Tameside Metropolitan Borough

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Ashton Moss
Innovation Park
Development Framework

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FOREWORD

Councillor David Sweeton,
Tameside Council Executive
Member for Inclusive Growth,
Business and Employment

Ashton Moss presents us with a fantastic opportunity to build on our strengths and heritage in the manufacturing industry and develop an employment site that would bring unprecedented benefits to the local economy by creating jobs and attracting talent, cutting straight to the heart of our ambition for inclusive growth across the borough.

We need to find new ways to gain higher skilled jobs for our existing and future residents and provide growth space for the manufacturing and engineering sectors. Allowing the borough to compete for inward investments by advanced manufacturers in sectors such as electric vehicles, green energy infrastructure and advanced materials. It will join up our plans to regenerate our town centres with mixed use sites and create more homes and places for people to visit to help attract new residents to Tameside as well retain existing ones.

The development framework will put us on the right page for a sustainable and inclusive development which will fit into the context of Places for Everyone and the GM Strategy which emphasise and recognise the importance of advanced manufacturing.

Placed within both the Ashton Mayoral Development Zone and the Eastern Growth Cluster it is high on the list of growth priorities for Tameside and Greater Manchester and the current demand for space to support manufacturing industries offers a unique opening to provide a base for growing innovative businesses.

Ashton Moss' location brings abundant advantages, on the edge of Ashton Town Centre it is well connected with excellent local transport links and in close proximity to the M60 and M62, giving industrial hubs easy access across the region. By rail, it's just a train ride to nearby cities and the Northern Powerhouse with Manchester Airport just a twenty-minute drive away.

This means that it can reap the benefits of being close to the North West's advanced manufacturing, research and sectoral focus on advanced materials, alongside health/life sciences and technology. Projects such as HS2 and Transport for The North will also only add to the infrastructure and network access boosting current connectivity further.

Additionally, the site is not just situated next to the current Ashton Moss employment area but it is closely linked to St Petersfield, another regionally significant site primed to provide high quality office space alongside new homes. It is also perfectly placed to reap the benefits of being in one of the most digitally connected boroughs in GM, an advantage of being surrounded by the dark fibre network as well as blue and green infrastructure.

The development framework is a step in the right direction and I am really excited to see the story of Ashton Moss unfold over the next months and years and move forward a new chapter for Tameside.

Contents

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Comment Final Report
This document has been prepared and checked in accordance with ISO 9001:2000.

1.0

INTRODUCTION

1.0 Introduction

1.1 The Site and Project Background

This document has been prepared on behalf of Tameside Metropolitan Borough Council (TMBC) and sets an ambitious comprehensive approach to employment growth in Tameside. It considers the sites known as Ashton Moss West (AMW) and Ashton Moss East (AME) (formerly 'Plot 3000') (see figure 1.1), which have been identified collectively as a strategically important employment site, with the potential to generate high-value jobs and support the local economy.

This Development Framework considers the two parcels, located to the west and east of the M60 respectively, to deliver a comprehensive approach to development on these sites in order to achieve employment growth for Tameside.

TMBC secured Evergreen funding from the Greater Manchester Combined Authority (GMCA) to further the ambitions of adopted and emerging employment allocations for the sites and to develop the vision to the next level of detail (i.e. through this Framework). The combined site is referred to as Ashton Moss Innovation Park.

Ashton Moss Innovation Park is envisioned to provide employment uses focusing on advanced manufacturing and innovation. Tameside has a strong Advanced Manufacturing cluster and the immediate and wider area has demonstrated a need for business and innovation opportunities to support 'move-on space' for business incubators and draw on those links to higher education and research.

This ambition is supported by the Greater Manchester (GM) Strategy which frames the approach to building on core economic strengths of the city region including a globally competitive manufacturing sector, a vibrant digital sector, excellent air connectivity and a dynamic regional centre driving growth. The GM Strategy seeks to heighten the importance of town and district centres by generating jobs and building on the existing GM workforce, including one of the largest graduate pools in Europe. Opportunities for job creation are focused on strong employment locations, well associated with residential areas in order to support sustainable and inclusive development. The Strategic Plan of nine Greater Manchester Authorities, Places for Everyone (PfE), has considered the need for employment land in both quantitative and qualitative terms considering employment forecasting.

The site is well positioned in close proximity to Ashton town centre, the Metrolink and the M60, and can provide job opportunities with easy access to existing nearby residential areas and amenities in order to realise the ambition for sustainable employment development in Tameside.

The baseline analysis has identified unprecedented demand for spaces to support a wide range of industrial, manufacturing and other industries. This site is optimally positioned to both provide jobs for local people and attract specialist talent from around the region.

"We are seeing unprecedented demand for spaces to support a wide range of industrial, manufacturing, assembly and other industries. Ashton Moss Innovation Park is optimally positioned to both provide jobs for local people and attract specialist talent from around the region."

1.2 Purpose of the Document

This Development Framework is an investment, planning and economic tool to guide and drive forward development on the site. It provides a flexible strategy, identifying scenarios available to potential occupiers, investors and developers.

The document clearly identifies and outlines the site's constraints and opportunities for development, as well as the key delivery considerations and options for the site. It furthers earlier conceptual work undertaken to establish the site's potential and sets the basis for more detailed work.

It should be noted that this document provides a Framework for development, and does not seek to identify or resolve a strategy for development of the site. Much more detailed baseline assessment work and mitigation strategies would be needed to inform development proposals for the site.

Further detailed design work to establish the ground conditions, infrastructure design, site levels, drainage and the remediation of the site will be required to determine its delivery. It identifies the potential next steps and further due diligence required as well as a strategy for delivery of an employment focused development.

The intention is for this Framework to be taken forward to detailed design and deliver significant economic growth for Tameside, along with social, environmental and infrastructure enhancement for the area.

Figure 1.1: Location of the site within Ashton-under-Lyne context

1.3 Shaping the Framework

In order to structure and inform this Development Framework, a series of steps have been taken to ensure a rigorous understanding of the site. Due diligence has included a review of previous work (including baseline in support of the PfE proposed allocation) and the existing and proposed planning allocations. Additional studies and surveys undertaken in spring/summer 2022 have underpinned this Development Framework, which have included:

- townscape and movement analysis
- topographical survey
- arboricultural condition survey
- ecological baseline walkover
- biodiversity net gain feasibility assessment
- utilities searches

The site is within private ownership, with three major landowners. We have sought to engage these land owners and understand their views and aspirations for the development of the site. We have also engaged extensively with the Council's officers, including highways, planning and environmental services.

TMBC have a crucial role in driving the opportunities that the site presents for job creation and economic growth, including considering land assembly, infrastructure delivery and site priorities. Input from GMCA, Transport for Greater Manchester (TfGM) and MIDAS has also been sought to understand the policy implications, investor trends, regional business opportunities and emerging infrastructure plans.

1.4 Structure of the Document

This Development Framework considers the site's background and context, including the site's status in terms of planning, history, process and ownership. An analysis of the site's context is presented considering the planning status and risk, market forces, and opportunities for employment generation. This has informed the site's constraints and key opportunities.

Our baseline research and analysis has informed the Vision and Objectives for the Site, which in turn inform the development scenario testing and framework options presented within this document. The final sections provide delivery and phasing strategy recommendations including infrastructure investment required to support delivery of the options.

The Context
An appraisal of the strategic, regional, city region and local context of Ashton Moss to understand how the place is structured and existing opportunities and constraints.

The Vision
Defining a strategic vision and objectives for Ashton Moss which to inform its growth over the coming years

The Framework
An illustrative Spatial Framework is presented for the site which defines key scenarios for growth and sets out options for delivery of access, landscape, development and infrastructure requirements.

The Delivery Strategy
An overview of planning, delivery and phasing considerations for the site.

Figure 2.1: The site

The two sites known as Ashton Moss West and Ashton Moss East are considered cumulatively within this Development Framework. Situated in a prominent edge-of-centre location adjacent to Ashton-under-Lyne town centre and on the outskirts of Greater Manchester, the site benefits from its **proximity to major employment, retail and leisure parks** and benefits from excellent **public transport links**. The Metrolink runs along the southern border of the site, with two stops available adjacent, while **Ashton Railway Station is less than 1km** to the East and **Guide Bridge Station 600m** to the South. Several bus services run from the A6140 and the site has easy road access to Junction 23 of the M60 which dissects the site itself.

The site is well served by a **dark fibre network** and surrounding **blue and green infrastructure**, presenting itself as a **logical extension** of the current Ashton Moss **employment area**.


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2.0

STRATEGIC CONTEXT

2.0 Strategic Context

Ashton Moss Innovation Park has the potential to contribute employment floorspace and create high-value jobs in Tameside. In order to position the site within the wider employment and advanced manufacturing context, the national, regional and local picture has been reviewed. This helps to define the wider successes and forecast the market opportunities for the site. It also confirms that the site is strategically well placed within Greater Manchester (GM) and the wider North West (NW) region to benefit from a diverse talent pool.

The industrial sector is a segment of the economy made up of businesses that aid other businesses in manufacturing, shipping or producing their products. The industrial sector makes up what is often called the secondary sector. Each of the sectors is made up of distinct industries, all of which perform a common role in production.

The industrial and logistics sector in real estate terms relates to all industrial sub-sectors, of which advanced manufacturing and warehousing & logistics come under, as well as automotive, aerospace, retail and wholesale, etc.

When analysing the occupier blend of industrial parks, there is often a mix of various industrial sub-sectors that cluster together to benefit from the concentration of resource, energy and skills.

Rather than clusters being comprised of a singular use, they are in fact made up of diverse but complimentary set of companies, suppliers, distributors, service providers, educational, research and specialised training institutions. Collectively they fuel the regional economy, generate payrolls that can sustain families and create strong innovation.

2.1 The UK Industrial Sector

The Industrial and Logistics[1] (I&L) sector is a key component of the UK economy, creating 3.8 million jobs and generating £232 billion in GVA.

This sector has wider benefits given the supply chain links. For every 10 warehousing jobs created, 7 additional jobs are created across supply chains. In terms of manufacturing, this is even greater, as 12 supply chain jobs are generated for every 10 jobs (Potter Space, 2022[2]).

Over the last 10 years, jobs within the industrial and logistics sector have grown by 26% as opposed to only 14% for the economy as a whole, in part supported by Covid and Brexit. 2021 was a record-breaking year for the I&L sector, with take up nationally at 78 million square foot, surpassing the previous record set in 2020 by 29%. Occupational activity was led by the retail and wholesale sector with Amazon being the most active single player, accounting for 12.5 million sq ft of space across 32 deals.

Alongside this, there was a fall in demand for second-hand stock, with take-up at its lowest proportion ever recorded (21%); evidence that occupiers are increasingly focusing on Environmental, Social and Governance (ESG) credentials, and looking for modern units that help them achieve a move to low carbon and negate rising energy costs.

There are various growth drivers for the I&L Sector, including growth in online sales, and the drive to greater on-shoring with a preference for UK-focused warehousing and manufacturing space to be more resilient to supply concerns overseas. Whilst this is all positive, the current economic climate is challenging and with inflationary pressures, some investors and developers are struggling to make development sites work, given the viability gap.

Both investors and occupiers are now waiting for the market to stabilise, while company insolvencies are expected to increase. Data from 2022 Q3 suggests occupier demand has fallen by 28% compared to the previous quarter, with take up reducing from 16.2m sqft to 11.6m sqft in the North West. Investment yields have moved outwards in a short-space of time to reflect falling land values and increased risk. This market shift will impact the supply of new sites over the shorter-term, until the current recessionary cycle is over.

Positively, the market fundamentals are strong and there remains an undersupply of good quality space. 90% of occupiers expect to require the same or more warehouse space in the next three years[3]. The demand for industrial space will continue, and this pause in development will only exacerbate the current imbalance, suggesting the current market turbulence may have a limited impact on development at Ashton Moss given the expected delivery timescales.

1 The industrial and logistics sector in real estate terms relates to all industrial sub-sectors, of which advanced manufacturing and warehousing and logistics come under, as well as automotive, aerospace, retail and wholesale, etc

2 Potter Space 2022. Big Things in Small Spaces: Lifting the lid on the strength and opportunity in England's sub-100k sq. Available at: https://www.potterspace.co.uk/storage/app/media/BIG%20things%20in%20small%20boxes%20report%20FINAL.pdf (ft. logistics property sector)

3 Spotlight: European Real Estate Logistics Census – Autumn 2022 (Savills, 20th September 2022) Available at: https://www.savills.co.uk/research_articles/229130/333187-0

2.2 National Innovation Policy Context

Advanced Manufacturing is an important focus for Government, given its potential to promote innovation, research and development and generate high-value jobs. Greater emphasis has been placed on the importance of innovation with the announcement in the Autumn Statement (November 2022) of greater investment for research and development.

Public spending on Research and Development (R&D) is set to increase to £20bn a year by 2024-25, an increase of a third compared to 2021-22. The UK's most innovative programmes will be supported directly through an increase of £2.6bn in innovative UK programmes during this period. Funding for the catapults, where the application of research is accelerated and new technologies are further developed, will increase by 35%.

The Made Smarter programme, which helps SME manufacturers to innovate and create new opportunities and technologies in the process will continue to be supported and rolled out to the East Midlands following its success in the North West, North East, West Midlands and Yorkshire and the Humber.

Government will continue to increase the availability of the Seed Enterprise Investment Scheme which helps to generate funding for new businesses and has indicated that it may also do the same for the Enterprise Investment Scheme. There may be changes to encourage greater institutional investment into innovation which could mean pension funds being encouraged to support high technology firms.

Whilst the general principle of Investment Zones survives, these will now be focused in developing a limited number of high potential clusters for new growth industries and leveraging research strengths to do so.

This focus on developing high quality clusters is emphasised by the proposed changes to EU regulations in five growth industries namely digital technology, life sciences, green industries, financial services and advanced manufacturing. The UK's Chief Scientific Adviser is to review changes to regulations to better support the safe and fast introduction of new emerging technologies.

Regatta Building, Trafford, Manchester

2.0 Strategic Context

2.3 Employment in the North

There is a well established and growing manufacturing and logistics cluster in the North of England and Greater Manchester (GM). This forms the fulcrum of a number of innovation, advanced manufacturing, industrial and logistics corridors reaching to Liverpool and out through Cheshire. Liverpool Freeport has unlocked a significant trade route with the Humber Freeport creating an east-west corridor, known as the Atlantic Gateway.

The Northern Powerhouse has established a regional focus around national and international trade. A key economic focus of the region is manufacturing, innovation and logistics. This maximises the established and emerging skills base, as well as supporting an improving strategic transport network, including Transport for the North and High Speed 2 (HS2).

The site is positioned within a high-performing sub-region in the North West, which benefits from sectoral clustering of advanced manufacturing (circa 4,000 companies), research and a focus on advanced materials, alongside health/life sciences and technology.

Despite the city-region's manufacturing industry employing 110,000 people and generating £8bn of economic output each year, there is a recognition that in recent years the balance of employment has shifted to lower productivity sectors and therefore a greater emphasis is needed to create higher-skilled, innovation-led jobs.

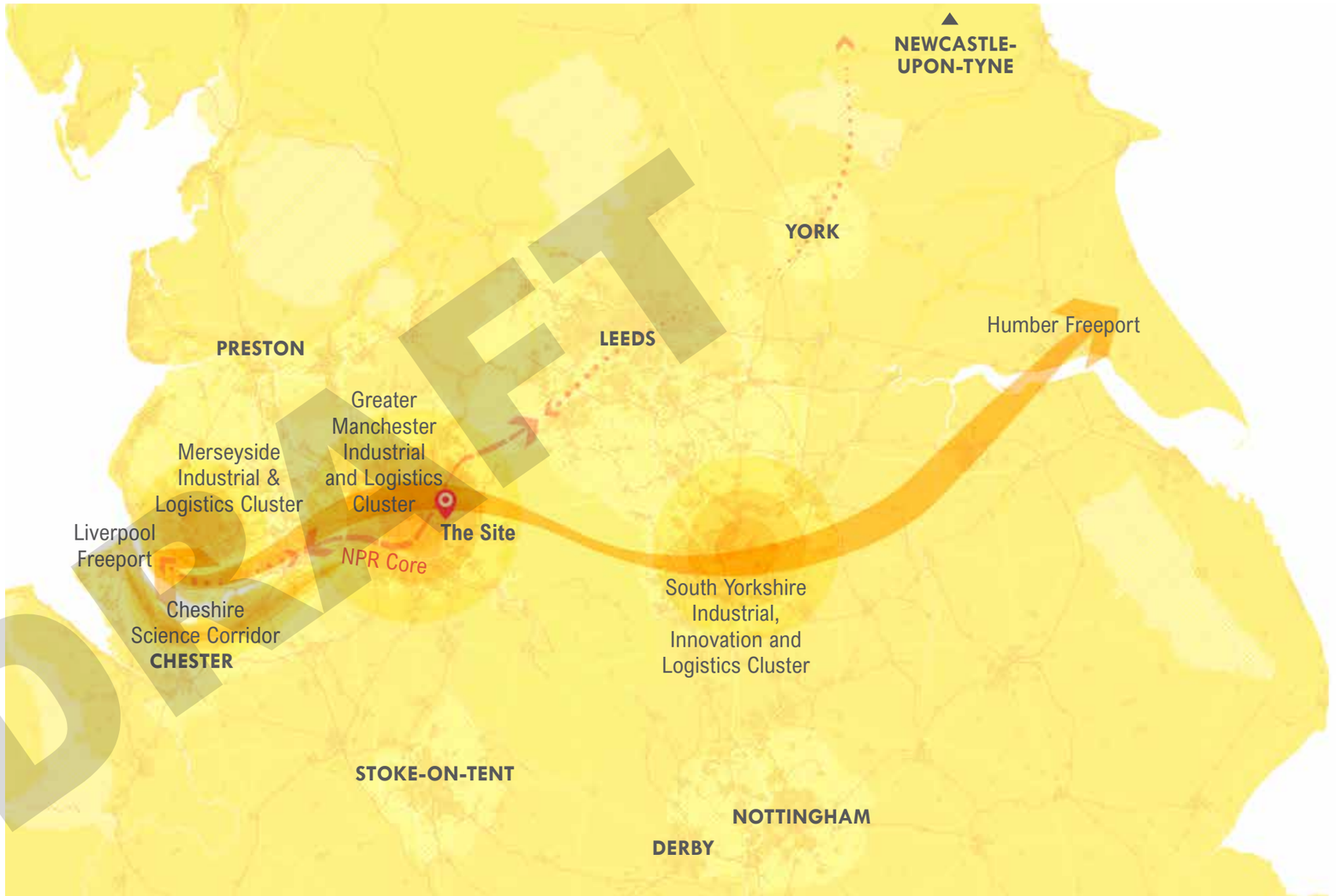


Figure 2.1: A network of innovation in the north of England

2.4 The North West

The North West is the UK's second-largest region in terms of gross value add (GVA). The entire region makes up almost a tenth of the UK economy. The manufacturing sector here accounts for 14.3% of the region's total output, above the UK average of 9.6%. The three subsectors that dominate North West manufacturing include Transport Equipment (15.8%), Chemicals (15.3%), and Pharmaceuticals (14.8%). There were 335,000 manufacturing jobs in the North West in 2021, accounting for 9% of the region's total workforce and 1% of the UK's total workforce.

Manufacturing productivity is at 109.8%, above the UK average, ranking third across all regions. The North West region has seen significant increases in those employed in manufacturing jobs (16,000 2021-2022), amongst a climate of employment decline amongst most regions. Business confidence in the North West is joint second highest of all regions (BDO, 2022)[1].

Greater Manchester

A Local Innovation Plan is in place for Greater Manchester which acknowledges the potential for Greater Manchester to be a 'national innovation-led growth pole', given its connectivity to key talent (7 million people live within 1 hour of the city region), existing innovation corridors (such as Oxford Road and Salford Innovation Triangle) and key innovation-led projects which are in the pipeline (such as ID Manchester). The Greater Manchester Local Industrial Strategy (June 2019) seeks to position Greater Manchester as a world-leading city-region for innovative firms to experiment with, develop and adopt advanced materials in manufacturing.

A key priority for Greater Manchester is to focus on growth and innovation in sustainable advanced materials and manufacturing, health innovation and life sciences, digital and creative and net zero.

These industries will be delivered across six growth locations, including Atom Valley, the North West's largest development site focused on high-value manufacturing and Research and Development (R&D), and the Eastern Growth Corridor which includes the Ashton Moss site.

Greater Manchester is looking to capitalise on devolved health powers (£6bn) and its' recognised research capabilities in health innovation to improve the population's health, while also creating new industries and new jobs.

Graphene and other 2D advanced materials will be commercialised and supported by a complementary advanced manufacturing base with strengths in materials and textiles, chemicals, and food and drink. The University of Manchester is delivering a Graphene City in the centre and an Advanced Materials City in the North East Growth Corridor.

It is important to recognise that these sectors do not exist in isolation; there are key synergies between them that need to be exploited; a key benefit for the Ashton Moss site is its' location and connectivity within the wider Greater Manchester sub-region.

1 BDO, 2022. Manufacturing Outlook Report: Q3 2022

2.0 Strategic Context

2.5 Northern and Greater Manchester Connections

The Greater Manchester Strategy sets out a collective ambition and strategy to harness the strengths of Greater Manchester's (GM) people and place to create a more inclusive and productive city region. This also sets the framework for the local Industrial Strategy to build on core strengths including a concentration of science, research and innovation assets driven by the universities; a competitive manufacturing sector with a niche in advanced materials, textiles, chemicals and food and drink. There is a vibrant digital sector and a strong cultural and sporting economy. These opportunities are able to build on local and strategic transport networks including air, road, rail and water connectivity.

