total supply requirement and provide relative flexibility of choice within the market place. Tameside's manufacturing and engineering base is currently constrained by the supply of sites, curtailing potential growth and stifling regeneration and churn within the borough's industrial spaces. This lack of larger employment sites is highlighted in Tameside's Industrial and Commercial Land Supply Report, March 2020 and is evidenced through Tameside's most recent Strategic Housing and Economic Land Availability Assessment (SHELAA), April 2020, which monitors the availability and suitability of employment sites across the borough<sup>1</sup>.
- 2.4 In addition, a recent Economic Baseline report<sup>2</sup>, prepared for Tameside Council by Hatch Regeneris, has identified that as of 2019, of the 1.1m square metres of Industrial floorspace in Tameside, only 0.8% was vacant, well below the 10% widely regarded as necessary for a functioning property market<sup>3</sup>.
- 2.5 In the 24 months prior to the writing of this report, MIDAS, the Greater Manchester Inward Investment Agency received 50 enquiries from manufacturing, engineering, tech and financial sector firms for buildings of 5,000 square metres or more. Despite many of these being associated with the strategic aim of bringing more advanced manufacturing, and potentially aligned with the borough's existing supply chains, expertise and skills base, Tameside was unable to put forward options due to a lack of available, suitable units or development plots. Several of these enquiries were for much larger sites; had there been greater certainty over its status as a development

<sup>1</sup> Strategic Housing and Economic Land Availability Assessment 2020-2037, April 2020

<sup>2</sup> Tameside Economic Baseline Final Report 2020

<sup>3</sup> NLP, Greater Manchester Employment Land Position Statement, 2009.

site, Ashton Moss West would have been amongst an extremely limited number of sites potentially capable of accommodating such enquiries.

- 2.6 The site is therefore critical to provide growth opportunities for existing business operational within Tameside, as well as the chance to compete for inward investment from advanced manufacturers in sectors such as electric vehicles, green energy and advanced materials.
- 2.7 Tameside, as part of Greater Manchester, is well placed to take advantage of new economic opportunities and increase the prosperity of local residents through seeking to rebalance the national economy. Development of a well-connected site of this scale has the potential to create training and job opportunities for local residents both during the construction phase and upon completion. The proximity of the site to areas in Ashton-under-Lyne and Droylsden which are in the top 10% of most deprived wards, as identified by the government's Indices of Multiple Deprivation, will create opportunities to positively address the barriers to employment experienced by residents in these areas.
- 2.8 The Tameside Inclusive Growth Strategy<sup>4</sup>, identifies Ashton Moss as a key opportunity for the borough to realise its aims to “attract inward investment and support existing businesses to increase the number of good jobs in the borough” and “to increase productivity across our whole economy”. As part of the borough's planned Eastern Growth Cluster, its delivery will be a major step in attracting and growing the advanced manufacturing sector in purpose built facilities. This will help achieve the strategy's aims to “seize the economic opportunities presented as we transition to carbon neutrality by 2038” and to build back better from the COVID-19 pandemic”. Ashton Moss West's accessibility by public transport, its location in proximity to deprived wards, and its strategic alignment with the borough's skills provision are all strong indicators that growth achieved on this site will be truly inclusive of all our residents. Delivering Ashton Moss as a strategic employment site is therefore a keystone in the work to realise the strategy's vision that “Tameside will be a place where our residents can start well, live well and age well”.

<sup>4</sup> Tameside Inclusive Growth Strategy 2021-26, Tameside Council



- 2.9 The Greater Manchester Independent Prosperity Review’s work on economic complexity and supply chain development shows that Tameside and its neighbouring boroughs existing strengths in areas such as textiles, chemical engineering and construction materials, offer opportunities to develop further advanced manufacturing and engineering businesses across a number of subsectors. Tameside has almost double the national average of engineering and manufacturing employment, with a location quotient<sup>5</sup> of 2.1 for the sector as a whole. It also has half again, the average number of advanced manufacturing sector employment, with a location quotient of 1.5. Tameside is therefore one of the leading, established locations for these strategically important sectors.
- 2.10 The existing baseline supply for employment does not offer these opportunities and a proportion of existing floorspace is of poor quality or not of the right type. Therefore, a need exists within the borough to provide flexibility of choice within the supply, to ensure that occupier and developer requirements can be more readily met. There is potential to provide a base for the exploitation of the competitive advantage Greater Manchester enjoys in advanced materials research, as identified as a key aim through the Greater Manchester Local Industrial Strategy, whilst also fulfilling that strategy’s pledge of spreading the economic growth generated by this research across the whole city region.

### **3.0 Site Details**

- 3.1 The site is located almost equidistant between the populous towns of Droylsden and Ashton-under-Lyne, the latter being the borough’s administrative hub and primary town centre. 58.23 hectares in size, it is bounded in broad terms by the M60 motorway to the east, Manchester to Leeds heavy rail line to the north, residential properties to the west and A6140 Lord Sheldon Way and Metrolink to the south. Based on analysis of existing land uses approximately 89% of the site, 52.11

<sup>5</sup> Location quotient is a way of quantifying how concentrated a particular industry or cluster is in an area as compared to the nation. It can reveal what makes a particular area “unique” in comparison to the national average.

hectares, is considered to be greenfield, while 41.83 hectares (71.83%) is considered to be developable, once constraints including existing built features, residential privacy distances and utilities infrastructure have been excluded as appropriate.

- 3.2 Currently designated through the Council's adopted Unitary Development Plan as being wholly within the Green Belt, 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. A volume of placed material is also known to be present across much of the site following the construction of the M60 motorway and adjacent commercial development to the south. A detailed earthworks assessment and remediation strategy will therefore be required to consider options for these materials through the future development of the site.
- 3.3 While primarily being vacant land, a number of built structures and developments are present within the red edge, including; Moss Side Farm, riding stables, Mockridge Nurseries, Notcutts Ashton Park garden centre, three radio broadcasting masts, a Metrolink stop and park and ride facilities. Much of this physical development is however located along the site's southern boundary to the A6140 Lord Sheldon Way. Additionally, several surface water drainage attenuation ponds are also present, primarily located to the peripheries to the north and south.
- 3.4 The site is in a highly accessible location, well served by public transport, including the aforementioned Metrolink, and has convenient access to junction 23 of the M60 motorway. Several points of access already exist serving many of the identified existing uses present within the red edge. However, a single primary access point from the A6140 Lord Sheldon way via Alexandria Drive, which is signalised, currently forms the main access to the undeveloped land.

## **4.0 Proposed Development**

- 4.1 It is envisaged the site has the capacity to deliver approximately 160,000 square metres of high quality employment floorspace that should primarily fall within the

E(g)(ii) research and development, E(g)(iii) industrial processes and B2 general industrial use classes. Development of the site should be aimed at delivering facilities suitable for identified areas of economic strength and key growth sectors within Greater Manchester and Tameside such as: life sciences; health technologies; advanced manufacturing; or materials science. The floorspace quantum is 15,000 square metres less than that envisaged in the 2019 plan following further analysis and appreciation of the constraints present on the site that, although marginally curtailing the potential net developable area, are not considered to preclude its allocation.

4.2 Architectural solutions are expected to deliver an innovative and creative development that is guided by a clear and comprehensive masterplan, takes an integrated approach to delivering the necessary infrastructure and is resilient to the effects of climate change. Existing surface water ponds together with sustainable drainage systems and a series of safe walking and cycling routes and public open spaces are expected to form an attractive network of green and blue infrastructure, which should be integrated throughout the allocation and provide an attractive framework within which a high quality scheme can be brought forward.

4.3 The proposed development for Ashton Moss West allocation has had minimal changes since 2019 and 2020 versions of the GMSF and PfE Joint Plan including a reduction in anticipated employment space to be delivered, due to site constraints. The 2019 and 2020 versions of the GMSF wording can be found in Appendix 1 and 3 respectively. The full PfE policy JPA30 and indicative concept plan can be found in Appendices 4 and 5 respectively.

## 5.0 Site Selection

5.1 Ashton Moss West has been selected following the site selection methodology, 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 The initial site proposed in 2016 draft GMSF Plan included a much larger area, 'Littlemoss-Ashton Moss Opportunity Area' which was proposed as a mixed use development covering both Ashton Moss West and two parcels at Littlemoss; Land to the north of Lumb Lane and West of the M60 as well as land to at Ashton West; the east of the M60, south of Lumb Lane/ Newmarket Street (including Ashton Sports Park). The original proposal was for 1,980 new homes, 200,000m<sup>2</sup> of employment floorspace and new sports facilities. However, the site as proposed in 2016 was subsequently reduced in size in the Draft GMSF 2019 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
9. Ensure access to physical and social infrastructure

5.4 Appendix 6 of the Site Selection Background Paper identifies Ashton Moss West as meeting the following site selection criteria:

- Criteria 1 (Land which has been previously developed and or land which is well served by public transport); and
- Criteria 4 (Land within 800m of a main town centre boundary or 800m from other town centres centroids).

5.5 Selection criteria 1 ensures Ashton Moss West provides a positive fit with many strategy objectives including helping Greater Manchester to have a thriving and

productive economy in all parts of conurbation, reducing inequalities, improving prosperity, promoting the sustainable movement of people, goods and information while ensuring that Greater Manchester is a more resilient and carbon neutral city region.

- 5.6 While the site falls below the 30% previously development land threshold used through the selection process to identify sites which meet this specific part of criteria 1, it is known that much of the site has previously been worked and tipped with a volume of placed material, but that this has naturalised to some degree through the passage of time.
- 5.7 Additionally Ashton Moss West has also been identified to be well served by public transport, with much of it located within 800m of the Metrolink line. Indeed, terminating in Ashton-under-Lyne, Metrolink skirts the sites southern edge and several stops are present within the vicinity, including that for Ashton Moss itself and the adjacent park and ride facility at Alexandria Drive.
- 5.8 In addition, the eastern edge of the site is identified to be within 800m of the main town centre boundary for Ashton-under-Lyne, indicating the relative proximity of the site to supplementary services and facilities which are offered by wider the town centre. Indeed Ashton is the borough's administrative hub and principal town centre to which there are direct links along Lord Sheldon Way, following the line of Metrolink. The heavy rail line that skirts the sites northern boundary also has a station within the town centre and the newly completed transport interchange provides a range of local bus connections to the borough's other towns and also to the neighbouring centres of Stockport and Oldham.
- 5.9 The Ashton Moss West allocation is therefore considered to meet with the site selection criteria outlined above and contribute towards meeting the 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.