There are a number of key documents which support this strategy including:

- The Greater Manchester Spatial Framework
- The Greater Manchester Investment Strategy
- Greater Manchester's Digital Strategy
- Greater Manchester 2040 Transport Strategy
- Climate Change and Low Emissions Implementation Plan
- Greater Manchester Work and Skills Strategy
- Northern Powerhouse Independent Economic Review and Strategy

The site benefits from its position at the centre of the Northern Powerhouse region, in proximity to the urban hub of the city and to the local national parks.

There are also a wide range of other regional employment, logistics and business hubs around the GM region. Although these are in some respects competition for the Ashton Moss Innovation Park site, they also provide a complementary offer around the region which can be seen as a positive attribute.

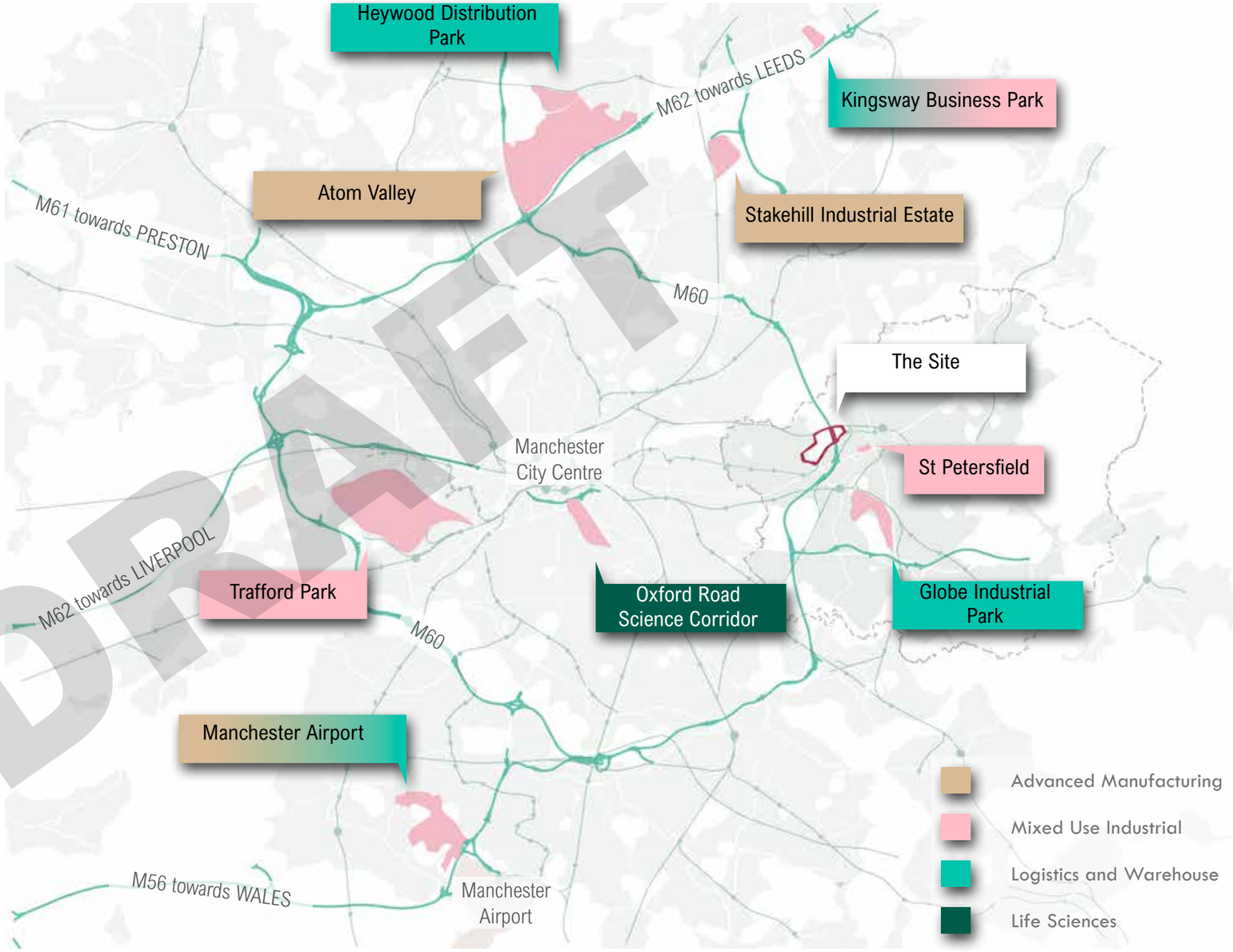


Figure 2.2: The site within the Greater Manchester context

2.6 Infrastructure Growth

Ashton Moss benefits from being well-connected to the existing strategic road network (Junction 23 M60), as well as excellent connections via public transport (buses, and Metrolink and associated Park and Ride, Ashton railway station), and the potential for a future railway station in proximity to the site (proposed within Places for Everyone). This local connectivity and access to a key talent pool within an hour's commute of the site solidifies its attractiveness as a key employment location.

HS2 is a potential opportunity and consideration for Ashton Moss Innovation Park. Phase 2b, which includes two stations in Manchester, at Manchester Piccadilly and Manchester Airport, will bring new jobs, training opportunities and business for local residents and companies. Support was confirmed by Government in the Autumn Statement (2022).

Northern Powerhouse Rail is now to be scaled back to a 'core' version which references the Integrated rail plan, for a high-speed line between Warrington, Manchester and Marsden. The new line from Liverpool to Leeds via Manchester and Bradford will not go ahead, nor will a new station in Bradford. There are also planned upgrades to regional rail routes including the Transpennine Railway and the Hope Valley Line Upgrade.

Dark Fibre Network GM

Tameside offers secure and world class digital infrastructure. Swift Wi-Fi provides free community wi-fi. Tameside Digital Infrastructure Cooperative Dark Fibre offers high upload and download speeds and reliability for commercial ISPs. The area is at the forefront of the 5G rollout. Openreach will provide Fibre to the Premises (FTTP) connectivity.

Virgin Media (Business) has invested £23.8m into the deployment of a 2,700km long 'full fibre' network in Greater Manchester, designed to connect 1,700 public sector sites which is estimated to have already delivered an £11.8m economic boost to the local economy. Ashton is home to a powerful data centre, located at the nearby Ashton Old Baths, which provides secure and high-speed connectivity to the whole of Tameside. This makes Tameside the best digitally connected borough in Greater Manchester and within the top 15 within the UK.

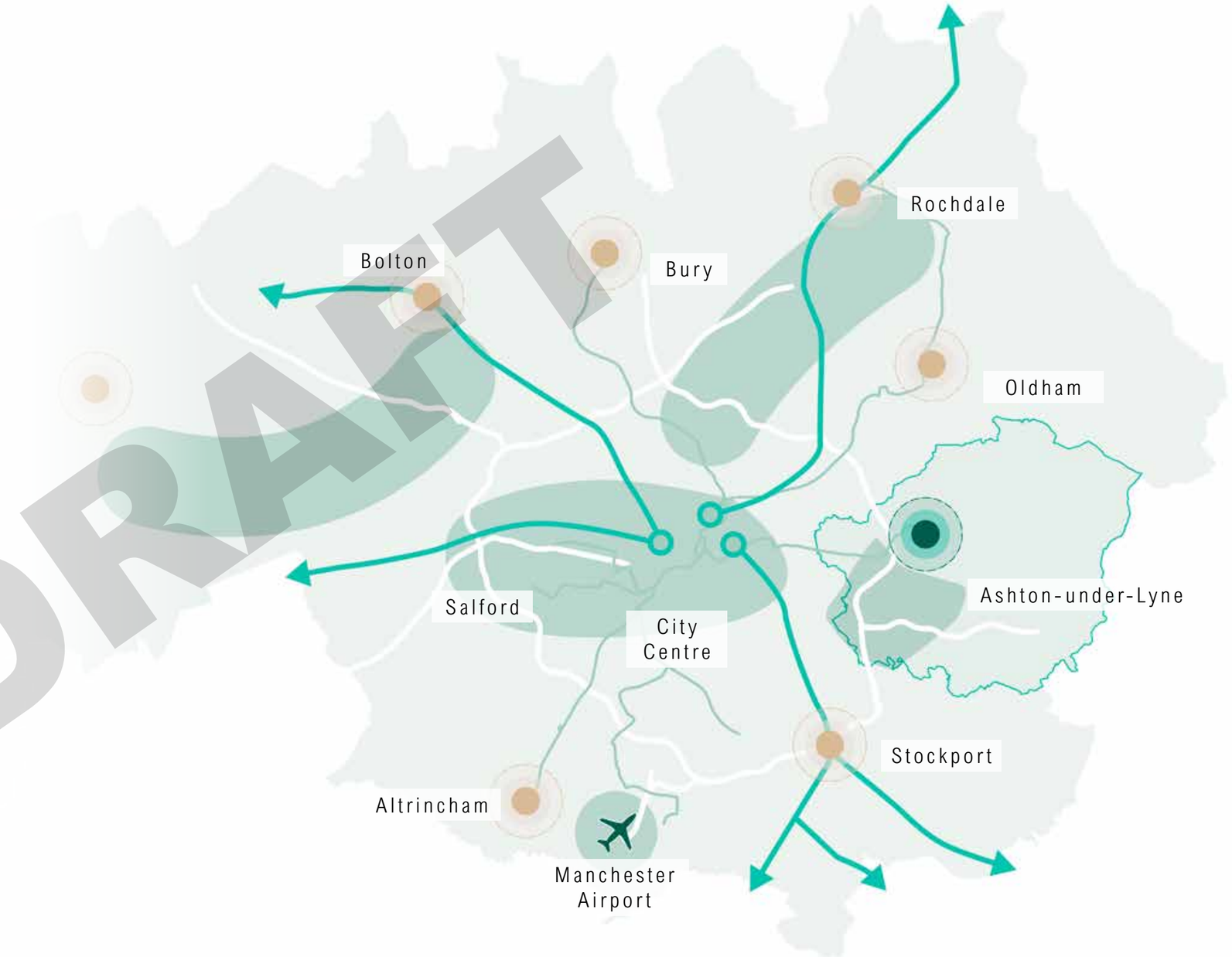


Figure 2.3: Transport and economic connectivity around Greater Manchester

2.0 Strategic Context

2.7 Places for Everyone

The site is allocated in the Places for Everyone Plan (PfE) which sets out a long-term plan, up to 2037, for nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth.

The submitted PfE plan recognises the importance of industrial and warehousing accommodation to advanced manufacturing and logistics, and its importance to other parts of the economy and efforts to reduce inequalities.

The supporting text notes that advanced manufacturing is a particular strength, supported by the city-region's high concentration of research assets. Greater Manchester is recognised as an internationally important test-bed for new products and services, renowned for its ability to drive adoption of approved innovations at pace and scale. Enabling the success of this sector will be important for the wider prosperity of the North of England.

Greater Manchester's (GM) long-term economic success will partly depend on the ability to continually renew and enhance the supply of accessible industrial and warehousing premises, responding to changing business practices and demands. Rising levels of automation and digitisation, increased customisation, greater integration of product services, and demands for more functionally and energy efficient premises are all leading to the need to increase the supply of new high quality floorspace, often with larger floorplates (PfE).

The PfE policy (Policy JP-J4) notes the need to provide for *'at least 3,330,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2021-2037'.* The draft policy recognises the need to ensure choice and flexibility, offering a range of opportunities, making the most of key locations and increasing the supply of high-quality sites to bolster competitiveness.

The Policy sets out the potential for employment sites delivering more than 100,000sqm to provide (inter alia) opportunities for advanced manufacturing.

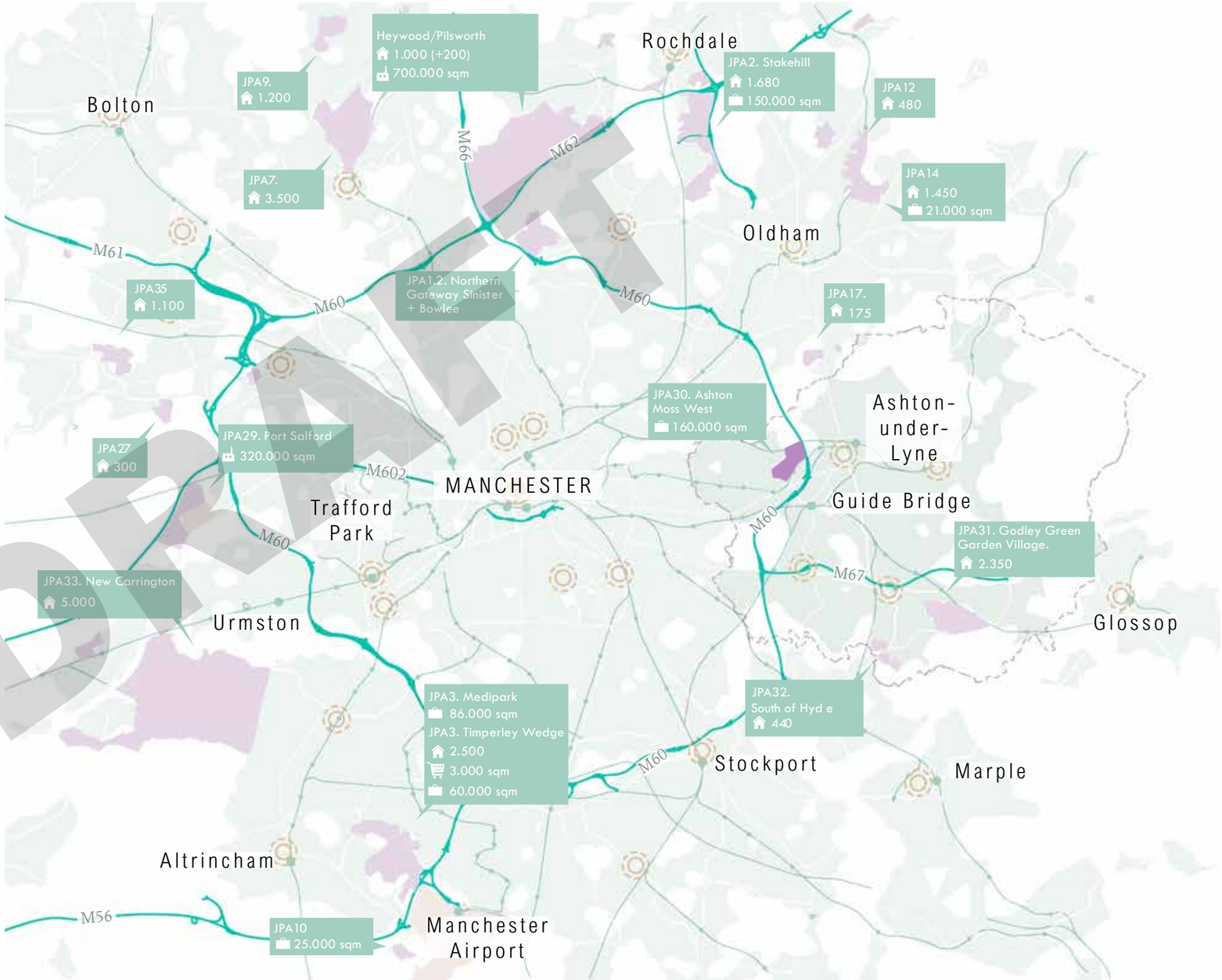


Figure 2.4: Places for Everyone proposed employment allocations

2.8 Tameside and the Local Context

Industrial Market Review

Tameside's industrial/employment land pipeline comprises 59 sites, capable of delivering 155,786 sqm industrial floorspace. Seven of these sites are larger than 1 hectare in size, the largest being Ashton Moss East, although the majority comprise smaller site opportunities. A full breakdown is provided in Table 2.1

Some of the industrial sites are identified as they have extant planning permission for an extension to existing employment premises, for example, proposed delivery of additional units to support existing employment uses.

Site Name	Brownfield/ Greenfield	Construction Status	Planning Status	Developable Area (Ha)	Additional Information
Ashton Moss Plot 3000 (Ashton Moss East) Lord Sheldon Way, Ashton-under-Lyne	Greenfield	Not started	Permitted	8.75ha	Development has not commenced. Awaiting reserved matters application.
Shepley Industrial Estate Extension Shepley Road, Audenshaw	Greenfield	Not started	Full planning application (21/01348/FUL) approved in November 2022 for the erection of five mixed employment units and a timber manufacturing facility.	2.12ha	Development has not commenced, but permission now granted for 5 no industrial units and timber manufacturing facility.
Oxford Street Mills Oxford Street East, Ashton-under-Lyne	Brownfield	Not started	Pending decision for full planning application (ref. 21/01080/FUL) for the erection of 3 no. B8 units.	1.43ha	Permission currently pending for a scheme consisting of 3no industrial units. Assume multiple units built out in phases over a number of years.
Ashton Street / Gate Street, Dukinfield	Brownfield	Not started	Not permitted	1.13ha	Development has not commenced. No employment planning permission in place. Assume multiple units built out in phases over a number of years.
Off Hattersley Road West, Hattersley, Hyde	Greenfield	Not started	Not permissioned (for employment use) but full planning (12/00813/FUL) secured for a new access road in November 2012. The permission has since been implemented.	3.62ha	Hattersley and Mottram SPG (March 2004) confirms site has been constrained by market demand and requirement for improved road access (now implemented). No employment planning permission in place. Assume multiple units built out in phases over a number of years.
Former Total Petrochemicals Globe House, Bayley Street, Stalybridge	Brownfield	Not started	Previous consents for demolition of previous operational buildings (12/00897/NDM) (13/00389/NDM), and consent granted for new office (16/00716/FUL) on part of the site.	3.8ha	Development has not commenced. No employment planning permission in place. Assume multiple units built out in phases over a number of years.
Moss Way / Audenshaw Road DOA	Brownfield	Not started	No planning permission (previous applications for mixed use development were withdrawn – reference: 07/00767/OUT). Proportion of site seeking change of use for waste transfer station (21/00071/FUL) awaiting determination.	4.87ha	Portion of site has been developed for a waste transfer station (seeking retrospective approval).

Table 2.1: Allocated Employment Sites over 1ha in size (Strategic Housing and Economic Land Availability Assessment (2022))

2.0 Strategic Context

2.9 Tameside Socio-Demographics

Tameside (OL7 Postcode area straddling Ashton and Droylsden) has a greater proportion of 0-24 year olds than Tameside and the wider North west region, and comparatively fewer people aged 55 and over. The local area also presents a greater proportion of 25-34 year olds.

In terms of population forecasting, over the next five years there is expected to be a 14% increase in 5-19 years olds and a 16.5% 35-44 year olds (for OL7 postcode area). This is positive as the area immediately surrounding the site has a growing working age population.

This also highlights the importance of bringing Ashton Moss Innovation Park forward, and creating high-value employment opportunities, and to help to stem out-commuting.

Tameside is ranked 23rd most deprived Local Authorities in the Index of Multiple Deprivation (2019). Its position has worsened since 2015 when it was ranked 34th.

The area immediately surrounding the site is characterised as a deprived catchment, with many of the Lower Super Output Ares (LSOAs) being within the top 10% most deprived, particularly for health and life expectancy.

A PROMIS report suggests Ashton contains a significantly above average proportion of adults of working age categorised within the least affluent D and E social groups (which includes those in skilled and unskilled manual employment, the unemployed and those on state benefits); social group C2 (which includes those in skilled manual employment) is also over-represented. In contrast, the most affluent AB social group (which includes those in managerial and professional occupations) is particularly under-represented within the Ashton area and social group C1 (which includes junior non manual employees) is moderately under-represented.

The level of car ownership in the locality is significantly below average overall, although a key benefit is the connectivity of the site via public transport modes, which should support in attracting more local workers to the site once a development comes forward.

Tameside's proportion of residents with no qualifications is in line with the North West and slightly above the GB average. The disparity in education begins to emerge at GCSE level, and increases to almost 9% points below Northwest at A-level qualifications, and 11.6% at university degree level, which provides a challenge to prospective businesses in Tameside, particularly businesses within the knowledge economy. This indicates that there needs to be a programme of upskilling to go alongside the proposed development, forging links with existing local educational institutions such as Tameside College.