- 5.10 The outcomes of the 2021 update to the Site Selection Background Paper were unchanged on the 2020 Background Paper. Ashton Moss West allocation is therefore considered to meet the site selection criteria outlined above and contributes to the plan's overall spatial strategy and its objectives.

## **6.0 Planning History**

- 6.1 The planning history of the site has been checked against available records. And while most of the site is currently vacant, there have been numerous past planning applications for changes of use across this but more broadly Ashton Moss. Most recently, application 09/00821/FUL granted permission for a golf driving range and football pitches, though this permission has not been implemented. There have also been multiple applications relating to the Metrolink extension and associated infrastructure, originally granted planning permission under application 98/00254/FUL. These applications are unlikely to impact on the delivery of the strategic employment site at Ashton Moss West.
- 6.2 A full summary of relevant planning applications within the red edge is provided in Appendix 6.

## **7.0 GMSF 2019 Consultation Responses**

- 7.1 The Ashton Moss West allocation received 228 comments through the 2019 Revised Draft GMSF consultation process.
- 7.2 There were a number of objections to the release of the site from the Green Belt for various reasons. Many respondents identified that the site serves a local recreational purpose, with some welcoming the recognition provided within the policy given to walking and cycling and some citing existing issues with access to social infrastructure. The site was also identified as preventing urban sprawl and that habitat and biodiversity would be lost if it were developed.

- 7.3 Natural England identified that the site provides opportunities to secure net gains for nature and local communities. They also identified other draft GMSF policy relating to the safeguarding, restoration and sustainable management of soil resources, and that this will need to be applied to the Ashton Moss West strategic allocation.
- 7.4 Historic England suggested undertaking an evaluation of the impact that development may have on the significance of heritage assets.
- 7.5 Many respondents raised transport and local congestion concerns. Moreover, Highways England identified that the scale of allocation is likely to give rise to traffic impacts from both an individual and cumulative perspective due to the proximity of the site to M60 and Junction 23. Some respondents identified the positive benefits of the sites closeness to existing transport infrastructure, including the adjacent M60 motorway and public transport provision such as Metrolink and nearby Ashton Town Centre.
- 7.6 Some respondents identified concerns relating to potential issues with air quality, and flooding. And CPRE set out that the site performs an important 'green lung' function with Air Quality Management Areas to the south and west due to congestion on the M60 and A6140. Additionally CPRE believes there are more suitable brownfield sites available than have been identified and that the site is of high grade agricultural (Grade 2) land and should be retained as such.
- 7.7 Some respondents suggested that the mix of uses which is being proposed should be broadened to allow for office development, while the potential for residential uses to sit alongside the proposed employment uses was also suggested.
- 7.8 The Coal Authority set out expectations for the site to 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, any of their gas or electricity infrastructure. And United Utilities made reference to previous documentation identifying key infrastructure and 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 and therefore early engagement will be important. United Utilities also requested that reference be made to sustainable drainage and allocation-wide strategies for water and drainage infrastructure.

7.9 In addition, both landowners and their agents were supportive of the allocation of the site in the plan.

## 8.0 **GMSF 2019 Integrated Assessment**

8.1 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 Ashton Moss West Policy Allocation would make a very positive contribution to GMSF objectives, including:

- GMSF Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation as it will deliver employment space which will help meet the current and future demand for employment land across GM, in a sustainable location close to transport connections and will create a safe and walkable and green development which promotes active travel;
- GMSF Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development. The policy states that there will be an integrated approach to infrastructure that supports the whole development, such as through a strategic drainage network and superfast broadband;
- GMSF Objective 6: Support improved health and wellbeing of the population and reduce health inequalities. The development offers employment opportunities for local people which would likely reduce deprivation in local areas. The development will also contain some areas of open amenity space



in line with Council's Open Space Review and appropriate levels of tree planting;

- GMSF Objective 9: Promote sustainable modes of transport. The development will promote active travel through a clear network and hierarchy of legible and attractive streets and will improve connectivity to existing public rights of ways and the Metrolink;
- GMSF Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions. The proposed development will be energy efficient development which maximises the opportunities for active travel and use of sustainable transport modes such as the Metrolink.

8.3 While the IA 2019 of Ashton Moss West presents a generally a positive assessment, several opportunities for implementing suggested mitigation measures through the development and refinement of the policy have been taken forward (listed in Appendix 2).

8.4 These text changes include a reference to the potential opportunity for a rail station, reference to the employment, education and training opportunities to benefit local communities and reference to ecological receptors. Other references were removed from the policy text to avoid duplication as they are considered to be adequately covered in thematic policies such as energy efficiency measures (EV charging points and water drainage) and reference to flood risk which is covered in the plan's environmental thematic policies.

## 9.0 GMSF 2020 Integrated Assessment

9.1 The IA of the 2020 draft GMSF concluded that the mitigation measures suggested in the IA 2019 have been positively addressed either fully or partially. As a result, the IA 2020 concluded that the Ashton Moss West would make a positive contribution towards aspects of GMSF objectives 2, 3, 6, 9 and 15 and 16.

- 9.2 An Addendum of the IA 2020 confirms that no further changes are required to be made to the allocation policy as it would perform the same against the Framework. Given the conclusion reached above, that PfE 2021 has substantially the same effect as the GMSF 2020 would have had on the nine districts, it follows that PfE should be considered as, in effect, the same Plan as the GMSF. Therefore “the plan” which is being assessed through the IA is one and the same.
- 9.3 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. An addendum report has been prepared to assess the impact of the changes between GMSF 2020 and PfE 2021 against the Integrated Assessment framework.

## **Section B – Physical**

### **10.0 Transport**

- 10.1 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 adverse effects of the allocation can be appropriately ameliorated.
- 10.3 Two indicative access points were identified and developed to show there is a practical option for the allocation, see concept plan (Appendix 5). The main access

would comprise modification to the existing Alexandria Drive/Lord Sheldon Way junction and would allow for continued access to the Metrolink park and ride facility and Rayner Lane whilst accommodating HGV movements.

- 10.4 In addition to the primary access, a secondary access point is envisaged approximately 350m to the east of Alexandria Drive. This would allow for extra capacity for traffic entering and leaving the site and would comprise a left-in/left-out priority junction. Furthermore, the secondary access point also doubles as an emergency access in the event that the main Alexandria Drive access point is obstructed.
- 10.5 The allocation benefits from sustainable public transport options, being located adjacent to the Ashton Moss Metrolink stop in addition to local bus stops along both the A6140 and A635. This good level of accessibility to conventional public transport options is reflected in the site's above average scoring against the Greater Manchester Accessibility Levels model (GMAL).
- 10.6 The potential for a creation of, or diversion of an existing bus service to service the allocation has also been identified as an option for improving the site's accessibility by public transport.
- 10.7 Further public transport options are available given the proximity of National Rail connections at Guide Bridge and Ashton-under-Lyne stations. The option for locating a new station on the northern boundary of the allocation has been explored through the TfGM New Stations Feasibility Study. Although this opportunity has not been explored in detail by the rail industry the safeguarding of a potential site has been identified in the policy wording, see concept plan (Appendix 5). The public transport proposals align with the objectives of the Greater Manchester Transport Strategy 2040 and GM Five Year Delivery Plan 2021-2026.
- 10.8 A mixture of pavements, dedicated off carriageway cycle lanes and multiple Public Rights of Way, currently provides existing walking and cycling infrastructure around the allocation. 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.

- 10.9 In addition to the existing and proposed walking and cycling infrastructure, the allocation benefits from being located on a proposed section of the Bee Network. This includes a section along Rayner Lane and the proposed construction of a cycle/pedestrian bridge over the A635 Manchester Road and the Ashton Metrolink Line. These proposals are supported in GM Five Year Transport Delivery Plan 2021-2026.
- 10.10 The Locality Assessment modelled a large number of junctions in order to take account of the complex road infrastructure near the allocation. A number of the junctions were identified as nearing or exceeding operational capacity in the reference case scenario.
- 10.11 When the proposed development was added into the modelling it revealed additional junctions moving into the nearing operational capacity category. The increase in congestion at multiple junctions is shown in the modelling outputs. However, this is prior to the implementation of mitigation measures.
- 10.12 Due to the constrained nature of the local junctions no major infrastructure changes have been determined at this time. However, in addition to the cycling and walking infrastructure improvements identified above an additional scheme is proposed to improve cycle provision at Chester Square/St Peters Gyratory. Therefore, the principle mitigation on the local network will be through the promotion and encouragement of sustainable transport alternatives.
- 10.13 Mitigation measures are possible in relation to the Strategic Road Network (SRN) junctions, which principally includes those related to the operation of the motorway network. However, due to constraints, large-scale mitigation schemes are beyond the scope of the Locality Assessment. Notwithstanding this, a series of local intervention measures have been considered and these have a positive result on the SRN.

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

- Alexandria Drive Access Junction – signalised junction;
- Left-in/Left-out Lord Sheldon Way Access Junction – priority junction;
- Enhancement to Bus Service 217;
- Walking and cycling measures; and
- SRN/Local Network scheme package.

10.15 Assessments undertaken to inform the Locality Assessment concluded that the allocation has the potential to present increased congestion at existing areas of concern that were identified during the previous GMSF consultation. 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.

10.16 The initial indication is that the allocation is deliverable and as it moves through the planning process additional work will be needed to verify and refine the existing 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.

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

## 11.0 Flood Risk and Drainage

- 11.1 The level one Strategic Flood Risk Assessment (SFRA) identified Ashton Moss West as an allocation that is “less vulnerable” to flood risk. The SFRA’s Level 1 Strategic Recommendation suggests ‘Recommendation D’ for this allocation, meaning that a site specific Flood Risk Assessment would be required at the planning application stage.
- 11.2 In addition, water management in the new development should be delivered in accordance with the Sustainable Drainage Systems hierarchy so that infrastructure is delivered that is both sustainable and maintainable. The development of a clear and comprehensive site-wide drainage strategy for Ashton Moss West will also help provide part of the environmental and design vision for the allocation and add real value, alongside delivering a resilient drainage solution.

## 12.0 Ground Conditions

- 12.1 Tameside Council commissioned Ove Arup and Partners Ltd to provide a preliminary geotechnical assessment on Ashton Moss West with ground investigation undertaken by Ian Farmer Associates Ltd. The investigation has sought to assess the composition of materials placed on the site as previously mentioned.
- 12.2 The report, completed in February 2019, sets out that published geological mapping shows the site to be underlain by extensive peat deposits over glacial till. The underlying bedrock below these deposits are Pennine Upper Coal Measures which are understood to include coal seams worked from the former Ashton Colliery located to the south of the site, toward the Snipe Retail Park. Advice suggests from mapping that the workable seams are at a depth below the site and are therefore unlikely to influence future development.
- 12.3 Above these coal measures, as set out within the report, is a layer of naturally occurring glacial till which could be suitable as a foundation bearing strata, and a layer of natural peat, ranging in thickness from 1.2m to 2.5m. These natural strata

are then overlain by placed materials following construction works understood to be associated with the M60 Motorway and existing development, adjacent to the south.

- 12.4 The placed materials are up to 18m thick in places over the natural peat and glacial till materials and are understood to occur in two layers, an upper and a lower layer. The upper layer of engineered fill material is understood to have been placed to form final site levels as part of regrading works and is generally found to be up to 5m thick. The lower layer is of peat and other soft materials and likely to have been deposited as part of earthwork operations for the construction of the M60 motorway and surrounding developments.
- 12.5 A historic landfill site is also known to be present, albeit falling primarily outside of the sites red edge, it runs from the far western corner of the site northward along the former disused railway line following the general direction of Warne Avenue toward Moorside Street.
- 12.6 The site is primarily vacant moss land and historically is recorded as grade 2 or 3 agricultural land. However, this assessment pre-dates the onsite placement of materials as set out above.
- 12.7 Parts of the site are identified through the Greater Manchester Minerals plan as being within the mineral safeguarding area for brick clay and coal.
- 12.8 Particular attention will be paid to land stability issues, construction techniques will need to minimise adverse impacts, ensuring that appropriate mitigation is implemented. Given the above, an earthworks and remedial strategy outlining mitigation measures will be required prior to development and conditions will likely be attached to any permission for further site investigations to be undertaken prior to development.

## 13.0 Utilities

- 13.1 Initial utilities surveys were undertaken by Ian Farmer Associates (IFA) prior to the commencement of the preliminary ground investigation report, commissioned of Ove Arup as set out above. A high-pressure gas main is understood to be running beneath Rayner Lane, and a medium-pressure gas main running beneath Moss Lane were identified, both operated by Cadent to which appropriate easements will need to be applied. There is no known gas capacity constraint that would prohibit development of the site.
- 13.2 There are no known Electricity North West infrastructure or capacity constraints which would impact upon the sites developable area or its delivery. And there is no 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 no known infrastructure or fresh or wastewater capacity constraints which would impact upon the sites overall net developable area or its delivery.



# Section C – Environmental

## 14.0 Green Belt Assessment

- 14.1 The allocation of Ashton Moss West will lead to the loss of 58.23 hectares of Green Belt. The new Green Belt boundary in broad terms will follow the defensible boundary of the heavy rail line which adjoins the site to the north, see the concept plan in Appendix 5.
- 14.2 The Stage 1 Greater Manchester Green Belt Assessment 2016 considers the parcel containing the site against the five purposes of Green Belt, as set out in the NPPF, and concludes that Green Belt parcel TS30:
- Plays a moderate role in preventing the unrestricted sprawl of the built-up area of Droylsden (purpose 1)
  - Plays a strong role in preventing the neighbouring towns of Ashton-under-Lyne and Droylsden from merging; (purpose 2)
  - Plays a weak role in safeguarding the countryside from encroachment due to the sense of urban encroachment within the parcel (purpose 3)
  - Plays a weak role in preserving the setting and character of historic towns (purpose 4)
- 14.3 The assessment identifies that there is a sense of urban encroachment both within and surrounding the parcel from built development, which alongside the reclaimed nature of the land and the limited visual and physical connection with historic towns means it performs weakly against the last two purposes of the assessment.
- 14.4 Stage 2 Greater Manchester Green Belt Assessment considers the extent to which the release of land within the allocation would reduce the contribution to Green Belt purposes and the resulting impact on the adjacent Green Belt.
- 14.5 The assessment divides the allocation into three 'sub-areas' to reflect variation in the harm to Green Belt purposes. The assessment concludes that the overall harm from

release of the allocation from the Green Belt ranges between 'low-moderate' to 'moderate'.

14.6 Stage 2 Green Belt Study concludes that the release of the allocation from Green Belt:

- would have a moderate impact on checking urban sprawl (Purpose 1)
- the northern part of the site would have a moderate impact on the merging of Ashton and Droylsden, whereas the southern part will have a limited impact on this (Purpose 2)
- the release of the Green Belt would have a relatively limited impact on Purpose 3 as there are already significant urbanising influences including the garden centre and areas of hardstanding
- would have relatively limited impact on the setting of historic settlements (Purpose 4), with the southern part of the site having limited/no impact

14.7 Based on the conclusions of the Green Belt Assessment and as set out in the Green Belt Topic Paper 2021, it is acknowledged that the site would have moderate impact on the functioning of the Green Belt, but no or negligible impact on the adjoining Green Belt.

14.8 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. The strategic case can be summarised as follows:

- This is an appropriate growth and spatial option having considered other reasonable alternatives;
- In relation to employment, the need to identify sufficient land to meet the overall economic growth strategy for Greater Manchester;
- 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.

14.9 Appendix 2 of the Green Belt Topic Paper sets out a **local** set of exceptional circumstances for Ashton Moss West allocation as follows:

- The site meets Criterion 1 of the Site Selection criteria, as much of the site has been previously worked with a volume of placed material known to be present. In addition, it is well served by public transport, as Metrolink skirts the site's southern edge and stops are present within the immediate vicinity.
- The site meets Criterion 4 of the Site Selection criteria, as it is within proximity of Ashton-under-Lyne, to which direct links exist along Lord Sheldon Way.
- The site is in close proximity to junction 23 of the M60 motorway and train stations at Ashton-under-Lyne and Guide Bridge. Potential also exists to the site's northern edge for the creation of a new rail station.
- The provision of around 160,000 square metres of employment floorspace will make a significant contribution toward the borough's employment land supply and provide opportunity for grow-on space to existing business and inward investment enquiries, for which there is demand but limited land supply to support.
- The site is not known to be subject to constraints so restrictive, which would prohibit it being brought forward.

14.10 A number of green infrastructure opportunities were outlined for improving the remaining Green Belt north of the allocation. These are outlined in more detail in Section 15.0 although it is noted that the principal cause of harm from release of the allocation would be from the loss of the Green Belt land within the allocation itself, as oppose to its impact on retained Green Belt land. As such, mitigation measures would be unlikely to reduce the harm of release of the allocation.

- 14.11 In the absence of reasonable alternatives 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.
- 14.12 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 Ashton Moss West Site allocation JPAL30 due to the fact that Green Belt release between GMSF 2020 and 2021 PfE is consistent.

## 15.0 Green Infrastructure

- 15.1 The policy seeks to incorporate Green Infrastructure (GI) into the allocation through an integrated approach which ensures that the design of GI is included at the masterplanning stage. In addition, development will be required to ensure proposals create a safe, walkable and green development, protect and enhance key landscape and ecological features, deliver a high quality public realm incorporating street tree planting, and set aside land for range of public open spaces including natural and amenity space.
- 15.2 Stage 2 GM Green Belt Study assessed the opportunities for beneficial use of the remaining Green Belt as well as potential Green Infrastructure enhancements from the allocation. The study splits the enhancement opportunities into four categories including for access, sport and recreation, biodiversity and wildlife corridors, and landscape and visual. Potential Green Infrastructure improvements within each of these categories are listed in the report but remain flexible.
- 15.3 Potential opportunities for on-site Green Infrastructure enhancements are highlighted on the Concept Plan in Appendix 5 and include the opportunity to provide green landscaped buffers between the new employment area and the residential properties providing enhanced footpath links into the new employment area and surrounding countryside (via existing footbridges over the railway) as well as improved residential

amenity, improve the Beeway/ Multi-functional recreational route to the south of the site and extend the TfGM cycle network to connect it into existing cycle routes, with good pedestrian/ cycle links across the site to the Metrolink and footbridge over the M60 to Ashton. These proposals are set out in Tameside's Local Implementation Plan (LIP) 2021, which forms a part of GM's Five Year Transport Plan.

- 15.4 In addition, a landscape buffer between the employment area and motorway and railway would have a dual purpose of reducing any visual impact of the development whilst reducing noise and air pollution for future employees (as well as retaining GI links). The policy requires the provision of some natural open space and amenity provision to be incorporated into the masterplan with habitat creation and biodiversity net gain as part of this, woodland planting could form a part of this. The full policy is set out in Appendix 4.

## 16.0 Recreation and Open Space

- 16.1 The requirement to set aside land for open spaces; natural spaces and amenity spaces within the strategic site is carried over as a policy requirement from GMSF 2020. This is seen as an important part of the allocation and the revised policy continues with the requirement that a range of open spaces are provided based on the Council's most up-to-date open space review<sup>6</sup>.
- 16.2 The Integrated Assessment highlights the importance of open space in terms of supporting the health and wellbeing of the local community and conserving and enhancing green infrastructure. The multifunctional benefits of this approach will support healthier lifestyles and reduce health inequalities by supporting and promoting access to green space and providing opportunities for recreation, amenity and tranquillity for employees and local residents.
- 16.3 The masterplan will need to set aside open space for lunchtime meeting places and for natural space and amenity space in accordance with the Council's most up to date Open Space Review. The concept plan (Appendix 5) highlights potential

<sup>6</sup> Tameside's Open Space Review 2018

locations for amenity space both close to the residential areas and within the employment area to encourage healthy lifestyles and active travel and to retain and improve connectivity across the area.