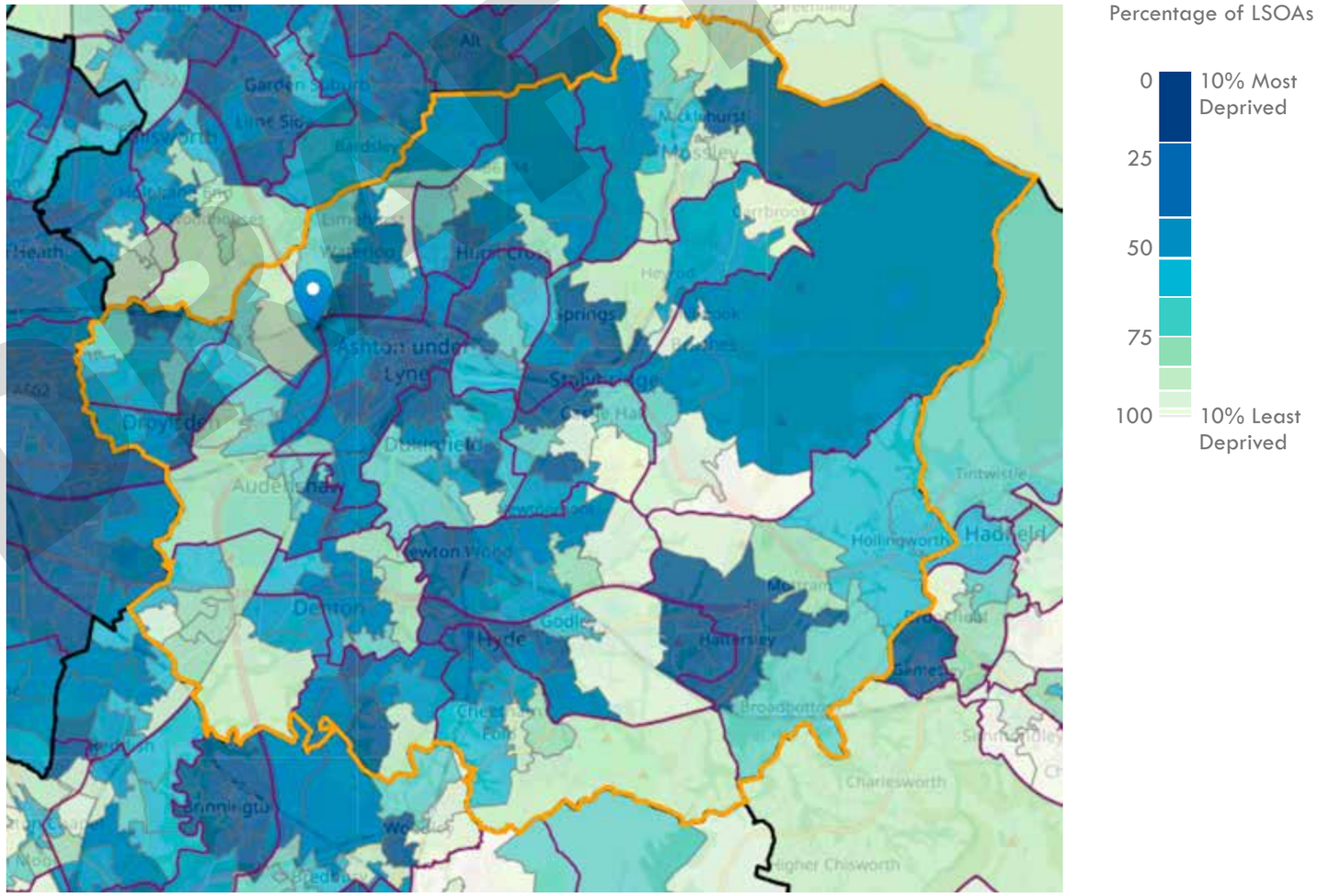


Figure 2.5: Index of Multiple Deprivation (2019) in Tameside (Source Department for Communities and Local Government, 2019)

Tameside (Local Authority area) has a relatively weak local economy, having grown by 8% between 1999 and 2016, compared to 24% in Rochdale and 54% in Salford. Since 2014, productivity growth has been -0.8%, although there is a growing business base in the Borough.

Unemployment is lower than the North West (NW) and Great Britain (GB) average, although there are a higher proportion of workless households (17.4%) compared to 15.5% for the NW as a whole.

Tameside residents are employed primarily in skilled trades, associate professional and professional occupations, and have relatively high proportions of residents working in skilled trades, sales and plant and machine operation, relative to NW and GB. The low number of residents in professional occupations is shown in the graph adjacent, demonstrating that businesses in Tameside may currently find it difficult to recruit highly skilled labour from within the borough, with neighbouring boroughs gaining preference.

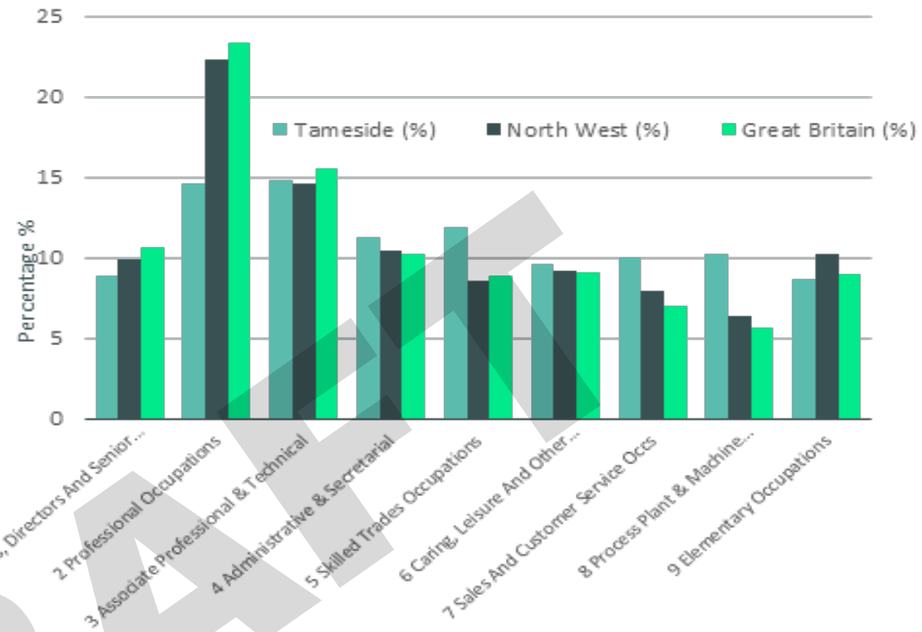


Figure 2.6: Employment by Occupation (Source: Experian, 2021)

The most prevalent industries in Tameside are retail, health and social care and manufacturing.

There has been a decrease in the proportion of jobs within knowledge economy sectors which include digital and creative, health, clean growth, and advanced manufacturing. An 8% decrease was evident between 2013 and 2018, compared to a 14% growth in England and GM. This presents a significant challenge and at the same time an opportunity to increase the share of knowledge economy jobs in Tameside, including in advanced manufacturing.

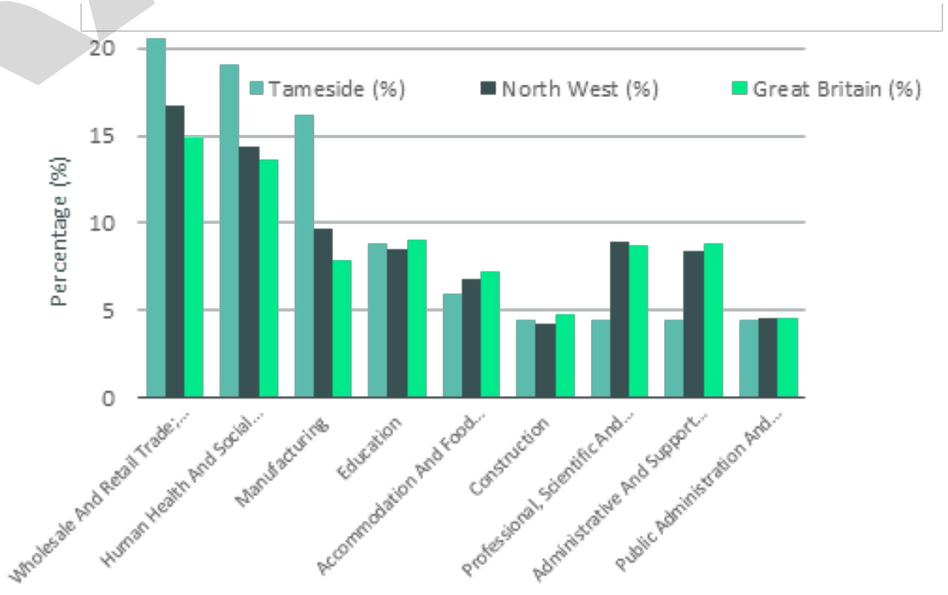


Figure 2.7: Employee jobs by industry (Source: Experian, 2021)

2.0 Strategic Context

2.10 Tameside Growth Strategies

Eastern Growth Cluster

The site falls within the Eastern Growth Cluster identified by the Tameside Inclusive Growth Strategy (2021). This cluster comprises Ashton Moss, St Petersfield and Ashton Town Centre. This strategy identifies the strengths of Ashton Moss as it's location and quality of life; connectivity - digital and strategic infrastructure; and the diverse manufacturing and engineering sector. St Petersfield is also identified, for its primary quality office development associated with the Ashton Old Baths Innovation Centre, and the wider town centre which offers a range of opportunities for residential, retail, health, cultural and leisure development.

Combined, this cluster is envisaged to create a significant new employment engine and to take advantage of the borough's city region leading digital connectivity. The Eastern Growth Cluster also lies in proximity to Hyde Triangle, where there is an outline planning permission sought for up to 2,350 new homes at Godley Green Garden Village. This would further bring a wider employment pool to the area. The build out rate is anticipated to be 132 dwellings per annum commencing in 2028/29 and completing in 2045/46.

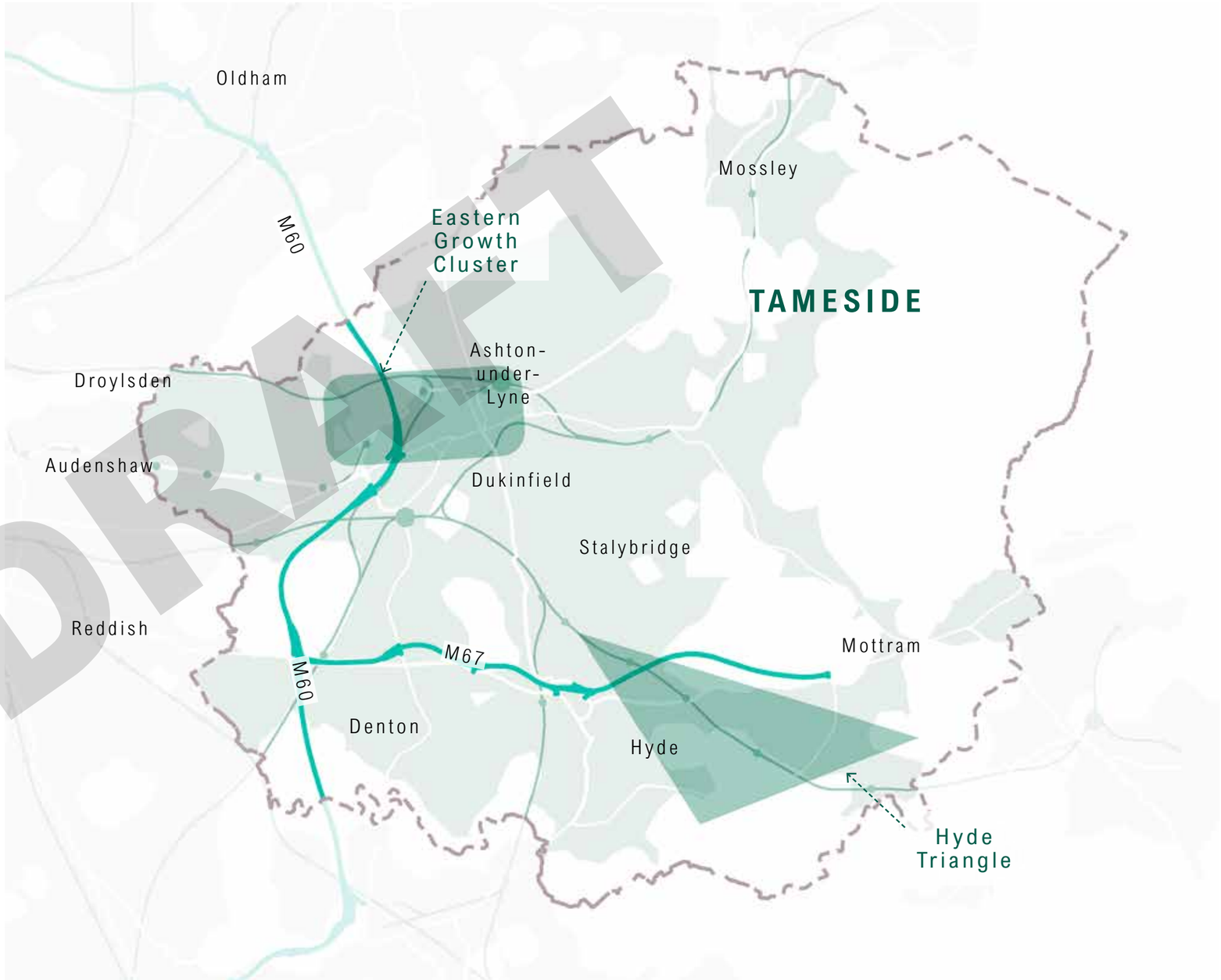


Figure 2.8: Tameside Eastern Growth Cluster

2.11 Ashton Mayoral Development Zone

The locations within the Eastern Growth Cluster form an 'innovation corridor' which has been approved by Tameside Council's Executive Cabinet as Ashton Mayoral Development Zone (AMDZ) which will boost the profile of Ashton and Tameside in general, helping to secure future funding and investment for the area. This is intended to be brought forward in partnership with the Greater Manchester Mayor's office. This Development Framework is being prepared as part of that Development Zone strategy and funding to scope the future potential of the site in more detail and its relationship to the wider area.

The AMDZ encompasses St Petersfield, a strategic mixed-use commercial destination, Ashton Town Centre and Ashton Moss. The works within Ashton Town Centre include significant public realm enhancement, Levelling-Up Funded works, as well as works to the Market Hall, Town Hall and the town's two shopping centres.

This highlights the strategic importance of the site at Ashton Moss Innovation Park as a regeneration opportunity and focus for investment and growth with the synergy that can be created by viewing the sites as part of a wider growth corridor.

Figure 2.9: Ashton Mayoral Development Zone

3.0
LOCAL CONTEXT

3.0 Local Context

3.1 Strategic Context

Ashton Moss Innovation Park lies in close proximity to the west of Ashton-under-Lyne town centre and 8.4km to the east of Manchester city centre.

The site and the town is well connected via road, rail, bus and tram making it a highly connected location. The proximity of the site to the Peak District to the east and nearby country parks to the north and south provides easy access to the surrounding countryside.

Ashton-under-Lyne is a key town within Greater Manchester and Quality Bus Transit between Rochdale-Oldham-Ashton is proposed to provide greater integration at the outer core of the Greater Manchester area.

The Site's positioning as part of the Eastern Growth Cluster and Ashton Mayoral Development Zone, alongside investment in other sites such as Ashton Town Centre, Ashton Old Baths and St Petersfield will support the delivery of high innovation growth.

3.2 Strategic Connectivity

The site straddles the M60, Greater Manchester's outer ring road, connecting a large number of the key boroughs within the city region. The site links directly into J23 to the south on the strategic road network. Road connectivity along Ashton Old Road (A635) into Manchester City Centre also feeds from the A6140 directly to the south of the site. To the east this road leads into Stalybridge towards Glossop and the Peak District.

The railway line to the north of the site connects Ashton-under-Lyne railway station directly into Manchester Piccadilly with connections to the wider city region as well as other areas of the Northern Powerhouse, south to London and north to Glasgow and Edinburgh. The local station at Guide Bridge also serves stations to Manchester Piccadilly to the west and Glossop to the east.

The TfGM Metrolink network runs directly to the south of the site, with two stops serving the site itself. Eastbound services serve Ashton-under-Lyne and westbound services run into Manchester city centre and continue to termini at MediaCityUK and Eccles. Stations within the city centre provide connections onto East Didsbury, Altrincham, Bury and Rochdale with a planned extension north to Middleton.

Manchester Airport is located to the south of Greater Manchester, accessible along the M60 or via rail and tram links.

The site also sits in proximity to green infrastructure networks including the Beeline cycle network and Ashton Canal providing connectivity around the Greater Manchester region and into Manchester city centre.

"

The site has several strategic advantages; offering significant levels of sustainable travel access options, proximity to the town centre and surrounding amenities, easy access to the M60 and high quality green infrastructure.

"

Figure 3.1: Strategic Connectivity in Greater Manchester (road, rail and metrolink)

3.3 Landscape Setting

The site is located at the urban fringe, nestled between developed areas to the east, west and south, and swathes of undeveloped farmland to the north. The western site is currently designated Green Belt with the area to the north also falling within this designation. Although the site itself is greenfield land, it is a logical site between Droylsden and Ashton-under-Lyne which lends itself to delivering a complementary use to its surrounds.

To the north of the site lies the River Medlock valley and Daisy Nook Country Park. To the south is the River Tame. The area of the site rises up with the site itself forming an elevated area which is visible from the surrounding landscape. Stalybridge Country Park and the Peak District beyond lie to the east of the site, encompassing Tameside and marking the edge of Greater Manchester.

The Greater Manchester Landscape Character and Sensitivity Report (LUC, 2018) identified the site has having a moderate-high sensitivity for commercial/industrial development.

The elevation of the site is due in part to the inherent landscape of the area, but has been artificially raised due to spoil deposition creating a more pronounced elevated platform within the site.

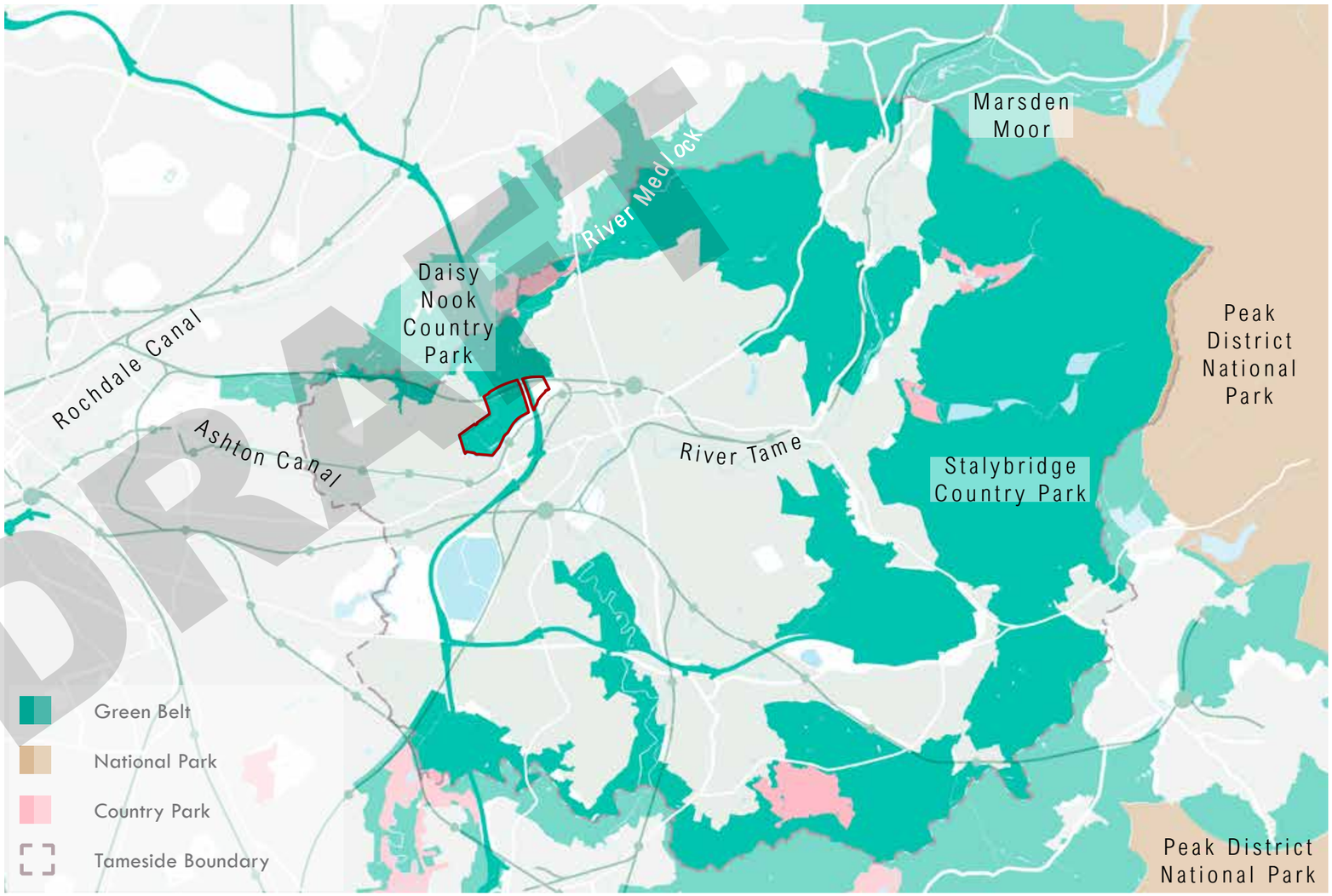


Figure 3.2: Landscape setting

3.4 Green and Blue Infrastructure

The site is currently well used by local residents for walking and recreation, however it does not have any formal designation as open space or otherwise, and although footpaths are found across the site, these are generally informal created through fences. There are a number of Public Rights of Way (PRoW) across the site. A north/south off road route runs to the west of the site from Little Moss in the north to the A6140. The nearest park to the site is Lees Park, just to the west serving the residential area.

To the east and north east of the site lie a number of playing fields including Ashton Cricket Club, East Cheshire Athletic Club and Tameside Cycle Circuit.

Blue/green networks in the form of the Ashton Canal and River Tame are found to the south of the site which provide linear recreational and active travel links.

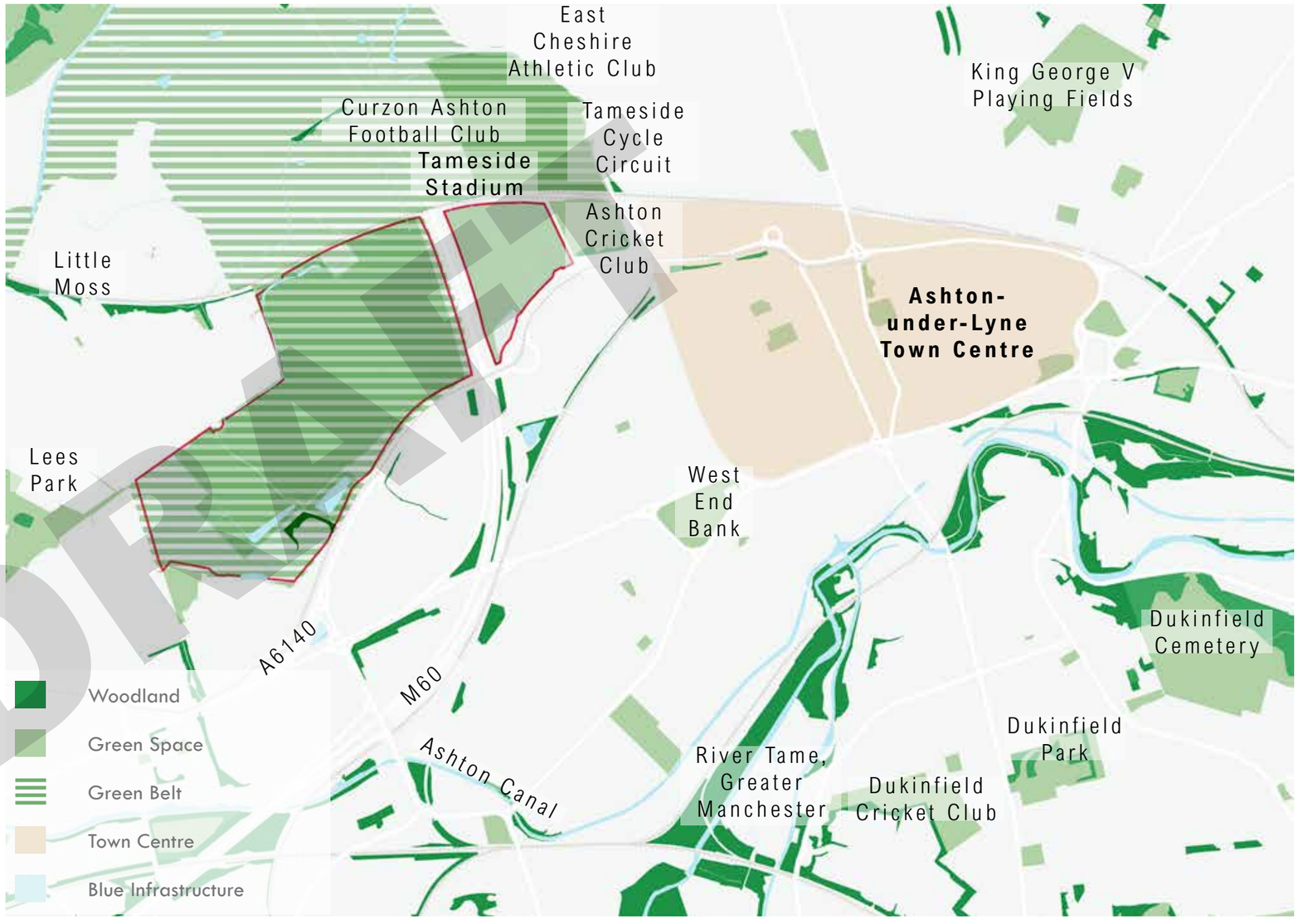


Figure 3.3: Green and Blue Infrastructure

3.5 Leisure and Amenities

The site is well situated with a strong local and regional scale leisure and retail offer as well as a range of other amenities. In close proximity to the east and north east of the site there are a football and athletics club, a cricket club, and a cycle circuit.

Located to the south of Lord Sheldon Way (A6140) are two retail and leisure complexes. The Ashton Leisure Park offers bowling and a cinema, and a range of F&B options. This is complemented by a hotel and a gym. The local area is home to a number of large box retail and light industry, including car sales and trading sites. The site also includes office buildings, including Nexus House. Further to the south of the site is Snipe Retail Park, home to a series of large box retail and fast food. The Notcutts Garden Centre and Mockridge Nurseries (garden centre) are within the south west corner of the site. The Sheldon Arms pub and a Travelodge hotel are located outside of the site to the south, on Lord Sheldon Way. A small row of local convenience stores are located to the west, adjacent to Audenshaw tram stop, which form a local centre. To the east, there are two large supermarkets, beyond which is Ashton town centre and IKEA within walking distance of the site.

These facilities already in situ provide an ideal environment for new businesses and employment uses, complementing the existing offer and generating further support for the facilities.

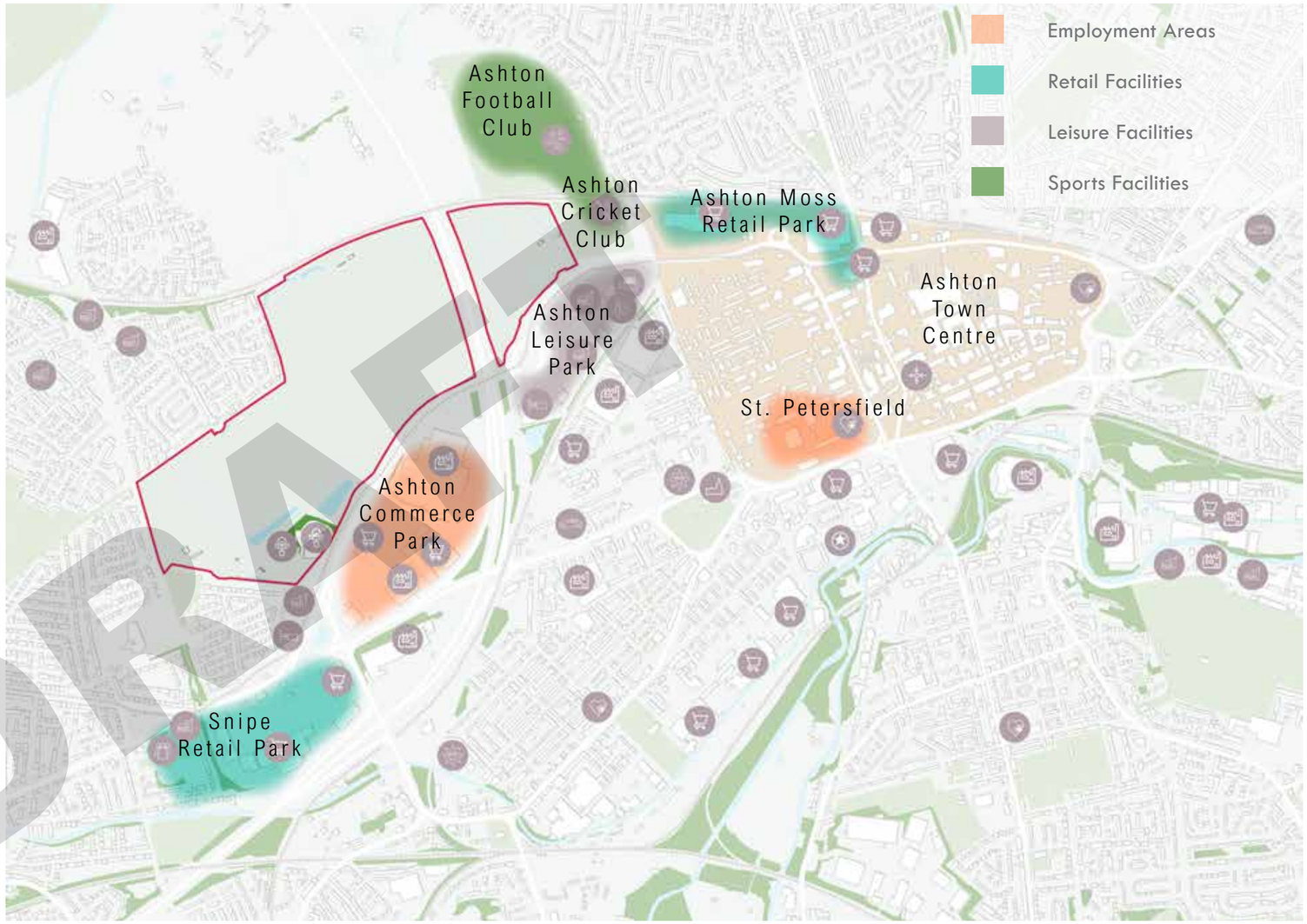


Figure 3.4: Leisure and Amenities

3.6 Educational Facilities and Employment Hubs

There are a number of schools within 2km of the site including Laurus Ryecroft High School, Ashton West End Primary School, Moorside Primary School and Hawthorns Primary Special School. Buses running past the site also service St Damian's RC Science College to the north of Ashton.

Tameside College is located to the east of Ashton town centre providing educational and higher education opportunities for school leavers and adults as well as a range of apprenticeships and university level course. Clarendon sixth form College, located in Ashton town centre provides a range of courses including 'A' Levels and Vocational training, such as engineering and applied science.

St Petersfield is designated as an established employment area and sits within Ashton town centre. Redevelopment, supported by its position as part of the Ashton Development Zone is envisaged to develop employment floorspace, hinged on the recent regeneration of Ashton Old Baths. The local retail and leisure parks also form substantial employment offerings.

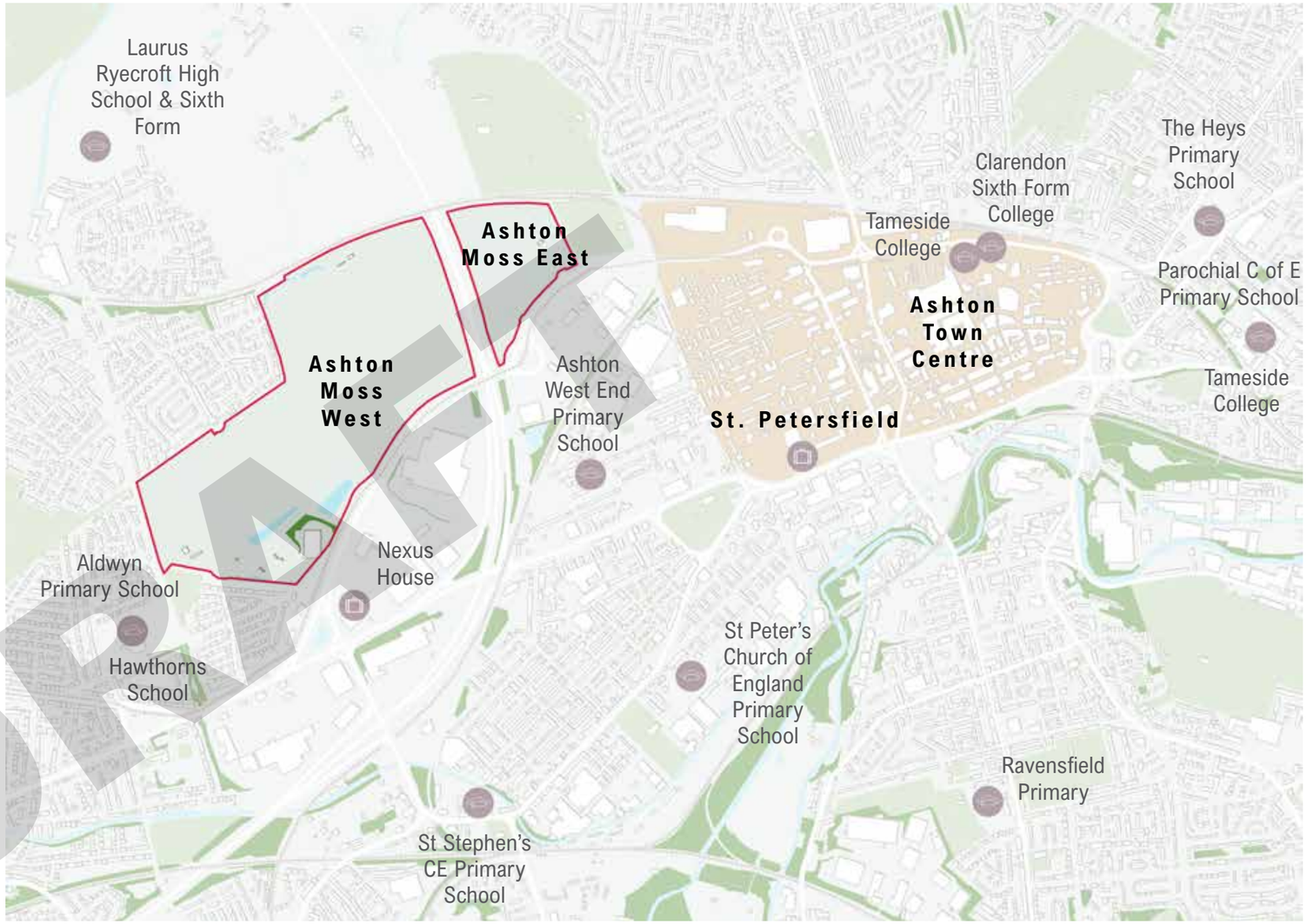


Figure 3.5: Education and Employment

3.7 Planning Status

Existing Planning Allocation

The eastern part of the site (Ashton Moss East) is allocated as a Regional Investment Site/ Strategic Regional Site for employment use (Policy E1) within the adopted Tameside Unitary Development Plan (UDP) (2004). This confirms that high quality employment development is to be encouraged, with careful consideration of design, external areas and landscaping, with a focus on environmental quality.

The allocation relates to a wider area than solely Ashton Moss East (as identified in figure 3.1). Much of the allocation has already been developed, with the creation of Ashton Leisure Park, completed in 2017, leaving only Ashton Moss East undeveloped.

The policy notes that the following uses will be acceptable:

B1b research and development, B1c light industry, B2 general industry, B8 storage and distribution and sui generis employment uses similar in character to industry warehousing, including car showrooms and C1 hotel uses.

The western parcel is currently within the Green Belt (Policy OL1) and as such inappropriate development is not permitted unless very special circumstances apply. Notwithstanding this, the western site is being promoted for employment uses within the emerging Places for Everyone plan, which is going through Examination (see below).

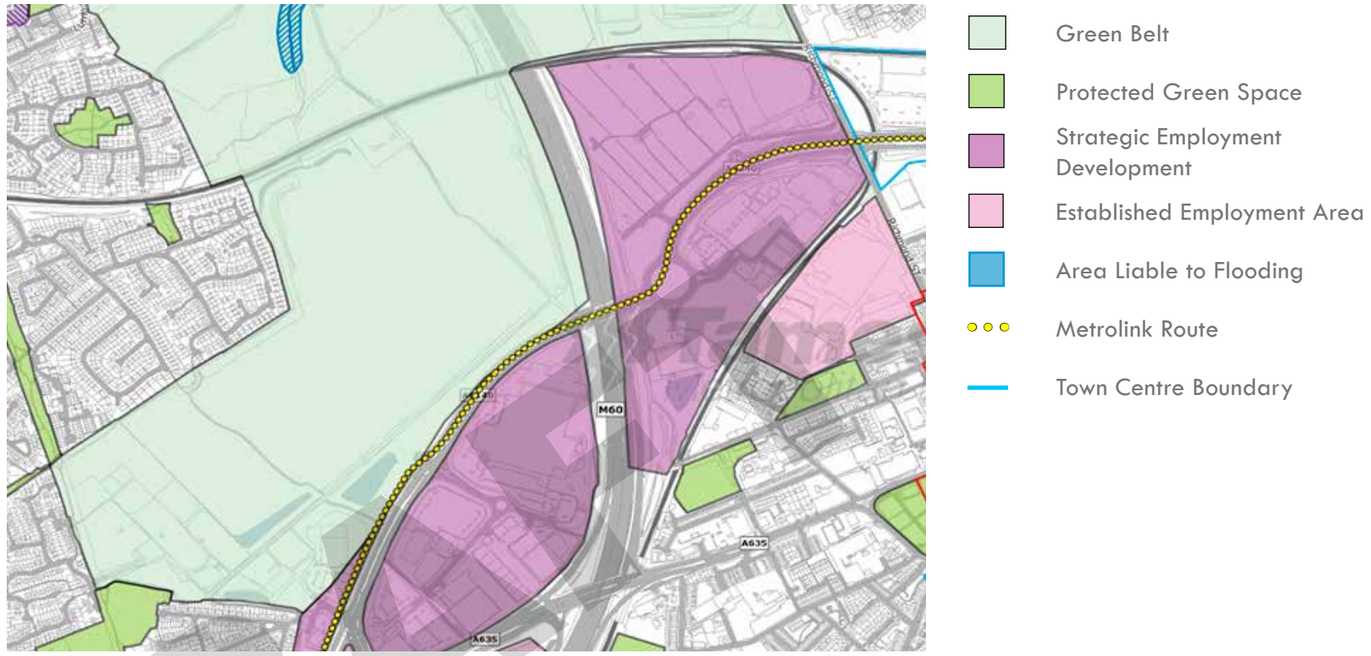


Figure 3.6: Extract from Tameside UDP (2004) adopted Policies Plan

Proposed Planning Allocation

Places for Everyone (PfE) sets out a long-term plan, up to 2037, for nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth.

PfE puts forward a proposed employment allocation for the western parcel (Policy JPA 30- Ashton Moss West), noting the 'development site will be required to deliver around 160,000 sqm of employment floorspace, primarily within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes' and will 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'

As part of emerging Policy JPA 30, there is a requirement for the following:

- Developer contributions – towards transport and other infrastructure as deemed appropriate.
- Masterplanning – A comprehensive masterplan, phasing strategy and design code which is approved by the Local Planning Authority will be required for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders.
- Public realm will need to be high quality, incorporating street tree planting and public open space, aligning with the Council's Open Space Review.
- Access will need to be provided from the A6140 (Lord Sheldon Way).

- Innovative and creative architecture is encouraged which respects and integrates into the surrounding landscape. A key consideration is the interface between proposed and existing development, including neighbouring heritage assets and protecting the amenity of nearby residential properties.
- Heritage assets – consideration of heritage assets beyond the site boundary as potential sensitive receptors to the proposed development.
- Ecology – Key landscape and ecological features will need to be protected and enhanced, including trees and woodlands, watercourses and ponds;
- Connectivity – Active travel including clear footpaths and cycle ways will need to be provided as part of proposed development. The plan proposes a potential train station to the north east of the site, however has not been tested or designed as part of the PfE proposal.
- Remediation – a detailed earthworks and remediation strategy will be required to underpin the masterplan/ proposed development on the site.

PfE is in the process of undergoing Examination, with hearings having commenced in November 2022 and due to complete in Spring 2023. Matters, issues and questions have been raised by the Inspector as part of this process. Tameside Council has confirmed their support to the release of the site from the Green Belt and concurs with the conclusions drawn in the site allocation topic paper. Specific landowners however have noted the potential for mixed use development on the site and scope for logistics-based employment, in amongst broad support for the allocation.

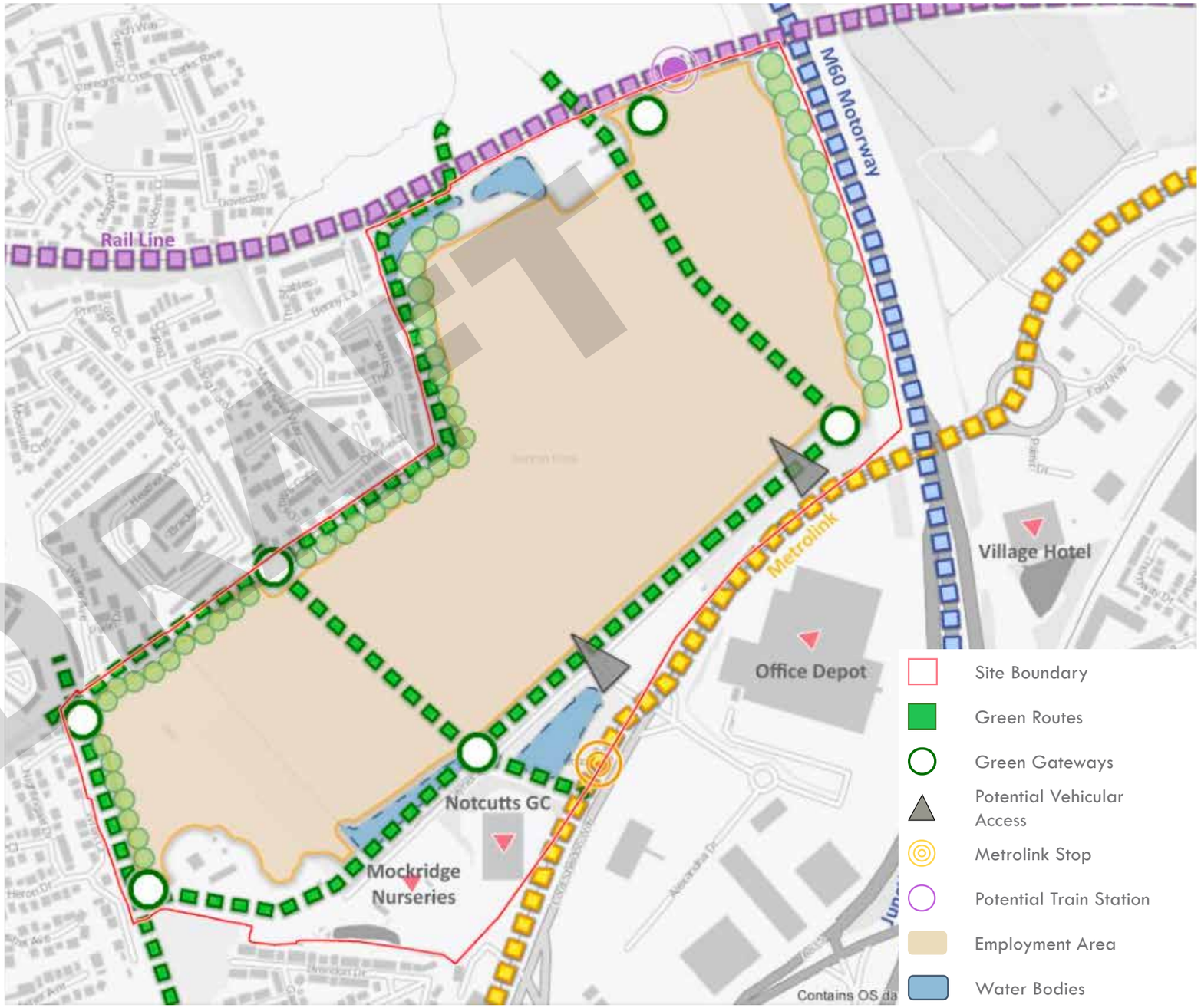


Figure 3.7: Places for Everyone draft allocation JPA30 concept plan

3.8 Planning History

A review of the planning history of the site has been undertaken as well as the immediate vicinity within the site. This confirms that the site has previously secured planning permission for a new 9-hole golf course and associated football facility (planning reference 09/00821/FUL), which was granted in December 2009. This application was never implemented, for reasons unknown.