## 17.0 Landscape

- 17.1 The 2018 Greater Manchester Landscape Character and Sensitivity Assessment identifies Ashton Moss West as being within the Mossland and Lowland Farmland landscape character type. Key characteristics of such areas include: generally flat or undulating topography; variable soil quality; poor drainage with numerous brooks and ponds; few buildings limited to mossland fringes and limited external views.
- 17.2 Originally peat moss, the site is overlain with material tipped from construction of the M60 and development of adjacent areas on Ashton Moss. Site specific landscape characteristics include surface water attenuation channels and ponds, though mainly at the periphery; TV masts and horse stables within the western section; Ashton Moss Metrolink station and park and ride, together with a commercial plant nursery (Mockridge), commercial garden centre (Notcutts Garden Centre) and associated road infrastructure and parking to the south. The elevated parts of the site are identified within the Landscape Character and Sensitivity Assessment as being particularly sensitive to change as they are widely visible and form the setting to neighbouring urban areas.
- 17.3 According to the 2018 assessment, the management of the landscape in such areas could include careful siting of development away from highly visible skylines, additional woodland planting to soften the urban fringe, screen the visual impact of industrial unit and the motorway / rail line, the introduction of sustainable drainage and improve informal recreation.
- 17.4 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 the Greater Manchester Ecology Unit (GMEU) undertook a Preliminary Ecological Appraisal of the site to gather data. The study considered existing habitats, established an ecological baseline for future monitoring and made recommendations for ecological mitigation.
- 18.2 The appraisal determined that there are no known ecological constraints which are so important as to preclude the allocation of the site and the site is not located close to any Special Areas of Conservation (SAC) Special Protection Areas or likely to have any impacts on SSSIs.
- 18.3 The appraisal did not identify any Local Wildlife Sites within or within close vicinity of the allocation.
- 18.4 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 2020 HRA, following advice from Natural England all allocations were screened into the assessment because of the cumulative effects from air pollution caused by increased road traffic. Overall the conclusion is that the plan will not cause adverse impacts on site integrity of any European designated sites providing that mitigation measures are included in the plan. However, five designated sites require a Stage 2 Appropriate Assessment as listed in paragraph 21.5 of this report.

## **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.
- 20.2 Although there are no designated heritage assets contained within this site allocation the exercise concluded that Ashton Moss West be 'screened in' and was considered to be Amber due to designated assets nearby that maybe impacted on directly.
- 20.3 In summary, the Historic Environment Assessment concludes that the site is an area of archaeological interest and further investigations should be undertaken prior to development; this is set out in the revised policy allocation.

## **21.0 Air Quality**

- 21.1 The site is adjacent to the A6140 Lord Sheldon Way and M60 Motorway which are covered by the Greater Manchester Air Quality Management Area. An Air Quality Impact 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 full noise impact assessment will be required to be submitted as part of the planning application process. The assessment should be undertaken in accordance with British Standard BS4142:2014+A1:2019 'Methods for Rating & Assessing Industrial & Commercial Sound'.

22.2 The comprehensive masterplan will need to carefully consider the noise impacts of development through physical mitigation measures such as landscape buffers and the inclusion of measures to reduce any noise impacts from development, the rail line and motorway. Noise mitigation should be an integral part of the comprehensive plan. This requirement is set out in the revised allocation policy, see Appendix 4.

# Section D – Social

## 23.0 Education and Training

23.1 There is no site specific or off site built education provision or mitigation required as a result of the proposed development. However, the Tameside Inclusive Growth Strategy<sup>7</sup> 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. It is therefore critically important, as set out in the policy, that employment and training opportunities are available for residents within the local area both through construction phases and upon completion.

23.2 With a tradition of using apprenticeships to upskill the workforce, alongside alignment with the borough's skills development offer at Tameside College's Advanced Technology Centre, it would generate a significant source of accessible employment for the residents living in close proximity and those within identified areas of deprivation. Further to this it would support Tameside's Inclusive Growth Strategy insofar as 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".

## 24.0 Health

24.1 There is no site specific or off site health provision or mitigation required as a result of the proposed development. The employment site will however offer safe and attractive public realm to encourage those who live, work and play in the area to walk or cycle to and from the Metrolink and bus stops, along clear and direct routes. This supports the strategy approach set out in GM Transport Strategy 2040 to achieve the 'right mix of 50/50 split on sustainable travel'. The potential for a rail station will be

<sup>7</sup> Tameside Inclusive Growth Strategy 2021

explored and the creation and enhancement of existing green infrastructure will continue to connect the neighbouring residential areas with the wider countryside. These measures are supported within Tameside's Local Implementation Plan which forms a part of GM's Our Five Year Transport Plan. Pocket parks and squares will provide meeting places for workers and residents and seating and well landscaped areas will encourage community connectivity and enhance well-being.

- 24.2 The health and well-being of the local community will therefore be enhanced by improvements to existing green infrastructure and open spaces as part of the masterplan.

# Section E – Deliverability

## 25.0 Viability

25.1 The financial viability of the Ashton Moss West site was considered as part of a Viability Report<sup>9</sup> for the allocated sites. The report concludes that the proposed development is viable taking account of transport mitigation measures and requirements of the policy; including green infrastructure and electric charging points. The summary of results of the Stage 2 Report for the allocation are set out below:

Table 1 Viability Results for proposed development at Ashton Moss West

<b>Scheme Residual Value including Costs</b>	<b>Scheme Residual Value</b>	<b>Strategic Transport Costs</b>	<b>Out- turn scheme Residual Value</b>
£20,106,000	£13,030,000	£3,040,000	£9,990,000

25.2 The report concludes that the proposed development is well located for key growth sectors with easy access to the motorway network. The proposed development has a positive residual value of c.£13m as shown in the above table, which is expected to be sufficient to meet the strategic transport costs of c.£3m, and on this basis therefore is considered a deliverable site.

25.3 Full details of the methodology, approach to development costs (base assumptions) and testing summary are set out in GMCA Stage 2 Allocated Sites Viability Report.

<sup>9</sup> GMCA Strategic Viability Report- Stage 2 Allocated Sites Viability Report, 2020

## 26.0 Phasing

- 26.1 The detailed phasing of development on the site would respond to and form part of the masterplan and will be developed in consultation with the Council the local community and other appropriate stakeholders (in line with criterion 2 of the allocation policy).
- 26.2 In advance of this masterplan, Tameside has prepared a basic concept plan (Appendix 5) and considered the potential developable area for employment and how this is likely to be delivered over the plan period.
- 26.3 Transport interventions will be delivered over the years 2025 to 2030 to potentially include the following:
- Alexandria Drive Access Junction (existing mini-roundabout only);
  - Left-in/left-out Lord Sheldon Way Access Junction;
  - Walking and cycling measures;
  - Enhancement of bus service 217;
  - SRN Intervention 1b – A6140 Lord Sheldon Way / Notcutts / A6140; and
  - SRN Intervention 1c – A635 Manchester Road / A6140 Lord Sheldon Way / A635 signalised crossroads
- 26.4 Arqiva have advised, in their 2019 consultation response and through further dialogue that an expectation continues whereby the decommissioning of the radio broadcasting masts could take place by 2025.
- 26.5 In advance of a detailed masterplan, it has been assumed by the Council that the development will be delivered between 2025 and 2040 and assumed that this could be brought forward by one developer. 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 2 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:

- Set aside land for a potential train station north of the site (criterion 11)
- Ensure proposals create a safe, walkable and green development (criterion 12)
- Provision of a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways (criterion 13)
- Protecting and enhancing key landscape and ecological features (criterion 14)
- Deliver a high quality public realm that incorporates street tree planting (criterion 15)
- Incorporating and improving public right of ways and the sustainable travel route along the sites western edge (criterion 16)
- Be designed to enhance connectivity to existing communities in the locality alongside key assets such as schools, cycle and walking routes, public transport services and Daisy Nook Country Park (criterion 17)
- Set aside land for a range of public open spaces including natural space and amenity space (criterion 18)

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

- Potential employment area
- Potential vehicle access points
- Green routes and green gateways
- Potential new trees and woodland
- Potential new train station (location to be determined)

27.3 The concept plan takes account of the site's constraints and identifies the opportunities for the retention of landscape features and for new planting, improved connectivity and green infrastructure. Clear and direct pedestrian and cycle routes

to the Metrolink and bus stops will encourage active travel (for commuters and residents in neighbouring residential areas). The location of the potential train station is indicative and will be subject to a feasibility study. The plan highlights the need for green buffers to the north and the rail and motorway which will act to enhance the biodiversity of the site. A high quality public realm in the form of pocket parks and squares will provide meeting places for workers and residents; seating and well landscaped areas will encourage community connectivity and enhance health and well-being.

- 27.4 The Council has considered the constraints of the site and updated the potential floorspace from 170, 000 sqm as set out in GMSF 2019 to 160, 000 sqm of employment land shown in GMSF 2020 and PfE 2021 following further work and taking account of on-site requirements for GI and buffers.



# Section F – Conclusion

## 28.0 Sustainability Appraisal

28.1 The Integrated Assessment (IA) identifies many positive benefits of the allocation policy, but also made some recommendations in terms of mitigation measures, listed in full in Appendix 2 of the IA. Actions to ensure mitigation is identified are considered to have been adequately addressed through the PfE policy itself, thematic policies with the overall PfE plan and local policy. The 2021 addendum to the IA recognised that the no changes were required.