Other recent developments on the site relate to the property at Moss Lane Farm and various planning applications associated with the Metrolink Park and Ride, which was approved in April 2012 (planning reference: 04/04/2012) and provides 192 car parking spaces to the south of Rayner Lane. The planning history also confirms the presence of the radio masts on the Arqiva land.

The eastern part of the site has benefitted from historic planning permissions and the retail and leisure elements have been constructed as part of the Ashton Leisure Park which is located to the south of Ashton Moss East (planning reference: 90/00141/OUT). There have also been previous proposals mooted for a hotel although this application was subsequently withdrawn.

A full breakdown of the planning history for the site is provided in Table 3.1.

Reference	Site Address	Description	Status
21/00746/FUL	Land Off Lord Sheldon Way Ashton-under-Lyne Tameside	The proposed development is for an industrial unit with B8 & B2 use class with hard and soft landscaping	Approved 15/11/2021
20/00461/FUL	Detailed planning application for the construction of 1no. Self-Storage Facility (Use Class B8) with ancillary B1 uses	Detailed planning application for the construction of 1no. Self-Storage Facility (Use Class B8) with ancillary B1 uses	Approved 04/06/2020
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
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

Table 3.1: Planning application history on and around the site

3.9 Other Planning Designations and Considerations

The site is within an Air Quality Management Area (eastern parcel and adjacent to M60 and A6140). Mitigation measures may be required within development proposals to ensure air quality will not be worsened as a result of the development (Figure 3.8).

The site is within a Mineral Safeguarding Area of Brick Clay and Coal (Greater Manchester Joint Minerals DPD). Whilst this should not constrain development on the site, regard would need to be had to this policy within any future planning application and potential need to extract minerals in accordance with the policies within the plan.

Figure 3.8: Ashton Air Quality Management Area (AQMA) shown in purple

3.10 Site Access and Transport

The site benefits from its proximity to major employment and leisure parks as well as retail offering, with excellent pedestrian and public transport links. The site is within the acceptable walking distances (800m) of the Ashton Moss Metrolink and Ashton West Metrolink stops. A large number of other facilities are within walking or cycling distance of the site, including Ashton town centre. The infrastructure which connects the site is generally good and there are well lit, wide footways with a number of controlled pedestrian and cycle crossing points. Pedestrian crossing points across the A6140, however, are limited.

The Greater Manchester Transport Strategy 2040 sets out work to identify potential to provide rapid transit between Oldham/Ashton and Stockport. The opportunity for a passenger station has also been considered at Little Moss to the north of the site along the Manchester to Ashton line.

The tram network currently operates at a 12 minute frequency. The local bus stops provide access to serves 7, 7A, 7B, 217 and 731. These provide services between Ashton and Stockport, Ashton-under-Lyne Interchange - Piccadilly Gardens, and Droylsden - Lily Lanes (College Service to Damian's RC Science College).

The site has excellent access to the M60 (J23), via Manchester Road (A635) and Lord Sheldon Way (A6140). The junction has good capacity, however upgrades to junctions between A635 and A6140, as well as signalling review, may be needed.

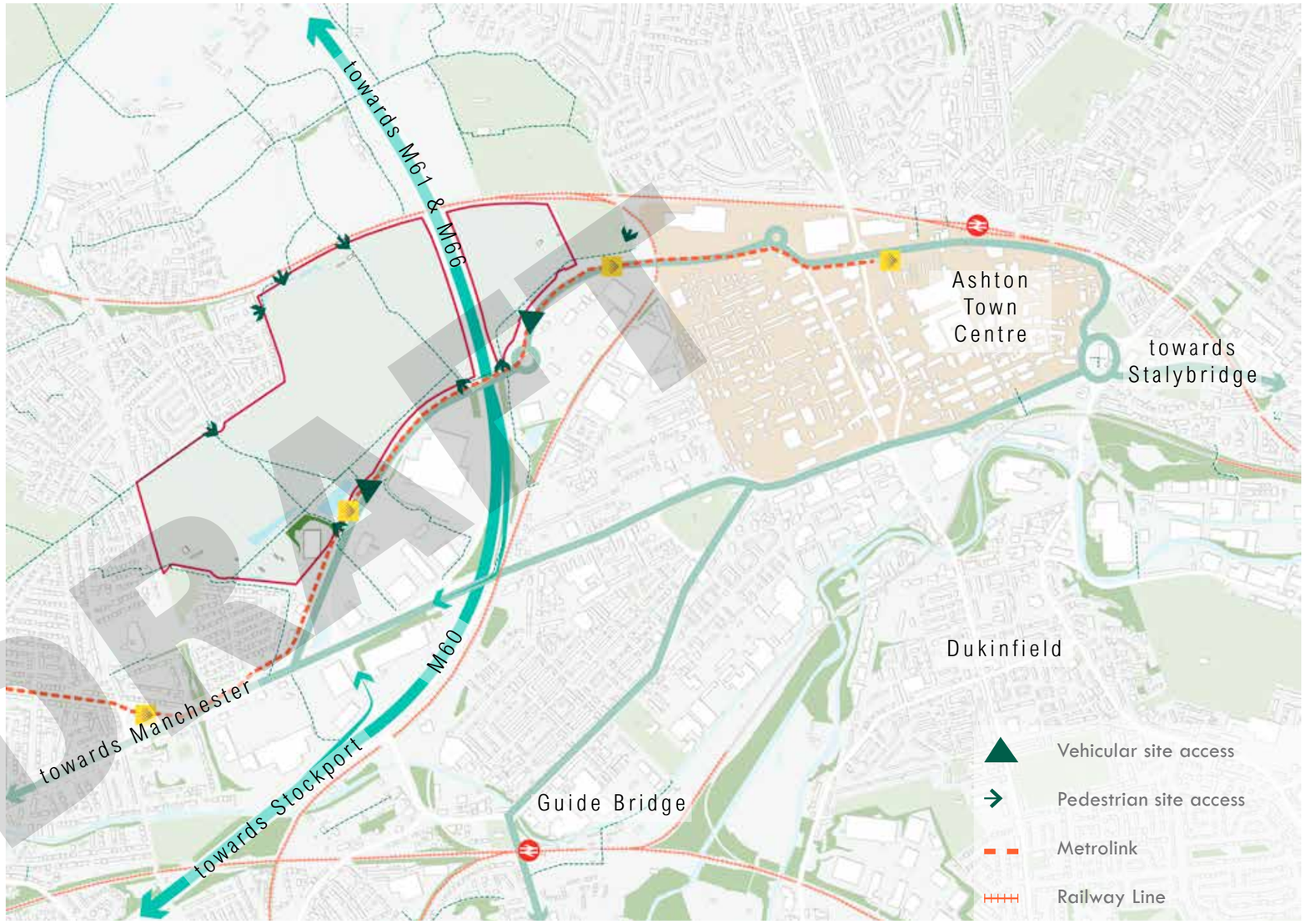


Figure 3.9: Local access and connectivity (existing)

3.11 Site History and Heritage

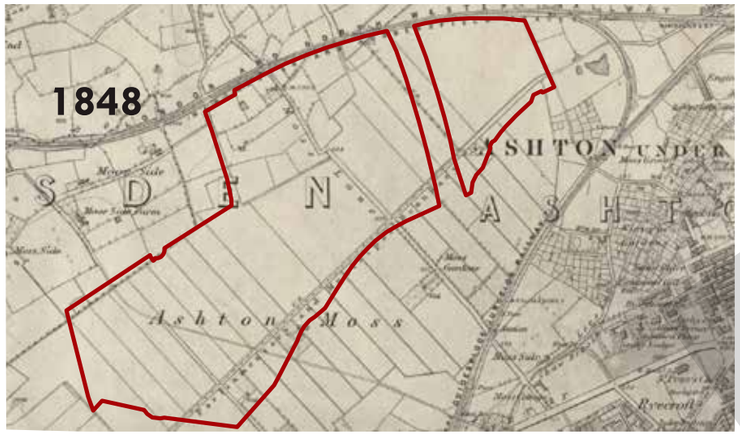
The Site was historically a peat bog which is believed to have begun forming around 5000 BC and has been continually reclaimed and exploited meaning the peat source has been truncated and diminished. There is a building on the western site called Moss Side Farm which is likely to have been constructed in at least the mid-18th century. Rayner Lane which runs along the southern boundary of the site is believed to have been formally laid out in 1831 as part of the reclamation of the Moss which has since been truncated by the construction of the M60. Moss Lane could be Medieval in date and is believed to have evolved as a routeway across the mossland.

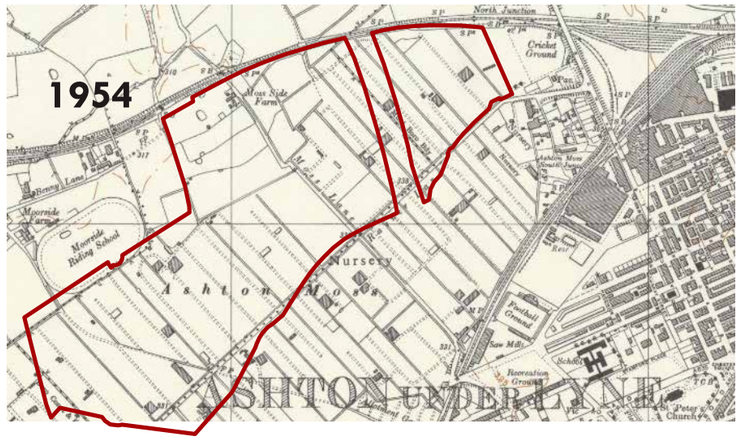
In the modern industrial era, the area of Ashton Moss became the chief market gardening area which is thought to have been intimately linked with the development and redesign of Ashton town centre from the later 18th century. The Moss continued to be used for market gardening until the 1990s. The nearest Conservation Area to the site is Ashton town centre (see figure 3.10).

The site has more recently been used for extensive spoil deposition to the west of Moss Lane. The site has some potential for archaeological remains and recommendations from the Historic Environment Assessment (prepared by University of Salford in support of the PfE evidence base, September 2020) set out the need for archaeological field investigations which should feed into the next stage of design to ensure any archaeological remains are appropriately addressed. The archaeological potential of the remaining peat is unknown at this stage.

There are two designated built heritage assets located to the north of the site at Buckley Hill Farmhouse (Grade II*) and the barn to the west (Grade II). Cinderland Hall Farmhouse (Grade II) is further to the north west. These assets should be considered in the context of key moves and views. Development should consider the setting and significance of these structures and seek to minimise harm. There is a listed Grade II mile marker on Manchester Road, moved to its current location in 2000 meaning the setting does not make a positive contribution to its significance.

The history of the site is important in terms of the industrial heritage and connection with Ashton town centre, which should be considered in order to create a sense of place and maintain links to the site's past.





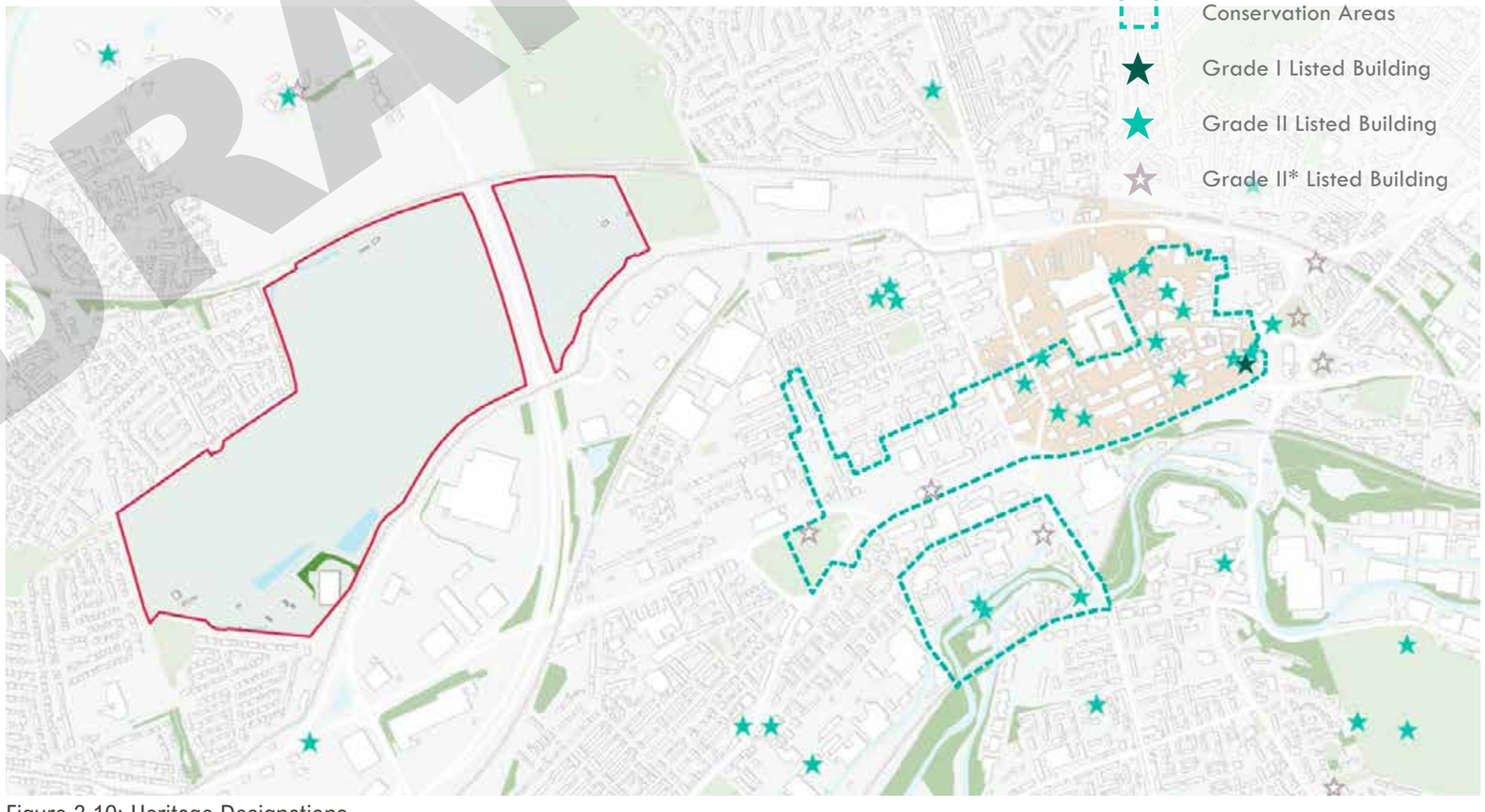


Figure 3.10: Heritage Designations

Strategic Advantages for Ashton Moss West

- In proximity to research and innovation hubs at Universities in Manchester, Huddersfield, Sheffield, Salford as well as connected hubs at Sheffield Advanced Manufacturing Park and Rochdale's Advanced Machinery and Productivity Institute.
- Direct access to the Metrolink network and adjoining the railway line.
- Within the Eastern Growth Cluster and Ashton Mayoral Development Zone
- Existing employment base and anticipated future population increase provided by Godley Green Garden Village, for example.
- Access to skilled employment base within Tameside and Greater Manchester Within walking distance of Ashton-under-Lyne town centre and leisure/ retail/ F&B offerings.
- Direct access to M60 and wider strategic road network.
- Strategic connectivity along green infrastructure corridors of the Ashton Canal.
- Beeline networks and alignment with strategic cycle network
- Access to educational facilities, especially Tameside and Clarendon Colleges providing higher education and apprenticeships in advanced manufacturing-related courses
- In proximity to retail, leisure and sports facilities to support an employment base
- Strategic views and connections to the wider landscape of the Peak District and country parks at Daisy Nook and Stalybridge

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4.0

SITE CONTEXT

4.0 Site Context

4.1 Site Context and Considerations

The site of Ashton Moss Innovation Park comprises two parcels of land straddling the M60 (Manchester Outer Ring Road). The area to the west of the M60 is approximately 60ha and the area to the east of the M60 is approximately 6ha.

To the south runs the A6140 (Lord Sheldon Way), to the north runs a railway line providing freight and passenger services between Manchester and Ashton-under-Lyne. The closest station is Ashton Railway Station to the east. Residential properties lie to the north west and west of the site, forming the residential area of Droylsden. To the south of the site is Notcutts Garden Centre Mockridge Nurseries.

A large pond referred to as 'Ashton Moss Nature Reserve' (known as Looba's Lake, and not formally designated) and a Park and Ride associated with the adjacent Metrolink station (Ashton Moss) form part of the site to the south west. Other structures within the site include active radio transmission masts and their associated infrastructure, within the most western and eastern portions of the site. A series of smaller farm buildings in private ownership are located within the western parcel to the north.

The Lord Sheldon Way corridor is home to a large number of big box retail, light industry and storage units, including CarShop Manchester, Office Depot, Selco Builders Warehouse and Screwfix. The Ashton Moss Leisure and Retail Park, to the east of the site, is home to a mix of retail, leisure, food & beverage and hospitality, including Frankie & Benny's, McDonalds, Village Hotel, Hollywood Bowl and Cineworld Cinema. Further to the east is the Ashton West Metrolink Park & Ride.

Ashton Cricket Club lies to the east of the site, accessed via Ashton Moss East. The railway line to the north separates the site from the adjacent Tameside Stadium, Football Club and Cycle Circuit. To the east, Richmond Street and the railway line separate the site from a large Marks and Spencer and Sainsbury's complex, and Ikea beyond. Richmond Street is at a higher level than the site. To the south west of the Ashton Moss East site, a SureStore Self Storage building has recently been completed with associated access improvements.

View from Ashton Moss Metrolink station looking north along Lord Sheldon Way

View of Moss Lane Farm looking south from the railway bridge

View along footpath at Ostlers Gate

View of Looba's Lake

4.2 Land Ownership

The entire site ownership is split between 10 parties, with the vast majority of western plot owned by Stayley Development, and Arqiva as the second most substantial landowner within the western plot and the most substantial at Ashton Moss East. Muse Developments also have a large interest in Ashton Moss East including shared ownership with Stayley.

Ownership and the subdivision of the site will need to be considered for delivery of development, and cooperation between the various landowners is likely to be a prerequisite for a successful outcome.