## 29.0 The Main Changes to the Proposed Allocation

29.1 Proposed Policy JP Allocation 30 has undergone minimal changes between GMSF 2019 to GMSF 2020 and 2021 PfE. The site boundary has not been amended between versions and amendments to the policy wording have primarily related to its structure.

29.2 These include some additions and omissions to the policy to better reflect the potential for the site's development, to streamline the policy and remove duplication with the existing thematic policies of the plan. The policy wording has also been updated in response to the IA, consultation and evidence documents as outlined above.

29.3 The main changes to the policy are the overall reduction in the potential employment floorspace in response to site constraints and opportunities, the update to Use classes to reflect the new E Class and some additional requirements for the development to respond to its locality in terms of further archaeological investigations, the requirement to incorporate green infrastructure and open spaces, set aside land for a potential train station and others.

29.4 The revised policy is included in Appendix 4.

## 30.0 Conclusion

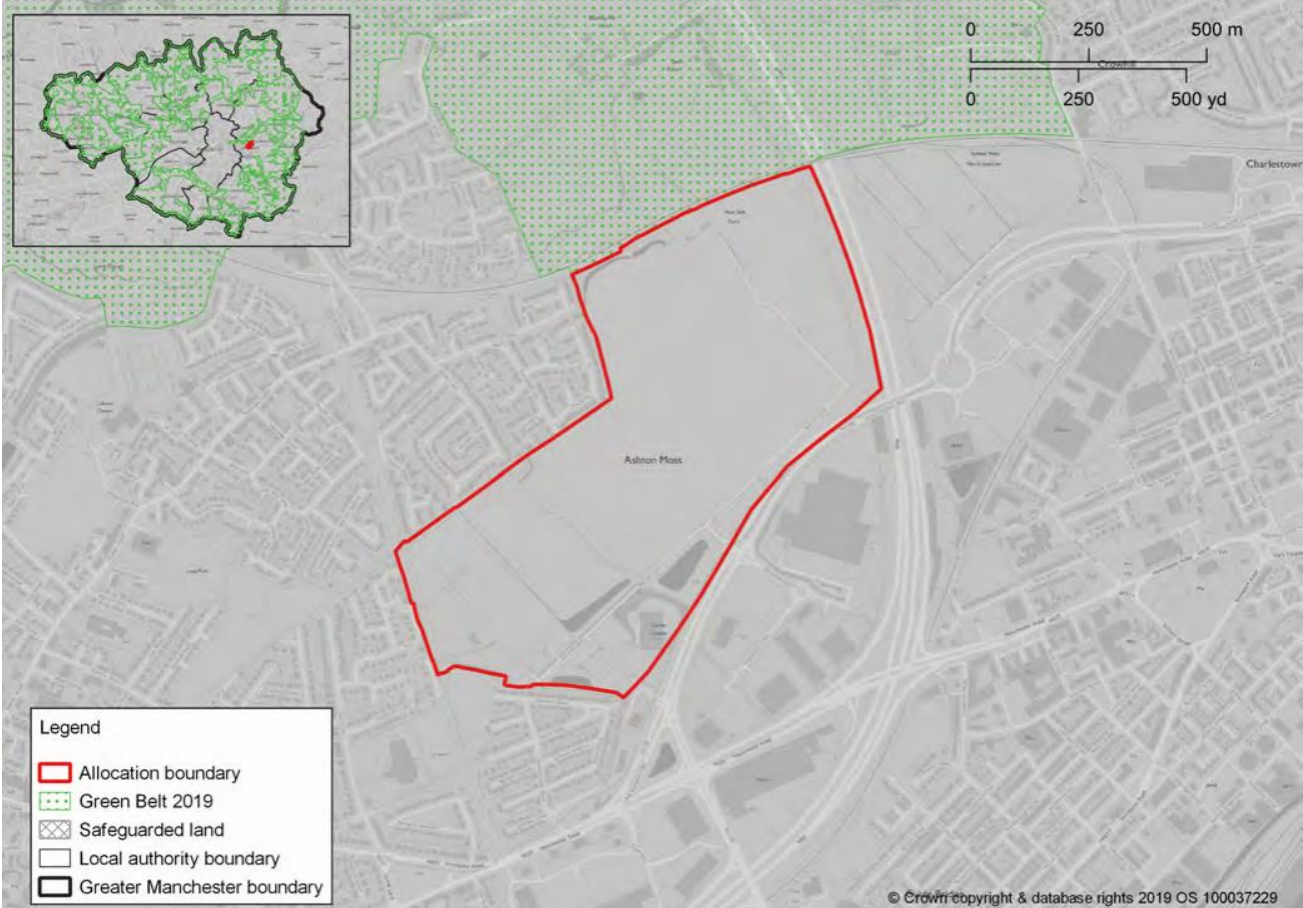
- 30.1 The 58.23 hectare site is located almost equidistant between the populous towns of Droylsden and Ashton-under-Lyne. It represents a major opportunity for Tameside and the east of Greater Manchester to deliver 160,000 square metres of high quality employment floorspace, considered to be critical in order to provide both growth opportunities for existing businesses within the borough, as well as enabling Tameside to compete for inward investment.
- 30.2 Identified as a key asset and priority within Tameside's Inclusive Growth Strategy as part of the Eastern Growth Cluster, and previously identified as part of a wider area for a potential EXPO opportunities, the site is considered to be highly accessible, benefiting from ready access Metrolink via the Ashton Moss West stop and local and strategic highway network. The site also has potential to support wider investment in transport infrastructure with possibilities for future train station.
- 30.3 The impacts for development identified through the process of Integrated Assessment are largely positive. The site is identified to meet the site selection criteria and strategic and local level exceptional circumstances exist and the site supports the plans overall strategy and objectives
- 30.4 The employment floor space delivered would represent a major investment opportunity for Tameside, providing jobs and training opportunities which will be maximised in a way that delivers a quality environment for Tameside, alongside a range of public open spaces and enhanced connectivity.
- 30.5 Evidence suggests the site can be viably development taking into account the requirements of existing and proposed policy and mitigation including site access and s represented positively by two primary land owners.
- 30.6 Various technical assessments have been undertaken in support of the site, which indicate that whilst there are some constraints that would need to be considered in

the sites masterplanning and ultimate development, that these can be either overcome or are reflected in the site allocation policy requirements or are not so significant as to preclude its allocation.

# Section G – Appendices

# Appendix 1: GMSF Revised Draft January 2019 Policy GM Allocation 42

Greater Manchester Spatial Framework Revised Draft January 2019  
Policy GM Allocation 42  
Ashton Moss West



Development of this site will be required to:

1. Deliver around 175,000 square metres of employment floorspace, primarily within the B1b, B1c and B2 use classes;
2. Undertake a comprehensive masterplanning exercise, informed by a detailed earthworks and remediation strategy and other supporting technical documents, which establishes a clear phasing strategy with an integrated approach to 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;
3. Create sensitive and well-designed landscape buffers where the new development adjoins the boundary to existing dwellings and ensure the interface between the new development and gardens are sensitively designed during the masterplanning of the site;
  4. 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-S 4 'Resilience' and Policy GM-S 5 'Flood Risk and the Water Environment';
  5. Provide appropriate developer contributions towards transport and other infrastructure;
  6. Create employment opportunities for local people both through the construction phase and upon completion. Developers will be expected to agree targets for the employment of people living within the local area;
  7. Provide access to the site from the A6140 Lord Sheldon Way, including key road junctions and off-site highway improvements;
  8. Seek biodiversity net gain in accordance with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
  9. Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees; and
  10. Create a safe, walkable and green development which promotes 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, cycle routes and public transport connections.

## Supporting Text

11255. Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 175,000 square metres of high quality employment floorspace. This should primarily fall within the B1b, B1c and B2 use classes and be aimed at delivering facilities suitable for identified

areas of economic strength and key growth sectors within Greater Manchester: life sciences; health technologies, advanced manufacturing, materials science/fabrication and modular construction.

11256. Development of the site has the potential to create both training and job opportunities for local residents during the construction phase and upon completion. The proximity of this site to areas of high deprivation in Ashton-under-Lyne and Droylsden will create opportunities to address the income and employment domains of deprivation.
11257. The site's semi-rural setting on the moss, proximity to existing employment, leisure and retail opportunities, excellent transport connections and green infrastructure set the framework for a logical sustainable extension to the existing Ashton Moss employment area.
11258. One of the principle barriers to development on Ashton Moss West is the volume of placed material present and other geotechnical considerations. Contamination testing, gas monitoring and extensive ground investigation and analysis will be required in order to produce a detailed earthworks assessment and remediation strategy prior to development taking place.
11259. In order to deliver a high quality development it will be important to have a clear and comprehensive masterplan 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 to allow for future provision.
11260. Architectural design solutions should deliver innovative and creative development that is resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. produce more energy than is consumed).

11261. Existing drainage ponds together with 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.
11262. The development will be linked via safe walking and cycling routes and public open spaces. Priority will be given to cycle and pedestrian routes that provide direct access to the existing and proposed cycle and pedestrian network.
11263. Although the site is in a sustainable and accessible location, being served by public transport and convenient access to junction 23 of the M60 new access into the site off the A6140 Lord Sheldon Way, together with the existing and proposed pedestrian and cycle network, will be necessary.