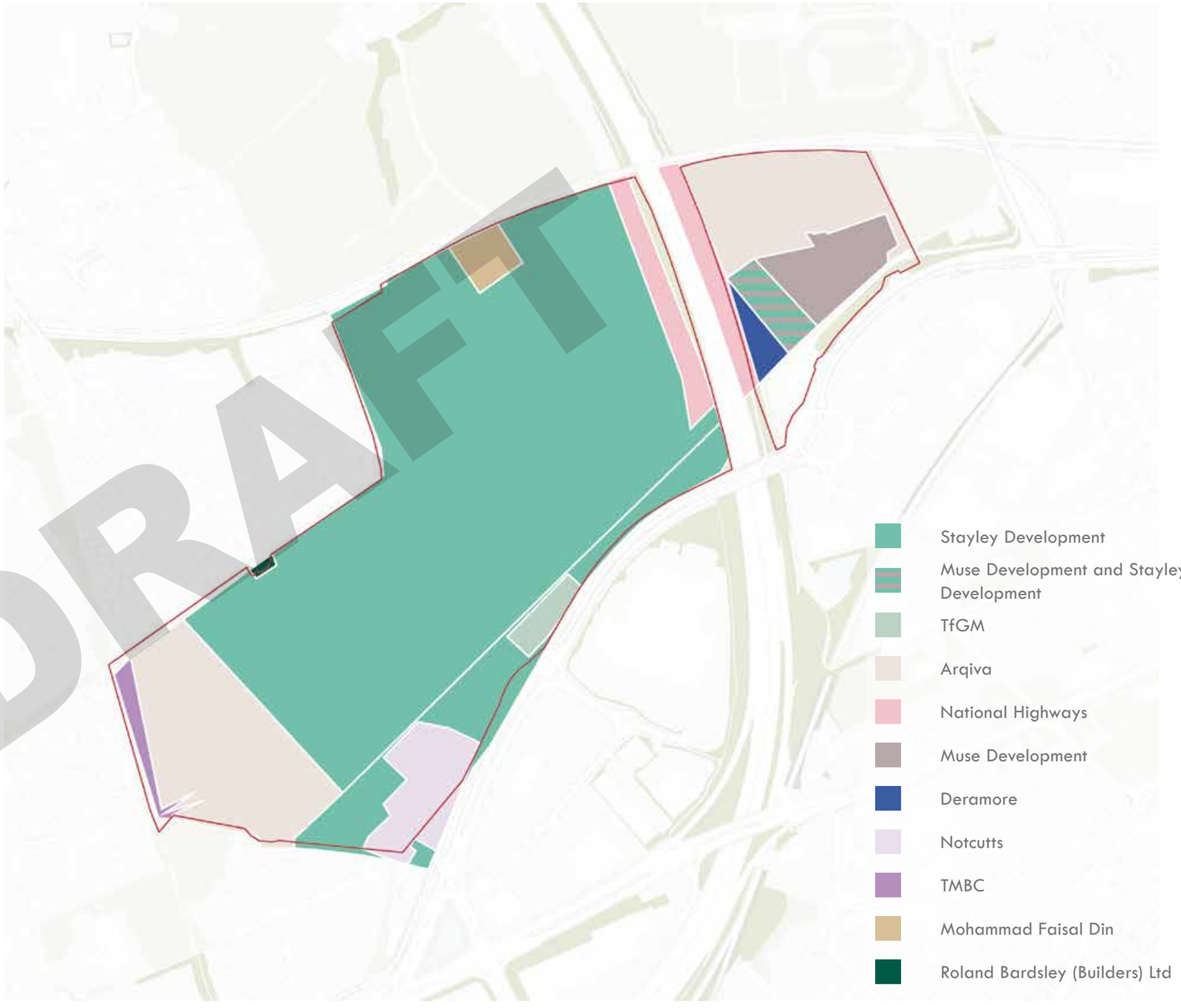

Figure 4.1: Land ownership

4.0 Site Context

4.3 Technical Constraints

Topography and Ground Conditions

There is a large volume of geotechnically poor quality Made Ground, which was placed on the site from the construction of the M60, and underlying soft compressible natural Peat soils. The underlying natural Peat and soft organic soils within the Made Ground are also expected to be producing ground gases although further testing is required.

The western site has substantial changes in levels across it, largely as a result of Made Ground deposition. The perimeter of the western site is relatively flat with an overall fall of circa 5m, while the centre of the site is mounded up to a level of 115m AOD (approx 15m higher than the periphery) with steep slopes.

The eastern site (Ashton Moss East) is relatively flat with a gentle fall from east to west, suggested by the extent and orientation of the existing site drainage. The opportunity to create development platforms will require sensitive ground improvement options for the soft peat layer present at the surface of this site.

Natural Peat is present underlying the Made Ground, with a thickness of up to 2.5m on the western site. Extensive volumes of geotechnically poor quality Made Ground up to 18m thick with steep side slopes overlie the natural Peat on the western site. Appropriate ground improvement measures and piled foundations to take any structural loads through the Made Ground and underlying soft Peat are possible for the Ashton Moss West site, which will avoid the removal of the natural Peat soils. In addition, slope stability modelling is being undertaken to understand the possibility to create stable slopes for cuttings within the Made Ground which currently forms the central mound area in the western site.

A preliminary cut and fill review has been undertaken to assess the framework options presented in this Development Framework and the degree to which the existing Made Ground can be reused and relocated within the site.

The existing topography and ground condition is a key constraint when designing suitable development plateaus and access to them.

Figure 4.2: Existing general site wide levels

Utilities and Infrastructure

A high pressure gas main runs along Rayner Lane within the western site. Easements will be required for access and maintenance to the below ground pipeline, and there can be no built structures within this zone. The existing utilities located within Moss Lane are subject to further discussions and should not be treated as a constraint for the forthcoming development.

There are masts within Ashton Moss East and to the west of the western site. These are part of operations by Arqiva who have indicated the masts will be decommissioned. These masts have not been treated as a constraint to development.

Based on the available information, it is assumed that there currently isn't an adopted sewer network that Ashton Moss East could connect into via gravity and therefore a pumping station would be required. The ability to drain foul water from the western site via gravity would be subject to proposed development levels, re-use of the mounded materials, and verifying the depths of the existing sewers via CCTV survey. The western site may also require a pumping station, which could be in the form of a single large station with a deep rising main, or a number of smaller, shallower pumping stations to serve different plots.

Figure 4.3: Utilities

4.0 Site Context

Environmental Constraints

The site is rich in landscape features, including key priority habitats such as ponds, drains and ditches, hedgerows and wet woodlands. A Preliminary Ecological Appraisal of the site was undertaken in summer 2022 to understand the ecological potential of the site and obtain initial advice for mitigation and enhancement of biodiversity. This identified three nationally/locally designated sites within 2km of the site with the closest found 900m to the northwest. The site contains several Habitats of Principal Importance including wet woodland, hedgerows and ponds and Local Biodiversity Action Plan (BAP). Habitats including native woodland, marshy grassland and reedbed. Further surveys will be required to understand the presence of priority species on site.

A Biodiversity Metric 3.1 habitat condition assessment was carried out (Ecology Services Ltd). No statutory designated sites or irreplaceable habitats would be directly impacted by development on the site. Enhancements for species would also be recommended in line with the requirements, following completion of further species surveys on the site.

The site is host to wet woodland, reedbed and ponds (priority habitat) and their loss would need to be compensated with the same habitat. The loss of other woodland, and other habitats would require compensation with the same broad habitat or a higher distinctiveness habitat. More habitat units would be achieved by retaining and enhancing existing habitat where possible.

A tree survey was also carried out in summer 2022. This identified the location and spread of trees and tree groups on the site (as illustrated by figure 4.4). There are a large number of trees and tree groups within the site, however, none of them have Tree Preservation Order (TPO) status or are 'A' category (high quality). Ashton Moss East is heavily wooded with wet woodland across most of the site. The western site has groups of trees dotted around, and the area between Moss Lane and the M60 is also very wooded.

Figure 4.4: Site habitats

Highways and Movement

The site is crossed by a number of existing Public Rights of Way following Rayner Lane and Moss Lane, as well as crossing north/ south from Sandy Lane to Rayner Lane. Informal footpaths used by local residents also cross the site. A segregated walking and cycling route along Rayner Lane is being promoted by TMBC.

The site is well connected to the surrounding highways network with direct access from Lord Sheldon Way and in close proximity to M60 junction 23. However, indicative assessments undertaken to inform the Locality Assessment (Tameside Transport Locality Assessments, November 2020) shows employment development of up to 165,000sqm has the potential to increase congestion on the local highway network.

It is likely that mitigation would be needed to ensure that these impacts would not be severe. The key off-site junction which has been identified as a specific area for potential mitigation is the A635 Manchester Road / A6140 Lord Sheldon Way / A635 Signalised Crossroads. Additional technical analysis will be required as part of any future more detailed proposals and Transport Assessment to verify and refine the existing assessment.

The highways network also represents a barrier to pedestrian movement in particular to the south, where additional pedestrian crossings would be beneficial. The internal routes will require upgrading to support all types of movement, at present they are fairly informal routes, with minimal maintenance.

An important consideration is the current proposal within the High Speed Rail 2 (HS2) Phase 2b Hybrid Bill for the full closure of the Metrolink Ashton Line for a circa two year period as part of the proposed construction works at Manchester Piccadilly station to deliver HS2. GMCA, TfGM, Manchester City Council and TMBC have petitioned the bill to seek an additional provision that would enable the construction of a new Metrolink Depot at Ashton Moss. This would enable a tram shuttle service to operate between Ashton and New Islington instead of the full closure of the Ashton Line. The Framework has therefore been prepared in the context of this potential requirement.

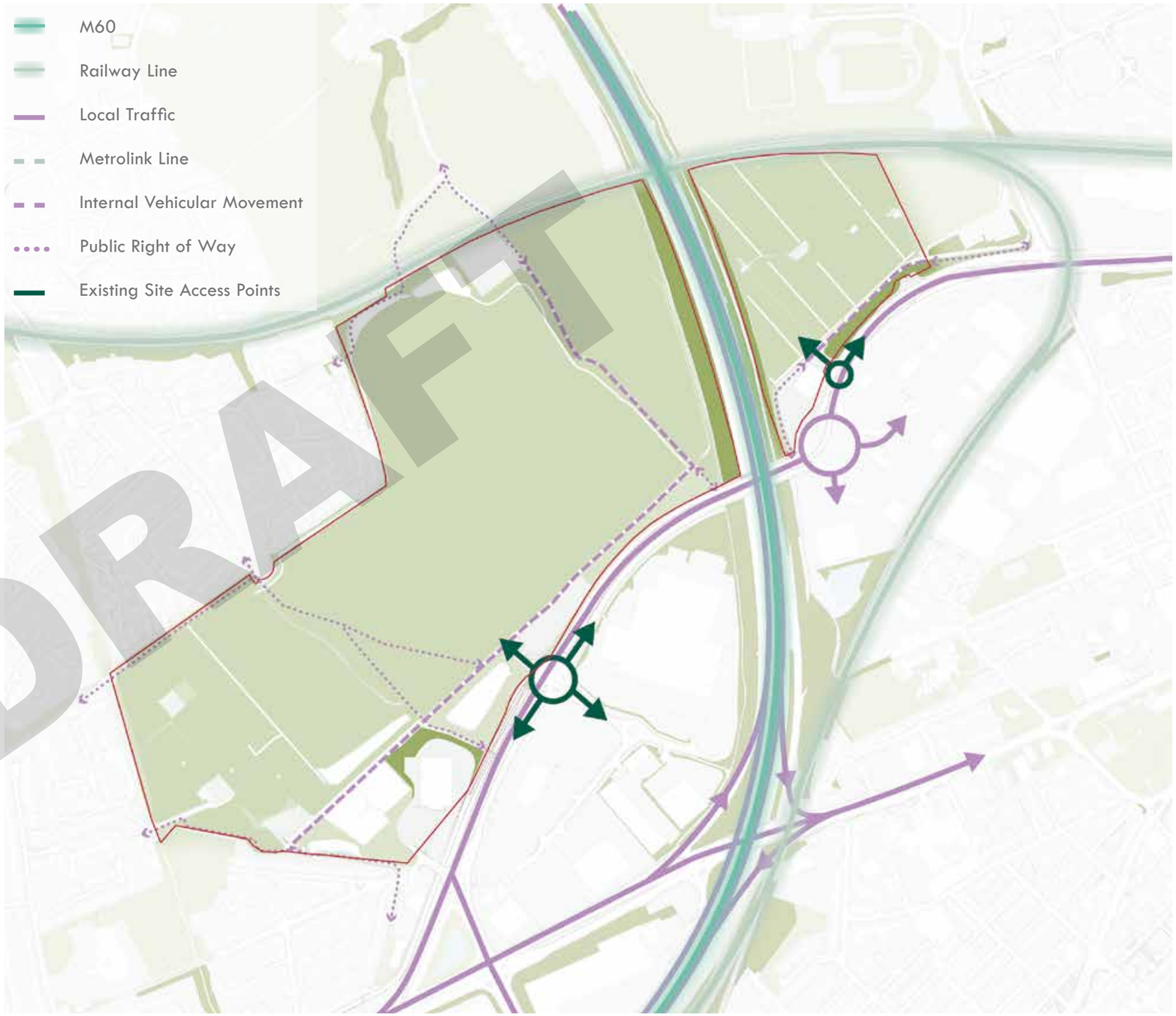

Figure 4.5: Site movement and highways context

4.0 Site Context

Flooding and Drainage

The site is within Flood Zone 1 (low risk of flooding), however there are some areas of medium and high risk of pluvial flooding. This is likely due to the low spots shown on the lidar level data and can be mitigated as part of a scheme through levels design and surface water drainage.

There are a number of ditches present within the boundary of both sites providing surface water drainage connections. On the eastern site, there is understood to be a series of interconnected ditches that act to drain the site. The new development of the Sure Self storage unit proposes a soakaway for disposal of surface water.

To the western site, there are also a number of interconnected drainage ponds which were believed to have been installed to drain the mound created as part of the development of the motorway. It is assumed these ditches connect into the wider drainage network.

The site is not located within a Critical Drainage Area and is not considered to be at risk from groundwater flooding, flooding from reservoirs or having shallow ground water.

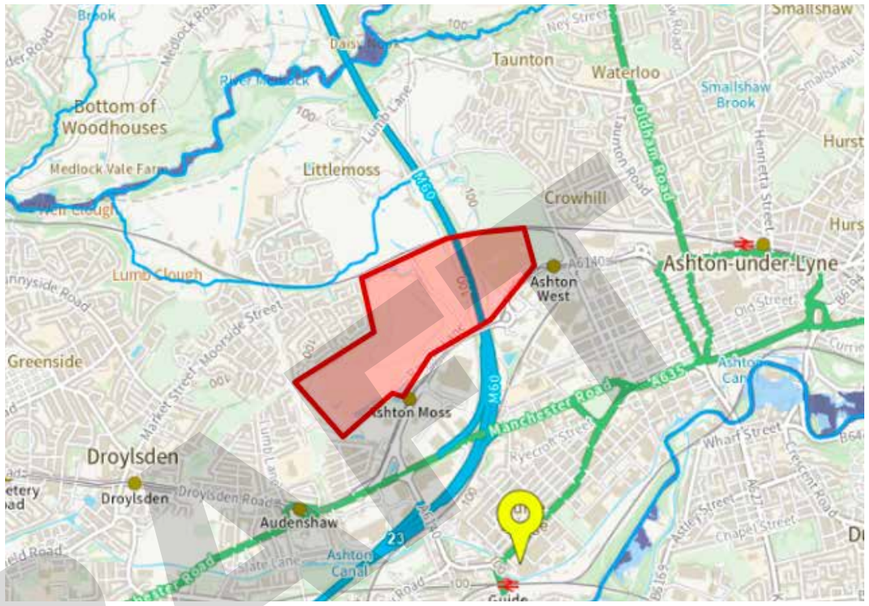

Figure 4.6: Fluvial flooding (top) and surface water flooding (bottom) context

4.5 Site Opportunities

Existing Access Infrastructure

Both the east and western sites benefit from existing highway infrastructure that can be utilised for future development with little intervention, subject to detailed traffic modelling and assessment of capacity.

The eastern site can be developed with the existing junction arrangement where there is an opportunity to formalise the existing bell mouth which provides left turn access and two way egress. Implementing this junction to the east of the site would be required to allow for higher levels of movement subject to assessment. There is a significant (c4m) level change to facilitate this access into the site.

Subject to future demand, the possibility of creating an all movement signal controlled junction can be explored, which would need to consider the interface with the tram network. This would be subject to further engagement with Transport for Greater Manchester (TfGM) and Metrolink.

The western site is access off one signalised “all movement” junction to the centre of the site. Further access junctions may need to be considered to meet future demand and the need for emergency access. A Metrolink Park & Ride car park is located at the entrance and will need to be considered within the development.

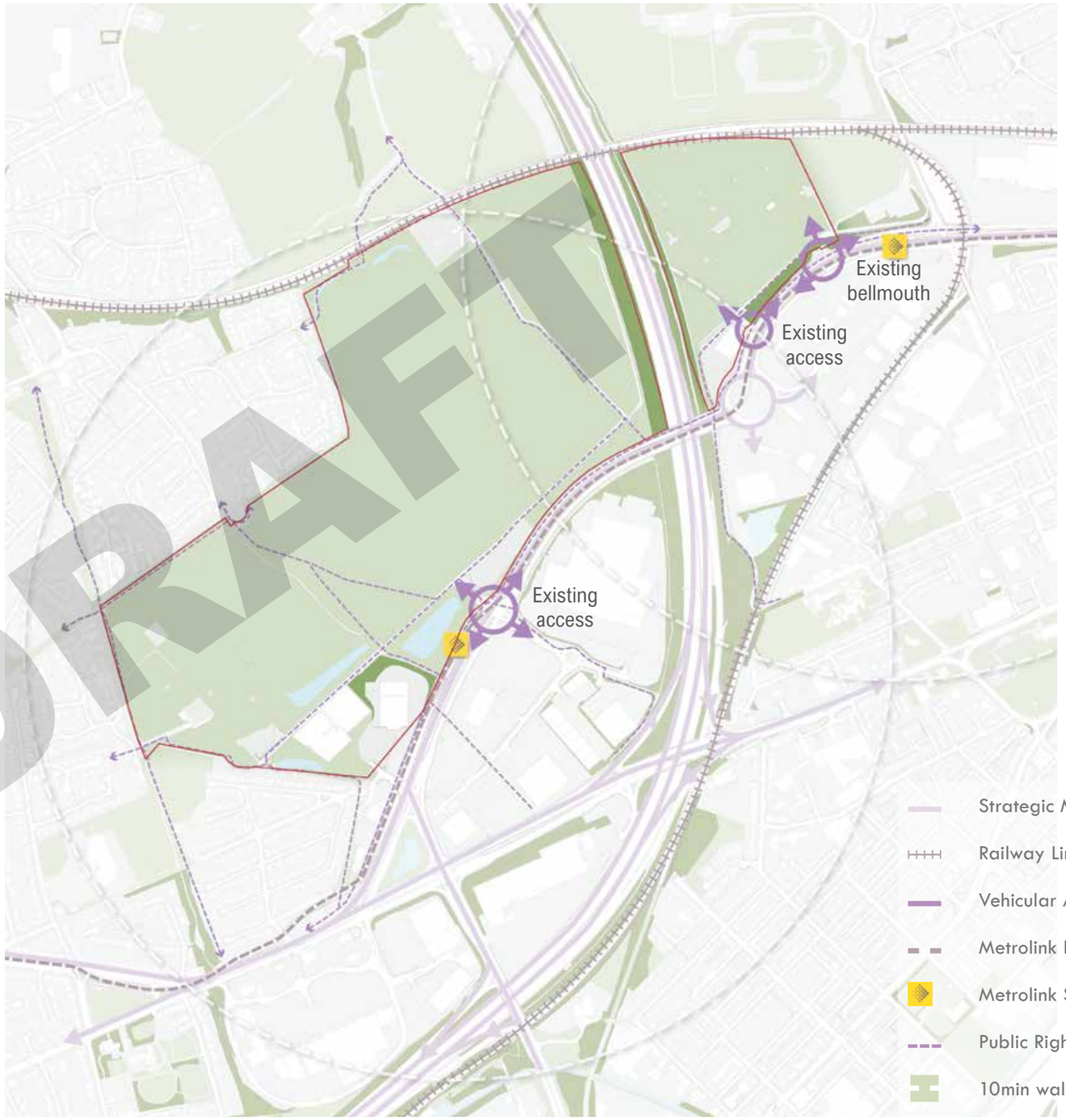

Figure 4.7: Access opportunities and constraints

4.0 Site Context

Sustainable Travel

Both the eastern and western sites benefit from sustainable public transport options, being located adjacent to the Ashton Moss Metrolink stop and Park and Ride, and the Ashton West Metrolink stop in addition to local bus stops along both the A6140 and A635. This overall accessibility of the site to conventional public transport options is reflected in the site's above average scoring against the Greater Manchester Accessibility Levels model (GMAL). This site is the only proposed PfE allocation (employment) which meets site selection criteria for public transport accessibility.

Heavy rail connections are also available at Guide Bridge (1.5km) and Ashton-under-Lyne (2.3km) stations.

A potential option for locating a new station on the northern boundary of Ashton Moss West has been explored through the TfGM New Stations Feasibility Study. It was confirmed, however, that the opportunity has not been explored in detail by the rail industry. It is also unclear whether the feasibility study extended to include local conditions and constraints such as land ownership, topography, rail line capacity and ground conditions.

Dedicated off-carriageway cycle lanes including Beeline routes, and multiple Public Rights of Way (PRoWs) currently provide existing walking and cycling infrastructure around Ashton Moss West. Improvements to existing walking and cycling routes are proposed through the Mayor's Challenge Fund, including works along Rayner Lane within the site to improve accessibility through the neighbourhood area. This would involve resurfacing of paths and widening, lighting and access control to extend the facilities completed in 2019.

In addition to the existing and proposed pedestrian/cycle infrastructure, the Ashton Moss West site 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's Five Year Transport Delivery Plan 2021-2026.

View south west past Ashton Moss Metrolink station

View of railway line to the north of the site, looking east from pedestrian railway bridge

View north crossing the tram lines from Lord Sheldon Way

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4.0 Site Context

Light Rail Network (Metrolink)

The proximity of the sites to the Metrolink network presents a significant opportunity in terms of sustainability and promoting travel by non-car modes of transport. The tram provides access across Manchester with a 12 minute frequency in each direction towards Manchester city centre and Ashton town centre.

The tram line itself, however, provides a constraint in terms of vehicular access into the sites. Whilst there is existing highway infrastructure which can be utilised in order to gain access into the sites from the A6140 Lord Sheldon Way, engineering works would be required in order to deliver infrastructure to cross the existing tram lines and provide new all-movement signal controlled junctions.

Any proposal to deliver significant highway works along Lord Sheldon Way will require further engagement with Tameside Council, TfGM and Metrolink.

Public Rights of Way

As noted previously, there is an existing network of Public Rights of Ways/Bridleways that cross the site and provide connections between the residential areas to the north and Rayner Lane/Lord Sheldon Way.

The existing network provides a clear function, however, there is an opportunity to rationalise the routes across the site whilst maintaining the same level of connectivity and improving the infrastructure currently provided.

The alignment of the Public Right of Way between Sandy Lane and Rayner Lane will need to be broadly retained which will dictate the form of development plots and provide opportunity for a characterful greenway within the site.

The proposal should build on the opportunities of the existing on-site and surrounding infrastructure to deliver a development framework focused around sustainable travel.

View looking along Moss Lane

View looking north along PROW within site.

Townscape and Landscape setting

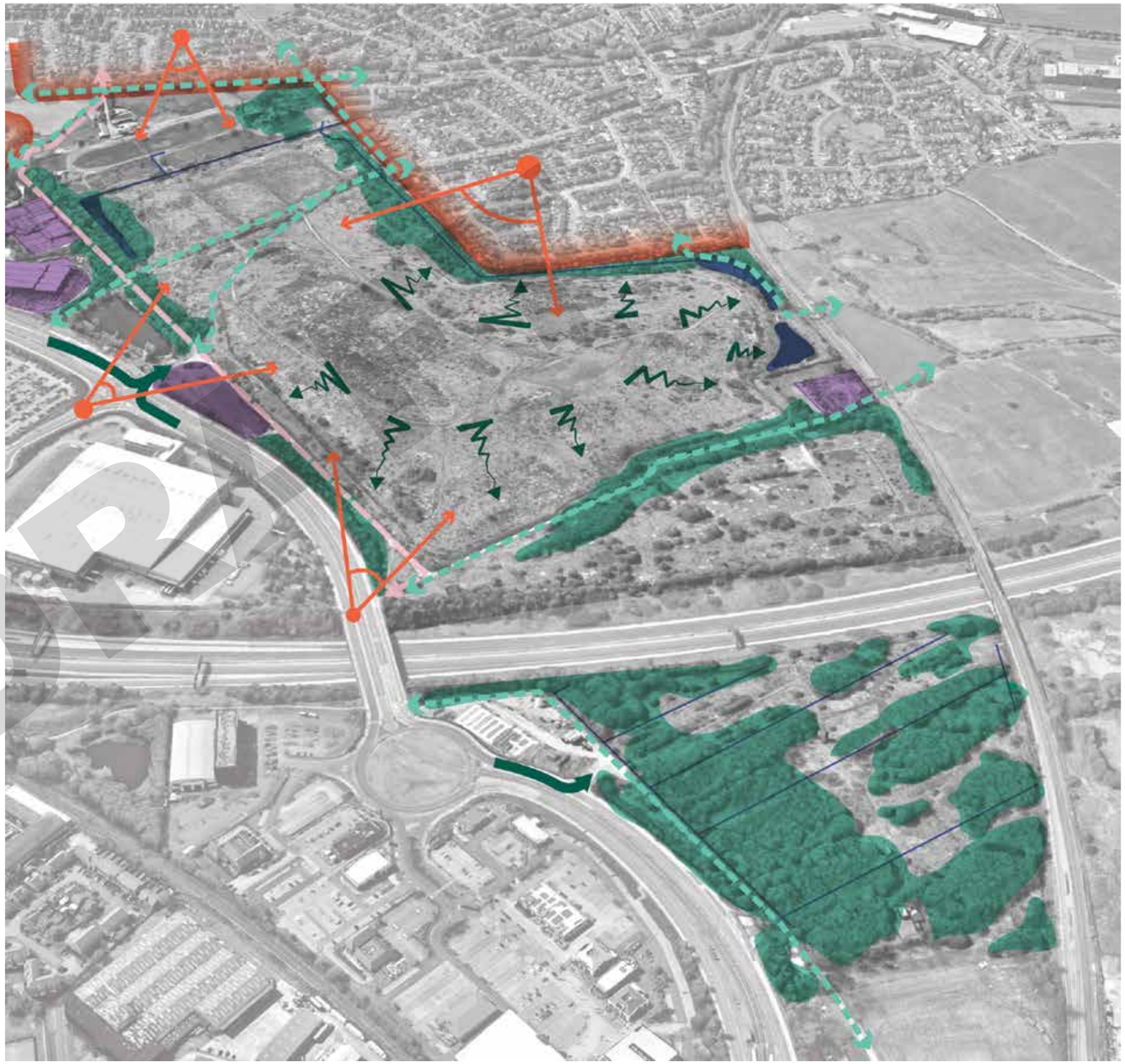
Due to the site's topography, parts of the site are visible in short and longer range views from the surrounding area. The elevation within the site also provides significant long views from its plateau, reaching as far as Oldham to the north, Manchester to the west, and the Peak District to the south and east. Although the site itself is greenfield land, it has been subject to ground works through its use for spoil deposition resulting in its current landform. The elevation of the site means that the site will be highly visible from the surrounding urban and rural context.

A large amount of residential properties are located to the north of the site and, therefore, there are sensitive receptors with views into the site. This is compounded by the increase in level on the site. The site is also popular with walkers and horse riders, offering an amenity value to residents. Local views to the south of the site are less sensitive and offer opportunities for a "commercial front door" to Lord Sheldon Way.

The site is located at the urban fringe, nestled between developed areas to the east, west and south, and undeveloped farmland to the north. Development to the west and north west is low density residential housing arranged around streets and cul-de-sacs primarily constructed in the 1970s and 1980s. To the south lies predominantly large floorplate commercial and retail development and surface car parking.

Key Constraints to be addressed:

- Topography - the existing condition is one of dramatic changes in levels across the site which need to be addressed to create plateaus or development platforms.
- Ground Conditions and Peat - the site is underlain with peat of varying thicknesses. More detailed site investigations are required to understand the full extent, location and condition of the ground including peat.
- Habitats and Ecology - an early walkover survey has established the potential presence of a range of biodiversity. The extent, condition and mitigation of impacts to minimise harm needs to be understood.
- Land ownership - the land is within multiple ownerships.
- Access - existing arrangements provide a starting point but may not be sufficient to support the intended quantum of development on the site and may require upgrades, or additional access points.
- Views - due to sensitive edge towards the west and significant elevation gain within the site above the surrounding the proposal needs to consider the visual impact on the local area.
- Amenity - relationship of development within the site to the surrounding residential uses needs to be considered and sensitively addressed.
- Public Rights of Way - consideration for access rights across the site.
- Existing utilities and easements - consideration for utilities corridors and impacts on development parcels.



Key Opportunities to build on:

- Location - the site is well situated in proximity to existing amenity, leisure, retail and existing hotels; educational institutions; skilled and labour workforce
- Well connected - access to the site via Metrolink, local and strategic road network, rail network, green infrastructure corridors for active travel routes.
- Great vehicular connectivity into the local and regional/ national traffic thanks to existing site access points and close proximity of M60.
- Excellent public transport connectivity with Metrolink and bus services running along the southern edge of the site.
- Potential for a future railway station at Little Moss or within site to be explored.
- Strategic positioning - the site is within the Ashton Mayoral Development Zone and has strategic links to St Petersfield and Ashton town centre regeneration.
- Green Infrastructure - opportunities to strengthen existing green infrastructure networks and create offline cycle and pedestrian networks tying into existing.
- Landscape - existing landscape features which can drive the landscape proposal within the development proposal.
- Amenity - surrounding facilities which would support employment development on the site, providing amenities for workers.

5.0 THE VISION

A PLACE FOR PEOPLE AND BUSINESSES TO THRIVE IN THE FOURTH INDUSTRIAL REVOLUTION

Ashton Moss Innovation Park will deliver a strategic advanced manufacturing park at the gateway between Manchester and Tameside, offering excellent strategic connectivity and significant growth potential within a town centre context. Ashton Moss will offer a benchmark in modern industry at one of greater Manchester's most connected locations, within the most digitally connected borough in the north of England. A beacon of digital and health manufacturing, Ashton Moss will be a place where things are made with a diverse range of employment opportunities set within an accessible and beautiful landscape.

INNOVATION - INDUSTRY - MANUFACTURING - PLACE - LANDSCAPE - LEARNING

5.1 Strategic Objectives for Ashton Moss

Ashton Moss Innovation Park is one of the key opportunities in Tameside for delivering jobs on a sustainable site, well located with easy access to existing facilities, Ashton town centre and the local talent pool, as well as to further afield by bike, rail, road and tram. The site's design objectives respond to the existing ecological value, topography, and utilities and drainage networks.

A Connected Employment Hub

Drawing on its strategic location, benefitting from its links to the M60, rail and tram network with clearly defined access that accommodates a multitude of potential future uses.

An Outward Facing Offer

Understanding the landscape setting of the site and its prominent, highly visible location is important in shaping how the site will develop, and defining a productive heart.

An Active Environment

Connecting into the local pedestrian and cycle movement networks and understanding the positioning of the site within the wider green and blue infrastructure networks as well as the opportunities they present for active travel. Promoting movement within and around the site.

A Natural Place

Creating a place that understands its existing assets of biodiversity, water, woodland and is able to minimise its impacts and its footprint overall. Utilising and enhancing existing values for the benefit of the environment and for the people who currently enjoy the site's spaces and those who will in the future.

A Good Neighbour

Development needs to appreciate sensitive green edges to the north, the residential amenity setting to the north and west, and the industrial and commercial setting to the south and east. Tying into this range of uses and settings should enhance and not detract from the existing townscape.

Forward Looking

The site has huge potential to offer employment for existing and future populations, drawing on local and regional innovation. The site should be developed to create opportunities for businesses of various scales to build in flexibility. Any development should be socially, environmentally and economically sustainable.

Figure 5.1: The emerging place


DRAFT

6.0 THE FRAMEWORK

6.0 The Framework

6.1 Overview

This Development Framework supports the creation of a dynamic, attractive and thriving Innovation Park at Ashton Moss West and Ashton Moss East – combined to deliver Ashton Moss Innovation Park. Tameside is driving for a greener, cleaner society and to create a place for businesses and people to prosper for generations. Importantly, we are able to attract high quality employment opportunities for the people who live here and offer opportunities for significant inward investment in the borough. The town of Ashton-under-Lyne enjoys a strong identity, tied to its industrial heritage which lives on today and our proposals to deliver an innovative and creative employment offer echoes the site's historic use as a market garden which provided sustenance and livelihoods for the people of Ashton.

This Framework offers flexibility to respond to ever changing market demands in order to secure the best possible outcome, whether providing space for a local business to expand, or supporting incoming businesses seeking to locate in the North West. The ease of access to road, rail, town and country, as well as fibre optic networks means it is well positioned for a variety of opportunities.

The ambition of the Vision is to unlock the strategic site at Ashton Moss and to deliver uses which drive the creation of jobs for local people, boosted by incoming specialist talent to the area and strategic connections to industry and education.

The key to the site's success will be to embed the employment uses within the fabric of the town and maximise the unique context of the site (particularly access to the Metrolink), respecting nearby homes, panoramic views and the landscape setting whilst tapping into the opportunities that arise in established commercial locations, such as St Petersfield. All this will be framed by a high quality natural landscape, respecting the ecology and biodiversity that the site supports to deliver high quality amenity space for employees and the local population.

The below outlines the approach to shaping the plan for the site set out in this section.

1. Key Performance Indicators
These provide a set of tests which have informed the Framework options and which will be used to test them against.

2. The Design Principles
These provide strategic design principles for delivering the aspirations of the vision and shape the framework, established to work with the site and implement the KPIs. These principles set out a holistic response to the placemaking opportunities and drive the Structural Framework for future development at Ashton Moss Innovation Park.

3. The Structural Framework
This sets out the structural framework that all development options should follow in order to achieve the design principles.

4. Development Scenarios Toolkit
A flexible toolkit of design outcomes which can come together to deliver development options for the site.

5. Framework Options
This provides four outline development options for the site, bringing together the toolkit components and based on the structural framework and scenarios toolkit.

6.2 Key Performance Indicators

The aspirations for the site and its context as well as identified opportunities and constraints have informed the development of a series of Framework Options. These are established based on a set of Key Performance Indicators to test the site's potential against success factors:

1. Maximises Development Potential:
Seeks to deliver the maximum potential employment land and floorspace to facilitate job creation and an attractive site for a range of possible occupiers.

2. Maximises Biodiversity and Landscape Potential:
Maximises opportunities for landscape enhancement across the site, delivering quality placemaking, and ensuring opportunities for Biodiversity Net Gain are grasped.

3. Sensitive to Neighbours:
Delivers appropriate set back and buffer to residential neighbours to the north and an appropriate addition to the existing townscape.

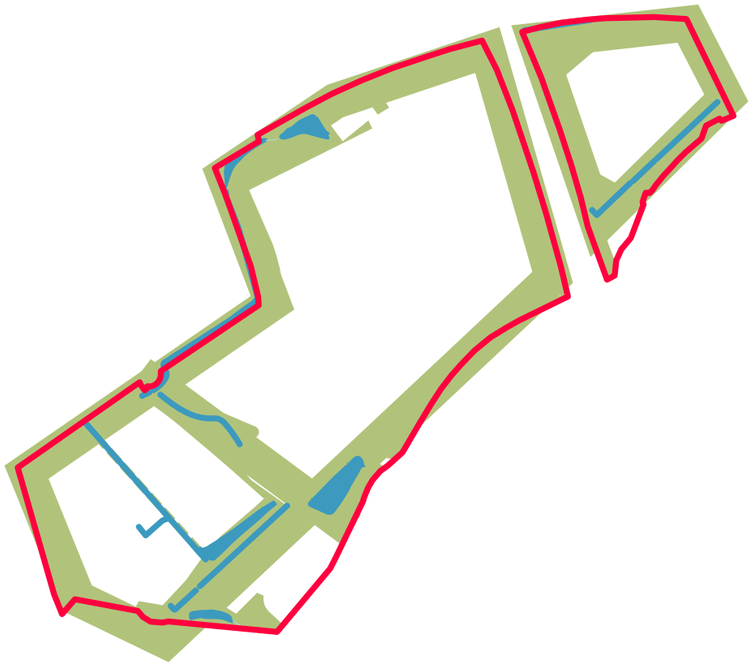
4. Enables Connectivity:
Supports sustainable and active connectivity into and through the site.

5. A Flexible Approach:
Offers opportunities for a range of unit types and scales and flexibility in phasing approach.

6. Works with the site conditions:
Efficiency of infrastructure to reduce the level of investment required to unlock the sites (access, topography/ground conditions, utilities).

The Framework options have been developed with cognisance of these indicators, and will be tested against them to establish the opportunities associated with implementing each one.

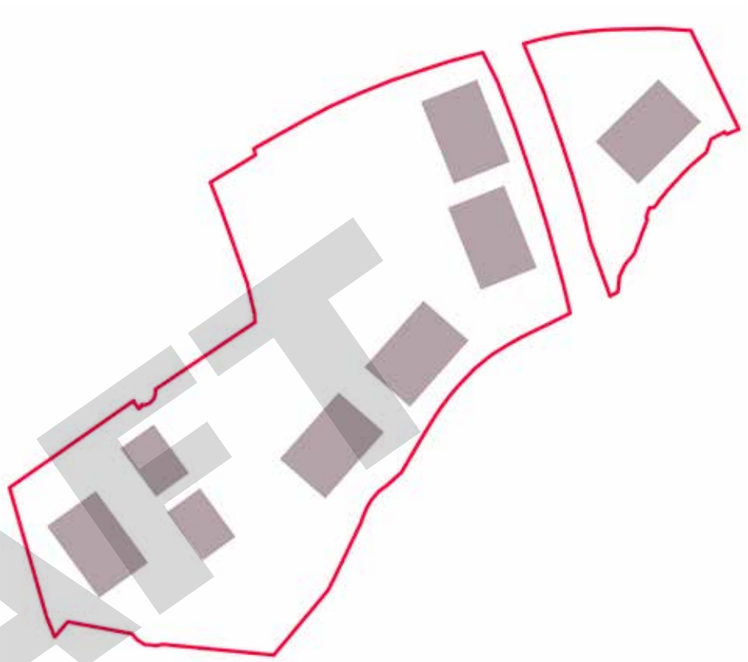
6.3 Design Principles



A green employment park

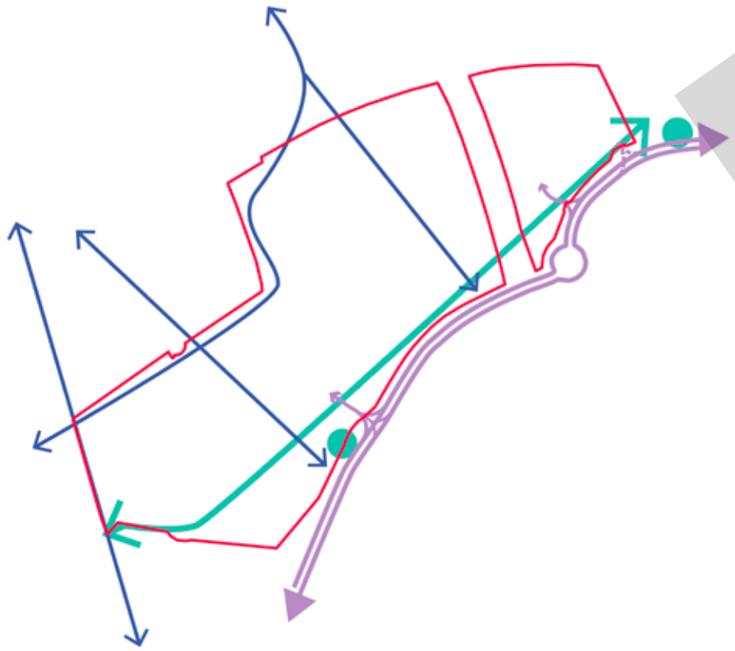
The development should seek to retain and protect landscape features of value, such as watercourses, basins and important tree groups in order to assimilate the employment park into it's setting.

Ashton Moss will be a desirable place to work, the employment park set within a framework of green corridors, and provide amenity for future employees.



Development form focused to the south

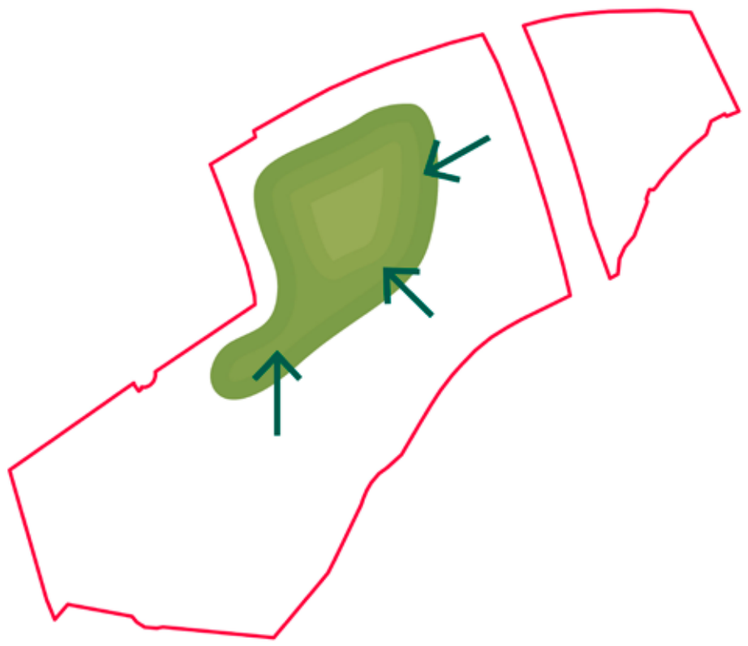
Development form should, where possible, be focused to the south of the site, providing a visual connection to Lord Sheldon Way, and focussing the building mass away from the sensitive boundaries to the north, adjoining residential properties and the Green Belt.



Maximising connectivity through the site

Ashton Moss should seek to maximise connectivity, retaining and enhancing key pedestrian and cycle routes which form local connections to the public transport network, and for existing local residents.

Rayner Lane is to become an important cycleway connecting into the wider Bee Network of Greater Manchester.



Creating an ecology park

Due to the existing landform, it may be possible to create a contoured landscaped parkland from the redistribution of spoil when creating flat development platforms.

Should this be the case, a landscaped landmark feature should be formed to provide a place for recreation for the existing community and future employees. It would also provide a buffer between the existing residential neighbourhood and new employment buildings.

The park also provides the opportunity to mitigate habitat loss within the site.

6.0 The Framework

6.4 The Structural Framework

The Structural Framework for the site sets the underlying strategic components from which development at Ashton Moss should respond. These are effectively the strategic 'fixes' which all options for the site should consider. The framework builds on the guiding design principles and sets out a structure to provide maximum flexibility for future development.

It consists of the following elements which in combination define the resultant development parcels.

- Landscape Framework
- Pedestrian and Cycle Movement Framework
- Infrastructure Framework

These frameworks set the structure for the development and defines a development envelope in the form of three development areas (EMP_01, EMP_02, EMP_03).