## Appendix 2: GMSF 2019 Integrated Assessment suggested mitigation measures

The mitigation factors requiring consideration include:

- Policy should make specific reference to connecting residential areas, employment land, centres and green space.
- Policy should make reference to education and training for local people as well as local employment
- The policy should highlight opportunities for public transport access into the site
- 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. Policy should make reference to education and training for local people as well as employment.
- Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages.
- The policy should highlight opportunities for public transport access into the site.
- Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and or masterplan layout which reduces emissions near sensitive receptors. This is especially important to buffer the AQMA along the east of the site.
- Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases. This is especially important in relation to the nearby designations to the north. The policy should make explicit reference to the designations that are present on the site, and highlight how they will be protected.
- Appropriate flood risk mitigation should be implemented (in line with best practice (for all developments that are within or near to areas of flood risk) Allocation is not identified to be in a flood zone.
- Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.
- Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. By incentives or inclusion of adjacent PDL)

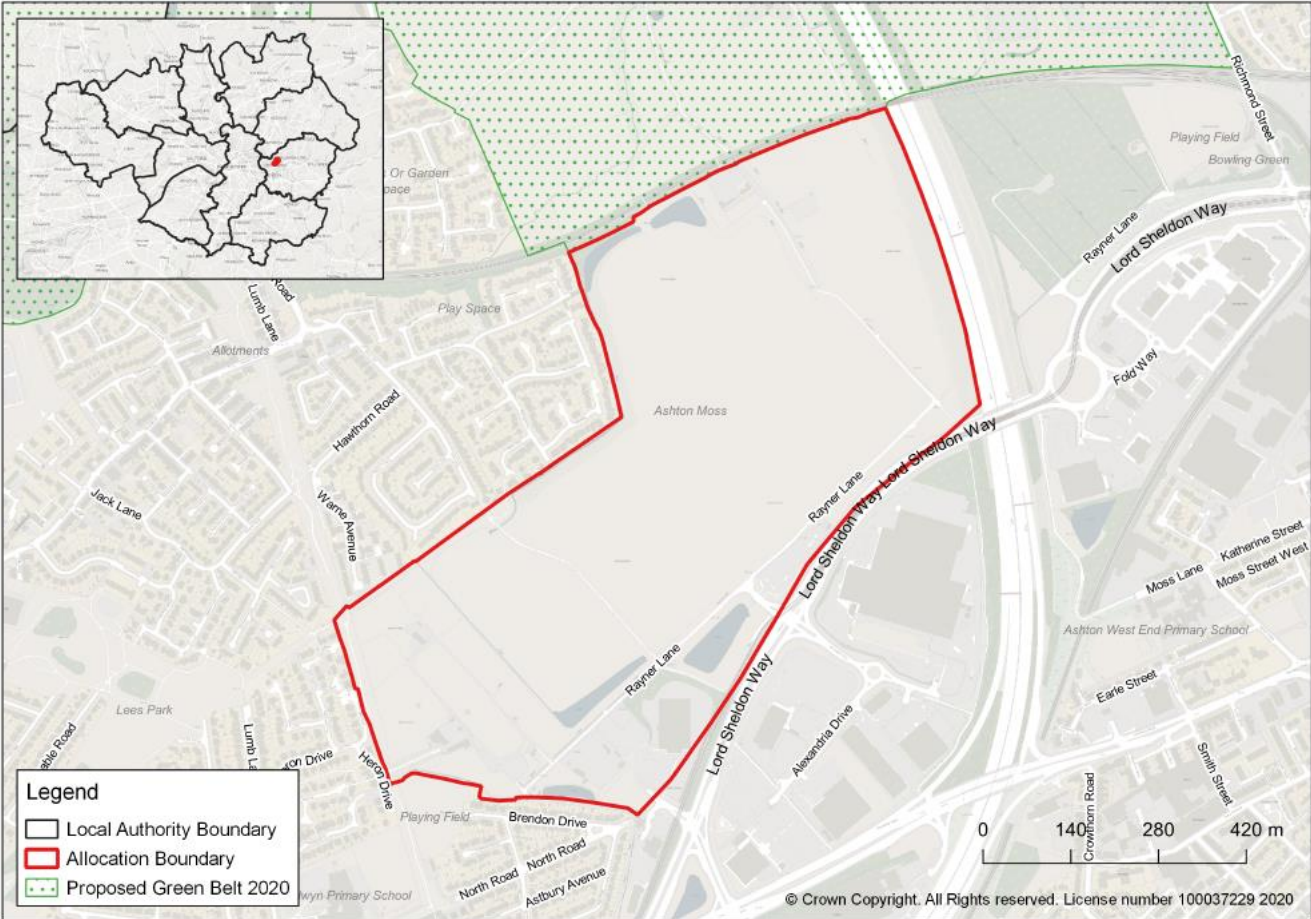
- Further research into agricultural land quality and investigation into impacts on any 3a land can be avoided/minimised
- Promote sustainable construction methods
- Consider waste and recycling facilities in design. E.g. consider location of water/recycling facilities in the design/layout of masterplans and how waste facilities can be located to encourage recycling (linking to thematic policy on allocations).

# Appendix 3: GMSF 2020 Revised Policy GM Allocation 38

Greater Manchester Spatial Framework Revised Draft October 2020

Policy GM Allocation 38

Ashton Moss West



Picture 11.52 GMA 38 Ashton Moss West

Development of this site will be required to:

1. Deliver around 160,000 square metres of employment floorspace, primarily within the E(g)(ii)- Research and Development, E(g)(iii)- Light and Industrial and B2 – General Industrial use classes;
2. 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;

3. Be informed by a detailed earthworks and remediation strategy;
4. Be informed by an assessment of archaeology;
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 a high quality and contemporary employment location;
7. Ensure the character of, and interface between, new and existing development including the setting of neighbouring heritage assets and surrounding residential dwellings and gardens, are sensitively designed and acknowledged by development proposals;
8. Provide developer contributions towards transport and other infrastructure as deemed appropriate;
9. Ensure employment, education and training opportunities are available for residents within the local area both through construction phases and upon completion;
10. Provide access into the site from the A6140 Lord Sheldon Way;
11. Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station;
12. Ensure proposals create a safe, walkable and green development;
13. 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;
14. Protect and enhance key landscape and ecological features, including trees and woodlands, watercourses and ponds;
15. Deliver a high quality public realm that incorporates street tree planting;
16. Incorporate and enhance as attractive and desirable routes existing public rights of way and the sustainable travel route along the site's western edge;
17. Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as: schools, cycle and walking routes, public transport services and Daisy Nook Country Park; and
18. Set aside land for a range of public open spaces, such as: natural space and amenity space, in accordance with the Council's most up to date Open Space Review.

## Reasoned Justification

11359. Having previously been identified as part of a potential World EXPO site, Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 160,000 square metres of high quality employment floorspace. This should primarily fall within the E(g) ii- Research and Development, E(g) iii-Light and Industrial and B2-General Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key growth sectors within Tameside and Greater Manchester: life sciences; health technologies, advanced manufacturing and materials science/fabrication.
11359. The site's urban fringe setting with proximity to existing employment, leisure and retail opportunities, excellent transport connections with close proximity to rail, Metrolink and motorway, as well as a dark fibre network and surrounding green and blue infrastructure set the framework for a unique opportunity and logical sustainable extension to the existing Ashton Moss employment area.
11360. Additionally, Tameside's existing manufacturing and engineering base is currently constrained by the supply of sites available, curtailing potential growth and stifling regeneration and churn within the borough's industrial spaces. The site is therefore critical to provide expansion opportunities for existing businesses operational within Tameside as well as providing the facilities required to compete for inward investment.
11361. 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, including orientation, materials and soft landscaping in respect of the setting of neighbouring heritage assets<sup>10</sup> and surrounding residential properties.

<sup>10</sup> Historic Environment Assessment GMSF Allocations, Tameside, Ashton Moss West, University of Salford

11362. This should be accompanied by an integrated approach to delivering infrastructure, including 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.
11363. A 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. Furthermore, the sites overlap with the current Air Quality Management Area along the M60 corridor to the east and Lord Sheldon Way to the south will need to be considered in the masterplanning process. This could take the form of appropriate buffering as part of the green infrastructure network across the site.
11364. One of the principle challenges to developing Ashton Moss West is the volume of placed material alongside other geotechnical considerations. Contamination testing, gas monitoring and ground investigation and analysis will therefore be required to produce an earthworks assessment and remediation strategy prior to development taking place.
11365. A programme of archaeological assessment should also inform the masterplanning approach to the site, allowing for archaeological evaluation to determine the extent and condition of potential remains. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where the archaeology can be removed but first of all recorded and opportunities that may exist to create public interpretation information relating to the sites historical past.
11366. Architectural design solutions should deliver an innovative and creative development that is also resilient to climate change, using where possible, zero-

carbon development and energy-positive technology (i.e. producing more energy than is consumed), thus creating a high quality and contemporary employment development that also benefits from access to a range of sustainable modes of transport.

11367. Development of the site has the potential to create a range of educational, training and employment opportunities for local residents during the construction phases and upon completion. Given the proximity of this site to areas of high deprivation in Ashton-under-Lyne, Droylsden and east Manchester the proposed development will help to bring about long term benefits to these communities by providing locally accessible employment.
11368. To enhance and optimise the excellent transport connectivity of the site further, there is the potential opportunity to deliver a new rail station on the Manchester to Leeds line that will service the employment allocation and the Droylsden and Audenshaw areas. Provision should therefore be included in the site's masterplan for the safeguarding of land along the northern boundary of the allocation to accommodate a potential new rail station, access and car parking.
11369. It is important that existing landscape and ecological features alongside other green infrastructure habitats and assets of biological importance are protected, managed and enhanced as part of the comprehensive masterplan of the site, taking account guidance in the Landscape Character Assessment<sup>11</sup>.
11370. The development will seek to minimise the number of trips made by private car to and from the site by connecting with adjacent residential areas, employment locations, leisure uses and centres, via a network of safe walking and cycling routes and public open spaces. Priority should be given to cycle and pedestrian routes that provide direct access to the existing and proposed cycle and pedestrian network, together with opportunities for linking access to public transport.

<sup>11</sup> Greater Manchester Landscape Character Assessment

11371. The existing sustainable travel route to the site's western edge should be retained and enhanced and could form part of a landscape buffer to existing residential properties. In addition, consideration should be given to a number of existing informal routes and public rights of way to the site's northern edge that could also benefit from improved connectivity and enhancement, including access to Metrolink.
11372. While the site is in a sustainable and accessible location, being well served by public transport and with convenient access to junction 23 of the M60, new vehicular access will be required into the site off the A6140 Lord Sheldon Way, integrating with the existing and proposed pedestrian and cycle network.
11373. Alongside the intention that the development will ensure active travel becomes the most attractive form of local transport, it will also contribute towards active and healthy communities through on site open space provision, in accordance with the Council's most up to date Open Space Review, and through the provision of safe and accessible connections to neighbouring public open spaces, including Daisy Nook Country Park.



# Appendix 4: Places for Everyone 2021 Policy JP Allocation 30 Ashton Moss West

Places for Everyone 2021  
Policy JP Allocation 30  
Ashton Moss West



Picture 11.44 JPA 30 Ashton Moss West

Development of this site will be required to:

1. Deliver around 160,000 square metres of employment floorspace, primarily within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes;

2. 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;
3. Be informed by a detailed earthworks and remediation strategy;
4. Be informed by an assessment of archaeology;
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 a high quality and contemporary employment location;
7. Ensure the character of, and interface between, new and existing development including the setting of neighbouring heritage assets and surrounding residential dwellings and gardens, are sensitively designed and acknowledged by development proposals;
8. Provide developer contributions towards transport and other infrastructure as deemed appropriate;
9. Ensure employment, education and training opportunities are available for residents within the local area both through construction phases and upon completion;
10. Provide access into the site from the A6140 Lord Sheldon Way;
11. Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station;
12. Ensure proposals create a safe, walkable and green development;

13. 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;
14. Protect and enhance key landscape and ecological features, including trees and woodlands, watercourses and ponds;
15. Deliver a high quality public realm that incorporates street tree planting;
16. Incorporate and enhance as attractive and desirable routes existing public rights of way and the sustainable travel route along the site's western edge;
17. Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as: schools, cycle and walking routes, public transport services and Daisy Nook Country Park; and
18. Set aside land for a range of public open spaces, such as: natural space and amenity space in accordance with the Council's most up to date Open Space Review.

#### Reasoned Justification

11360. Having previously been identified as part of a potential World EXPO site, Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 160,000 square metres of high quality employment floorspace. This should primarily fall within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key growth sectors within Tameside and Greater Manchester: life sciences; health technologies, advanced manufacturing and materials science/fabrication.

11361. The site's urban fringe setting with proximity to existing employment, leisure and retail opportunities, excellent transport connections with close proximity to rail, Metrolink and motorway, as well as a dark fibre network and surrounding green and blue infrastructure set the framework for a unique opportunity and logical sustainable extension to the existing Ashton Moss employment area.
11362. Additionally, Tameside's existing manufacturing and engineering base is currently constrained by the supply of sites available, curtailing potential growth and stifling regeneration and churn within the borough's industrial spaces. The site is therefore critical to provide expansion opportunities for existing businesses operational within Tameside as well as providing the facilities required to compete for inward investment.
11363. 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, including orientation, materials and soft landscaping in respect of the setting of neighbouring heritage assets<sup>12</sup> and surrounding residential properties.
11364. This should be accompanied by an integrated approach to delivering infrastructure, including 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.
11365. A site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of combating surface water flood risk and contributing towards climate change resilience. Furthermore, the sites overlap with the current Air Quality Management Area along the M60 corridor to the east and Lord Sheldon Way to the south will need to be considered in the masterplanning process. This could

<sup>12</sup> Historic Environment Assessment, PfE, University of Salford

take the form of appropriate buffering as part of the green infrastructure network across the site.

11366. One of the principle challenges to developing Ashton Moss West is the volume of placed material alongside other geotechnical considerations. Contamination testing, gas monitoring, and ground investigation and analysis will therefore be required to produce an earthworks assessment and remediation strategy prior to development taking place.
11367. A programme of archaeological assessment should also inform the masterplanning approach to the site, allowing for archaeological evaluation to determine the extent and condition of potential remains. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where the archaeology can be removed, but first of all recorded and opportunities that may exist to create public interpretation information relating to the sites historical past.
11368. Architectural design solutions should deliver an innovative and creative development that is also resilient to climate change, using, where possible, zero-carbon development and energy-positive technology (i.e. producing more energy than is consumed), thus creating a high quality and contemporary employment development that also benefits from access to a range of sustainable modes of transport.
11369. Development of the site has the potential to create a range of educational, training and employment opportunities for local residents during the construction phases and upon completion. Given the proximity of this site to areas of high deprivation in Ashton-under-Lyne, Droylsden and east Manchester the proposed development will help to bring about long term benefits to these communities by providing locally accessible employment.
11370. To enhance and optimise the excellent transport connectivity of the site further, there is the potential opportunity to deliver a new rail station on the Manchester to Leeds line that will service the employment allocation and the Droylsden and

Audenshaw areas. Provision should therefore be included in the site's masterplan for the safeguarding of land along the northern boundary of the allocation to accommodate a potential new rail station, access and car parking.

11371. It is important that existing landscape and ecological features alongside other green infrastructure habitats and assets of biological importance are protected, managed and enhanced as part of the comprehensive masterplan of the site, taking into account guidance in the Landscape Character Assessment.<sup>13</sup>
11372. The development will seek to minimise the number of trips made by private car to and from the site by connecting with adjacent residential areas, employment locations, leisure uses and centres, via a network of safe walking and cycling routes and public open spaces. Priority should be given to cycle and pedestrian routes that provide direct access to the existing and proposed cycle and pedestrian network, together with opportunities for linking access to public transport.
11373. The existing active travel route to the site's western edge should be retained and enhanced and could form part of a landscape buffer to existing residential properties. In addition, consideration should be given to a number of existing informal routes and public rights of way to the site's northern edge that could also benefit from improved connectivity and enhancement, including access to Metrolink.
11374. While the site is in a sustainable and accessible location, being well served by public transport and with convenient access to junction 23 of the M60, new vehicular access will be required into the site off the A6140 Lord Sheldon Way, integrating with the existing and proposed pedestrian and cycle network.
11375. Alongside the intention that the development will ensure active travel becomes the most attractive form of local transport, it will also contribute towards active and healthy communities through on site open space provision, in accordance

<sup>13</sup> Greater Manchester Landscape Character Assessment

with the Council's most up to date Open Space Review, and through the provision of safe and accessible connections to neighbouring public open spaces, including Daisy Nook Country Park.

**Appendix 5: Ashton Moss West Concept Plan**





## Appendix 6: Ashton Moss West Allocation Planning History

Reference	Site address	Description	Status
17/00415/NPRIV	Footbridge At Level Crossing On Moss Lane Droylsden Tameside	Construction of new footbridge over railway	Approved 26/06/2017
17/00414/NPRIV	Footbridge At Level Crossing On Moss Lane Droylsden Tameside	Construction of new footbridge over railway	Approved 26/06/2017
16/00664/NPRIV	Proposed Foot Bridge At Moss Lane Farm Moss Lane Droylsden Tameside	Construction Of Footbridge	Approved 24/08/2016
16/00663/NPRIV	Proposed Foot Bridge At Moss Lane Farm Moss Lane Droylsden Tameside	Construction Of Footbridge	Approved 24/08/2016
14/00085/FUL	Moss Side Farm Moss Lane Ashton-Under- Lyne Tameside OL7 9LA	Conversion and extension of existing garage and stable block to create a three bedroom bungalow	Approved 09/04/2014
13/00080/PLCOND	Ashton Moss Metrolink Station Gardeners Way Ashton-Under- Lyne Tameside	Approval of details required by condition 9 (Park Mark membership) - Metrolink Park and Ride Facility at Ashton Moss Station	Approved 27/09/2013

<b>Reference</b>	<b>Site address</b>	<b>Description</b>	<b>Status</b>
13/00076/PLCOND	Ashton Moss Metrolink Station Gardeners Way Ashton-Under- Lyne Tameside	Approval of details required by condition 8 (height restriction barrier) of 12/00102/FUL - Metrolink Park and Ride facility at Ashton Moss Station	Approved 16/09/2013
13/00023/PLCOND	Ashton Moss Metrolink Station Gardeners Way Ashton-Under- Lyne Tameside	Approval of details required by conditions 3 (road works), 4 (temp vehicle facilities), 5 (lighting), 6 (drainage and surfacing), 7 (CCTV) and 10 (materials) of 12/00102/FUL - Metrolink Park and Ride Facility at Ashton Moss Station	Pending
12/00102/FUL	Ashton Moss Metrolink Station Gardeners Way Ashton-Under- Lyne Tameside	Metrolink Park and Ride Facility, including substation, CCTV & lighting	Approved 04/04/2012
10/00074/PLCOND	Ashton Moss Metrolink Station Gardeners Way Ashton-Under- Lyne Tameside	Discharge of conditions 3, 4 and 10 of planning permission 09/00693/FUL	Approved 15/10/2010
09/00821/FUL	Vacant Land Off Gardeners Way Ashton-Under- Lyne Tameside	Proposed Golf Driving Range, Par 3, 9 Hole Golf Course, Training and Members Area, Five-a-Side and Eleven-a-Side Football Facility. Golf Club Complex Building, Football Changing facility and Greenkeeper's compound.	Approved 11/12/2009

<b>Reference</b>	<b>Site address</b>	<b>Description</b>	<b>Status</b>
09/00693/FUL	Ashton Moss Metrolink Station Gardeners Way Ashton-Under- Lyne Tameside	Proposed Ashton Moss Metrolink Station and Park and Ride Facility (Resubmission of 04/00671/FUL)	Approved 11/11/2009
06/00797/FUL	Land At NGW Site Rayner Lane Ashton-Under- Lyne Tameside	The provision of a 20m tapered lattice mast, 3no. 3G Antennas, 1no. ground base equipment cabinet within a fenced compound	Approved 13/07/2006
04/00671/FUL	Ashton Moss Metrolink Station Gardeners Way Ashton-Under- Lyne Tameside	Proposed Ashton Moss Metrolink Station - Park and Ride Facility	Approved 06/09/2004
04/01778/FUL	Land Adj Masts And Rayner Lane Ashton-Under- Lyne Tameside	Infilling of drain and engineering of slopes down to Rayner Lane. Formation of new drainage system	Pending
00/00371/FUL	Land Both Sides Of Rayner Lane Ashton Tameside	Amendments to proposed allotments, football pitches, golf course, driving range and landscaping including amendments to finished levels	Approved 15/06/2000
97/00286/FUL	Land At Ashton Moss And North Of Wellington Road Ashton-Under- Lyne Tameside	Amendments to Ashton Northern Bypass (Consent 96/P/0742/FL) including provision for revised Metrolink/LRT route	Approved 14/01/1999

<b>Reference</b>	<b>Site address</b>	<b>Description</b>	<b>Status</b>
98/00254/FUL	Ashton Moss & Wellington Road Ashton-under-Lyne Tameside	Construction of light railway line (Manchester Road/Ashton Road, Droylsden & Droylsden Road/Manchester Road, Audenshaw)	Approved 27/08/1998
96/00260/FUL	Land at Ashton Moss and adjacent to Wellington Road Ashton-under-Lyne Tameside	Amendments to the proposed North Ashton Bypass in respect of (a) amended junction at A635 & (b) new alignment adjacent to Wellington Road.	Approved 12/03/1997
96/00098/REM	Ashton Moss/Littlemoss, Manchester Road Ashton-under-Lyne Tameside	Reserved Matters Consent for Phased Master Plan in association with Outline Consent 90/01/25911	Approved 21/10/1996
96/00095/REM	Ashton Moss Littlemoss Manchester Road Ashton-under-Lyne Tameside	Provision of Additional Footpaths & Bridleways - Reserved Matters relating to Outline Consent 90/01/25911	Approved 21/10/1996
96/00094/REM	Ashton Moss Littlemoss Manchester Road Ashton-under-Lyne Tameside	Proposed Landscape Structure Planting - Reserved Matter relating to Outline Consent 90/01/25911	Approved 21/10/1996
96/00097/OUT	Ashton Moss Littlemoss Manchester Road Ashton-under-Lyne Tameside	Renewal of Outline planning Consent 90/01/25911 for B1(c), B2 & B8 uses, Hotel/Conference Centre, Off Motorway Service Station Fast	Withdrawn

<b>Reference</b>	<b>Site address</b>	<b>Description</b>	<b>Status</b>
		Food Restaurant & Recreational Facilities	
96/00091/FUL	Ashton Moss Littlemoss Manchester Road Ashton-under-Lyne Tameside	Provision of 5 No. Football Pitches on 2 No. Sites - Reserved Matters Site 1 Richmond Street Playing Fields, Site 2 Land adjacent to BBC Transmission Masts	Approved 02/12/1996
96/00092/REM	Ashton Moss Littlemoss Manchester Road Ashton-under-Lyne Tameside	Proposed 9 Hole Golf Course & practice area together with club house & car parking - Reserved Matter	Approved 21/10/1996
96/00310/FUL	Land Adjacent To Stables In Adjoining Field Heron Drive Audenshaw Manchester	Fields adjacent to stables off Heron Drive Audenshaw Tameside, Deposit of top soil for levelling purposes - RETROSPECTIVE	Approved 29/05/1996
95/00090/FUL	Land At Moss Lane Ashton-Under-Lyne Tameside	Amendments to the Ashton Moss Road Link (planning permission 91/01/27861) (i) Amended bridge over the proposed M66 omitting slip roads, (ii) Amendment to junction onto Manchester Road	Approved 26/04/1995
94/00117/REM	Ashton Moss Littlemoss Manchester Road Ashton-under-Lyne Tameside	Reserved Matters - involving the excavation of peat, soil and clay, the stockpiling of soil and peat and the creation of new land profiles, together with connected drainage	Approved 01/12/1994

Reference	Site address	Description	Status
		works	
94/00109/REM	Ashton Moss off Manchester Road Ashton-under-Lyne Tameside	Proposed road works to serve industrial development - RESERVED MATTERS (including details required to comply with conditions 16 & 17 of Outline planning consent 90/01/25911)	Withdrawn 20/04/1994
90/00141/OUT	Ashton Moss/Littlemoss, Manchester Road Ashton-under-Lyne Tameside	Provide comprehensive development for commerce, industry, leisure, agriculture and horticulture	Approved 25/03/1993
91/00013/FUL	Land at Ashton Moss Ashton-under-Lyne Tameside	Create the Ashton Moss Road Link on land between Manchester Road, Richmond Street and Oldham Road	Approved 29/01/1992
90/00140/OUT	Ashton Moss, Manchester Road Ashton-under-Lyne	Form a golf centre and driving range, leisure and DIY garden centre outlet – OUTLINE	Withdrawn 03/09/1991
82/00199/FUL	Junction of Moss Lodge Lane Ashton-under-Lyne	Improvements to Moss Lodge Lane, improved junction to Manchester Road and new access to carriageway	Refused 30/06/1982
80/00512/FUL	Disused Railway Manchester Road Audenshaw	Reclamation of derelict land for public open space (footpath links and bridlepath)	Approved 24/09/1980

<b>Reference</b>	<b>Site address</b>	<b>Description</b>	<b>Status</b>
78/00210/OUT	Land at Manchester Road Ashton-under- Lyne Tameside	Industrial development, land reclamation and part of Ashton Moss.	Refused 05/12/1979
78/00208/OUT	Land at Manchester Road Ashton-under- Lyne Tameside	Industrial development, land reclamation and part of Ashton Moss.	Withdrawn (no date)



# Section H - Bibliography

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<https://www.gov.uk/guidance/national-planning-policy-framework>

## **Joint Greater Manchester Studies**

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The Greater Manchester Independent Prosperity Review (MIER) June 2019

<https://www.greatermanchester-ca.gov.uk/what-we-do/economy/greater-manchester-independent-prosperity-review/>

Greater Manchester Joint Minerals Plan 2013

[https://www.greatermanchester-ca.gov.uk/media/1995/the\\_minerals\\_plan\\_april\\_2013\\_final.pdf](https://www.greatermanchester-ca.gov.uk/media/1995/the_minerals_plan_april_2013_final.pdf)

Greater Manchester Transport Strategy 2040

<https://tfgm.com/2040-transport-strategy>

Greater Manchester Our Five Year Transport Delivery Plan 2020-2025

<https://tfgm.com/our-five-year-transport-delivery-plan>

## **Joint Places for Everyone Evidence Base**

<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

Places for Everyone Written Statement

Places for Everyone Consultation Summary Report

Employment Topic Paper

Transport Topic Paper

PfE Integrated Appraisal Report 2021

PfE Integrated Appraisal Addendum Report

GMSF Integrated Appraisal Report 2020

GMSF Integrated Appraisal Addendum Report

GMSF Integrated Appraisal Non-Technical Summary 2020

PfE Integrated Appraisal Non-Technical Summary 2021

Site Allocation Topic Paper – Places for Everyone 2021

GMSF Integrated Assessment Scoping Report 2020  
PfE Integrated Assessment Scoping Report 2021  
Integrated Assessment of GMSF 2020 Growth and Spatial Options Paper  
Habitats Regulations Assessment of the GMSF December 2018 and October 2020  
Habitats Regulations Assessment of PfE  
Habitat Regulations of PfE- Air Quality Assessment  
GMSF Statement of Consultation (October 2020)  
Land Supply Data (Housing)  
Land Supply Data (Industry & Warehousing)  
Land Supply Data (Offices)  
Site Selection GMSF 2020  
GMSF 2020 Growth and Spatial Options Papers  
GMSF Strategic Viability Assessment Stage 1  
GMSF Strategic Viability Assessment Stage 1 Technical Appendices  
GMSF Strategic Viability Assessment -Stage 2 Allocated Sites Viability Report, Three  
Dragons, Ward Williams Associates and Troy Planning and Design  
Economic Forecasts for Greater Manchester  
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Partners Ltd  
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Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed 2019 Allocations  
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2020 GMSF Green Belt Additions (LUC, September 2020). This replaces an earlier  
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Stage 2 GM Green Belt Study - Identification of Opportunities to Enhance the Beneficial use of the Green Belt in the vicinity of the Proposed 2019 GMSF Allocations (LUC, September 2020)

Stage 2 GM Green Belt Study - Addendum: Assessment of Proposed GMSF Allocations (LUC, September 2020)

Stage 2 GM Green Belt Study – Addendum: Assessment of Proposed 2021 PfE Plan Allocations (LUC, June 2021)

Stage 2 GM Green Belt Study – Addendum: Cumulative Assessment of Proposed 2021 PfE Plan Allocations and Additions (LUC, June 2021)

Green Belt Topic Paper 2021

GMSF 1 Historic Environment Assessment Summary Report June 2019

GMSF 11 Tameside Heritage Environment Assessment June 2019

Transport Locality Assessments – Introductory Note and Assessments – Tameside, 2021

Transport Strategic Modelling Technical Note

Transport Locality Assessment – Introductory Note and Assessment Review – Tameside Allocations

Transport Locality Assessments Review – Tameside Allocations

Existing Land Supply and Transport Technical Note

Greater Manchester Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside – Strategic Case

Green Infrastructure Policy Context

Guidance for Greater Manchester – Embedding Green Infrastructure Principles

Biodiversity Net Gain Proposed Guidance for Greater Manchester

GM Strategic Flood Risk Assessment Level 1 Report Maps 2

GM SFRA Level 1 Appendix A Tameside Interactive Maps

GM SFRA Level 1 Appendix B Sites Assessment Part 1

GM SFRA Level 1 Appendix B Sites Assessment Part 2

GM SFRA Level 1 Appendix C - Development Site Assessments Summary Reports

GM SFRA Level 1 Appendix D - Functional Floodplain Methodology GM SFRA Level 1

Appendix E - GMCA Climate Change Models

GM SFRA Level 1 Appendix F - SUDS Techniques and Suitability

GM Flood Risk Management Framework

GM Strategic Flood Risk Assessment Level 2 - Report and Appendices

Flood Risk Sequential Test and Exception Test Evidence Paper

Site Allocation Topic Paper – Places for Everyone 2021

## **Tameside Metropolitan Borough Council**

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## **Evidence for Ashton Moss West Allocation Policy JPA30:**

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Ashton Moss West - Heritage Environment Assessment Strategic Land Allocations for GMSF, The Centre for Applied Archaeology, University of Salford, 2020

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