These development areas could be delivered individually or as part of a site-wide development proposal. The follow pages set out how each could come forward and the key requirements of each parcel.

There are several different technical solutions which could be brought forward to deliver the development. These are set out in the next section of this document under 'toolkit'.

Phasing and delivery considerations are set out in section 7.0 of this document.

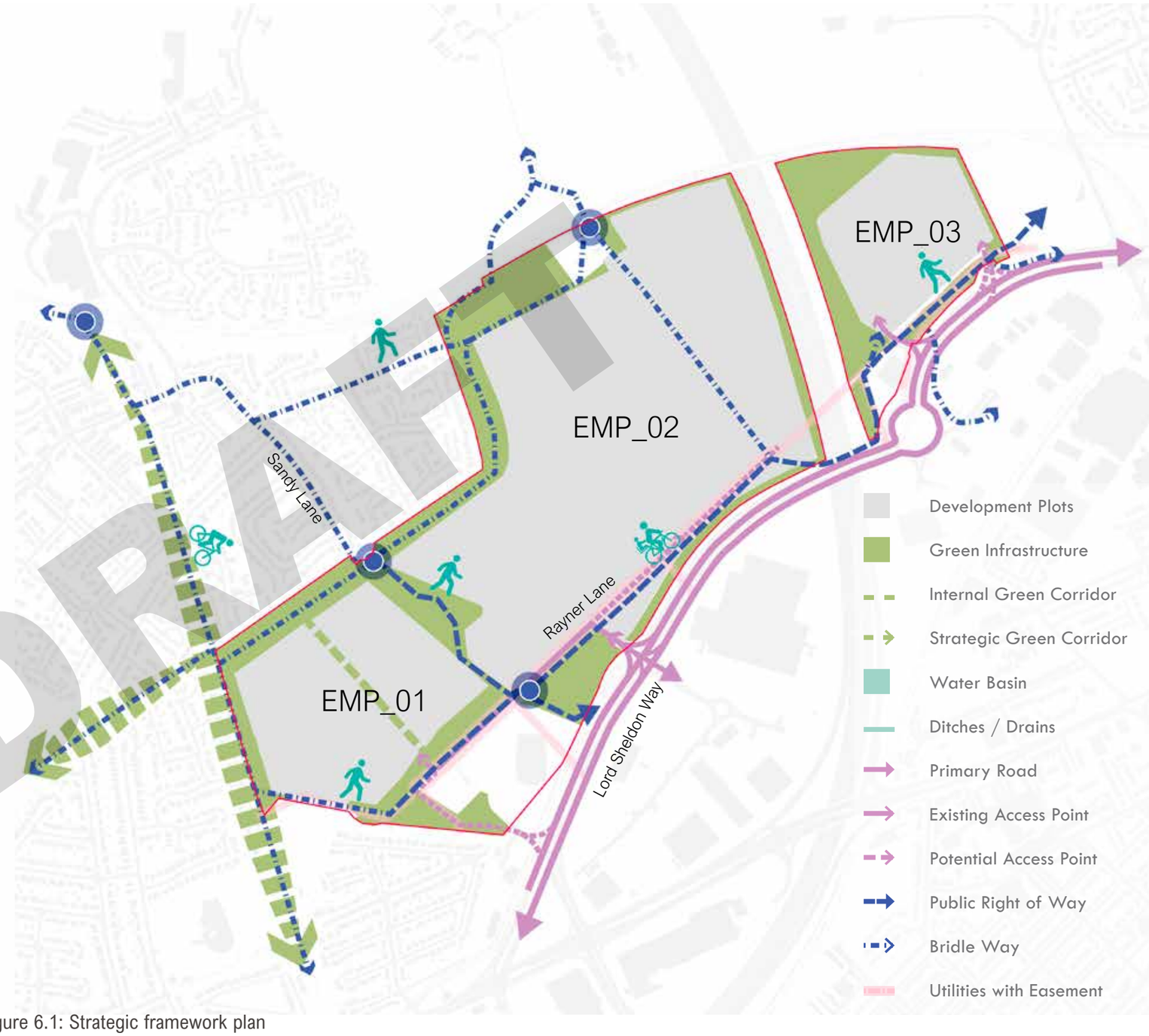
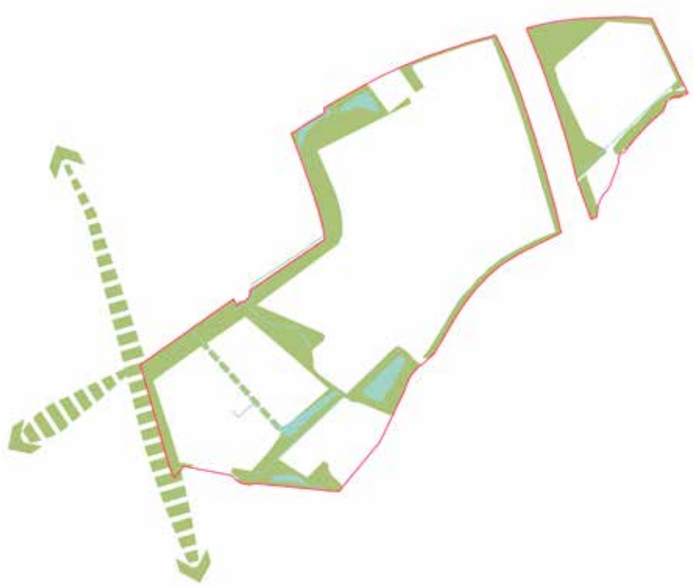


Figure 6.1: Strategic framework plan

Landscape Framework

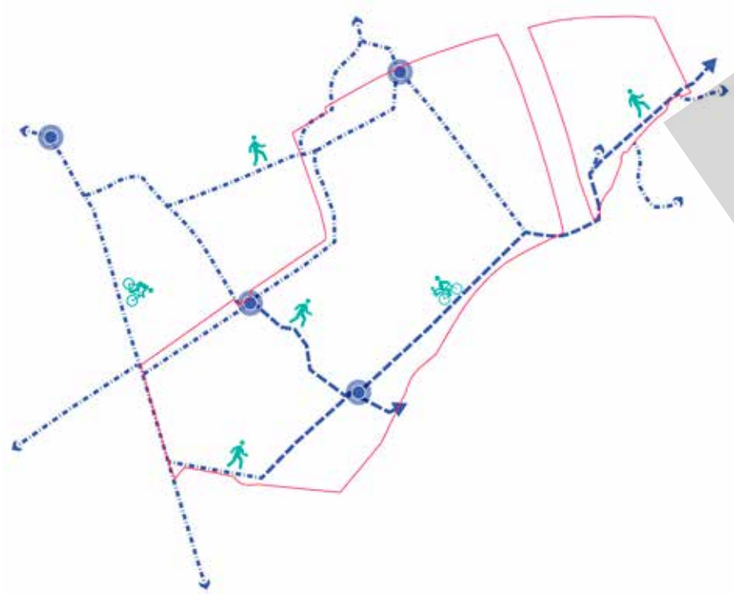


- Retention of existing key landscape features - landscape edge, ponds, wet ditches and drains.
- Landscaper buffer to north/ western edge to protect visual amenity.
- Extend green links to connect the site to the existing landscape network, connecting to Little Moss
- Provide buffer to M60
- General principle to retain and enhance biodiversity where possible

Infrastructure Framework

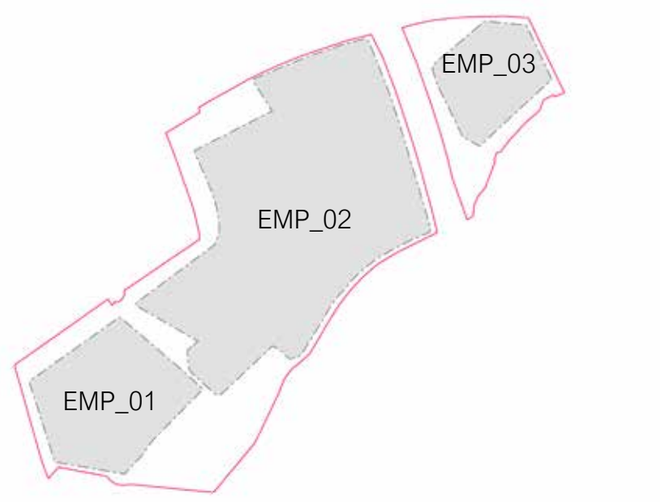
- Utilise existing road infrastructure to serve the new development from Lord Sheldon Way.
- Easements protected for utilities
- Utilise Rayners Lane as the primary access corridor for the site(s)
- Seek to utilise existing infrastructure but also identify new infrastructure opportunities for energy, waste and drainage

Pedestrian and Cycle Framework



- Retain or re-provide existing Public Rights of Way that cross the site
- Extend connections from west into the site connecting it with the existing community and landscape
- Maintain key pedestrian desire line cutting through the site, connecting Sandy Lane with the Metrolink stop
- Facilitate access between the two sites (i.e. over M60)
- Improve connections to Ashton Moss Retail & Leisure Park
- Improve access across the railway to the north

Development Parcels



- Delivery of three development areas for employment
- Create logical approaches to the delivery of the development areas collectively and/ or in a phased manner

6.0 The Framework

6.5 Development Scenarios Toolkit

The Structural Framework has defined 3 areas for development. The framework has been designed to be flexible and accommodate a range of different development approaches and forms which could be delivered in several different ways. These are explored on the following pages through a number of scenarios.

The adjacent reference plan outlines the potential development scenarios which could come forward on each development area. The scenarios are then developed further on the following pages before outlining the potential emerging framework options for the site.

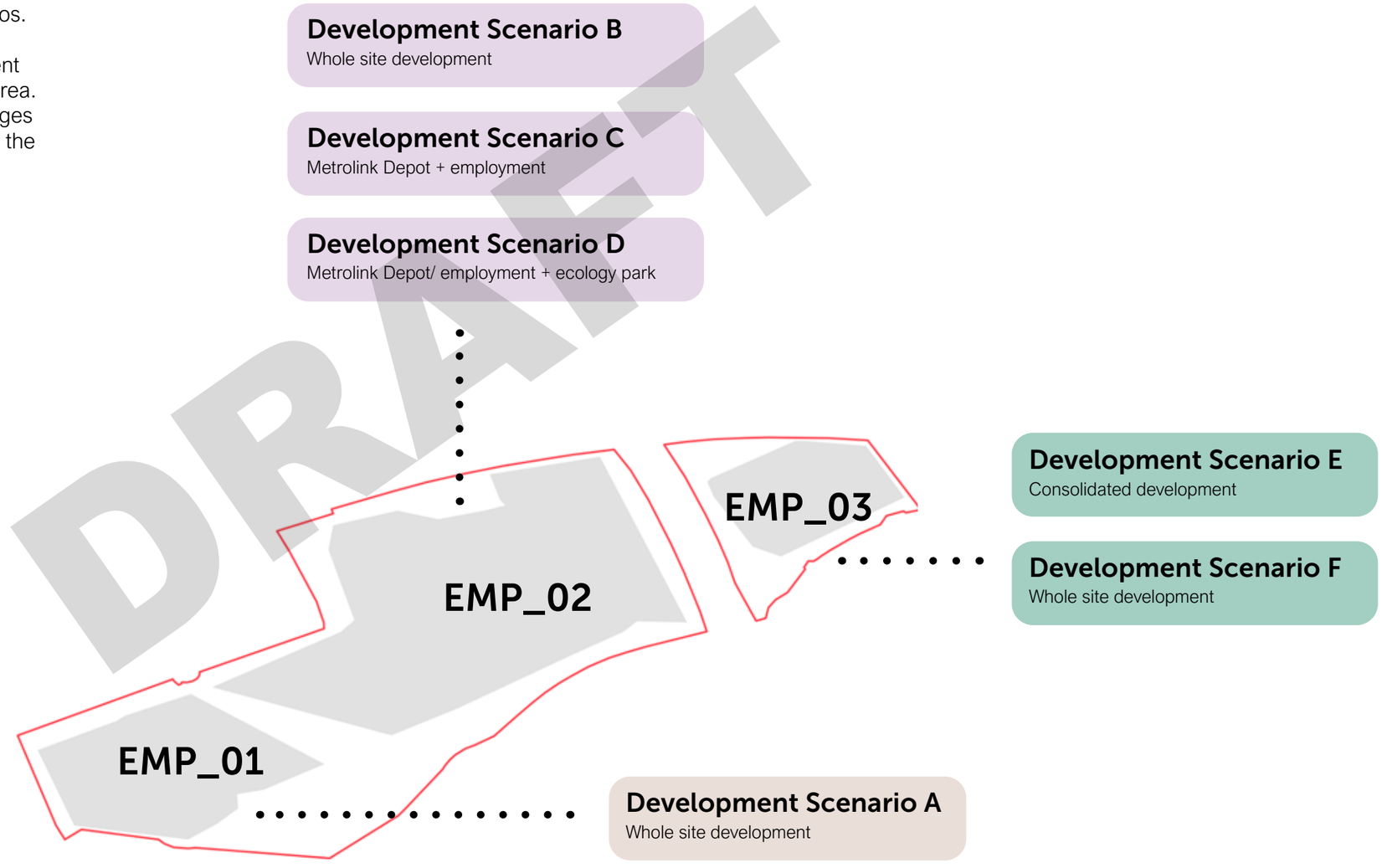


Figure 6.2: Development scenario reference plan

How to read these pages

This page explains how to read the Solutions Toolkit matrix. An annotated example is provided on this page explaining how each page in the Solutions Toolkit is set out.

The headline development and landscape considerations are set out for each development scenario on the following pages. These are important issues relating to each individual area and should be considered across all development scenarios.

For each scenario a range of delivery and design solutions are set out. Each solution has its own positive and negatives (environmental impact/cost etc.) which will need to be weighed up in the balance of development.

Key plan defining the plot which this page refers to

Potential access, drainage and landscape solutions

PARCEL NO.

Development Scenario X

KEY CONSIDERATIONS

Access

- Retain or re-provide access to Moss Side Farm
- Retain or divert existing public right of ways

Utilities

- Utilities easement to be accommodated.

Levels

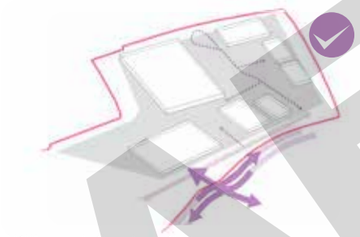
- Significant amounts of re modelling to create development platforms

Biodiversity

- High value habitats.

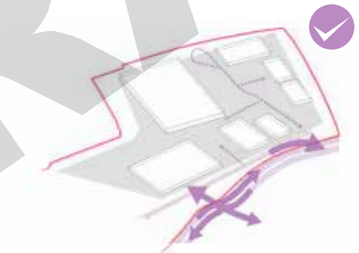
Key things you need to know about when developing this plot

ACCESS SOLUTIONS



Utilise existing junction

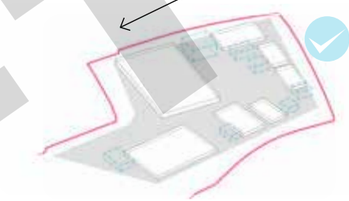
Proposed development is served from existing priority junction on Lord Sheldon Way via Rayner Lane.



Utilise existing junction and provide an emergency or secondary access

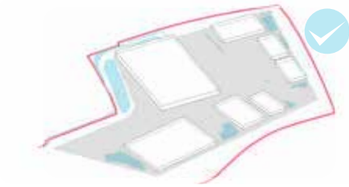
Proposed development is served from existing priority junction on Lord Sheldon Way and via Rayner Lane and an alternative access onto Lord Sheldon Way.

DRAINAGE SOLUTIONS



Individual plot - surface water storage tank system

Each development plot is served by an underground storage tank. Minimal land take.



Individual plot - SuDS system, basins and swales

Each development plot is served by its own SuDs system.

Site wide strategy- SuDS system, basins and swales

Holistic site wide strategy. Basins can be consolidated in several locations.

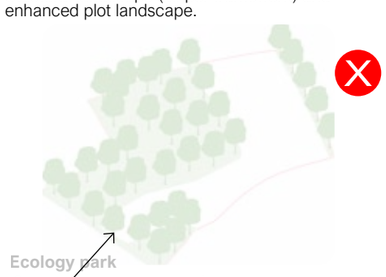
LANDSCAPE SOLUTIONS

Structural landscape

Minimal landscape response. Stuctural landscape (as per framework) and plot landscape only.

Enhanced structural landscape

Stuctural landscape (as per framework) and enhanced plot landscape.



Ecology park

Central landscaped park for amenity, biodiversity and to accommodate landform.

Unsuitable solutions in this scenario are faded out and defined with a cross

6.0 The Framework

Employment Area 1

KEY CONSIDERATIONS

Access

- Existing rights of way to be retained

Visual Impact

- Sensitive receptors in surrounding residential community

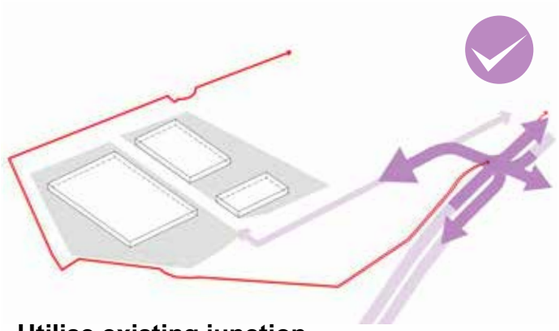
Biodiversity

- Retention of water drain and pond

Development Scenario A (whole site development)

ACCESS OPTIONS

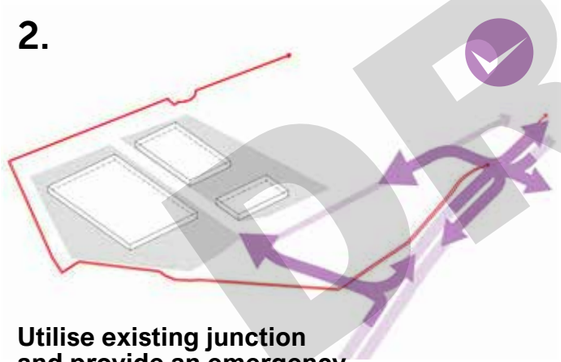
1.



Utilise existing junction

Proposed development is served from existing priority junction on Lord Sheldon Way via Rayner Lane.

2.

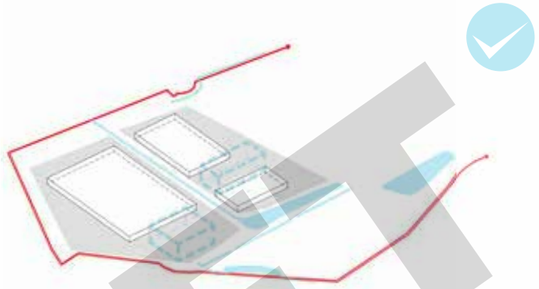


Utilise existing junction and provide an emergency or secondary access

Proposed development is served from existing priority junction on Lord Sheldon Way and via Rayner Lane and a new access via garden centre/ nursery access off Lord Sheldon Way, offering straight ahead route from M60. Junction enhancements and signalling review required.

DRAINAGE OPTIONS

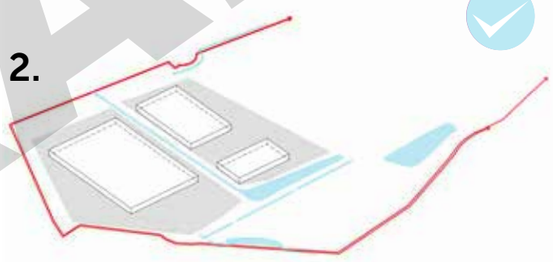
1.



Individual plot - surface water storage tank system

Each development plot is served by an underground storage tank. Minimal land take.

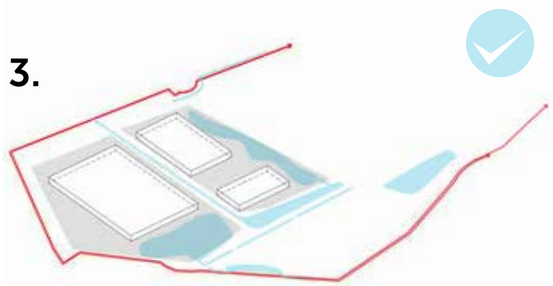
2.



Individual plot - SuDS system, basins and swales

Each development plot is served by its own SuDs system.

3.

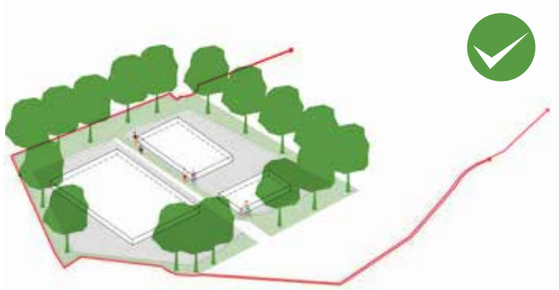


Site Wide Strategy- SuDS system, basins and swales

Holistic Site wide strategy. Basins can be consolidated in several locations.

LANDSCAPE OPTIONS

1.



Structural landscape

Minimal landscape response. Structural edge landscape, central boulevard (as per framework) and plot landscape only.

Employment Area 2

KEY CONSIDERATIONS

Access

- Retain or re-provide access to Moss Side Farm
- Retain or divert existing public right of ways

Utilities

- Utilities easement to be accommodated along Rayners Lane

Levels

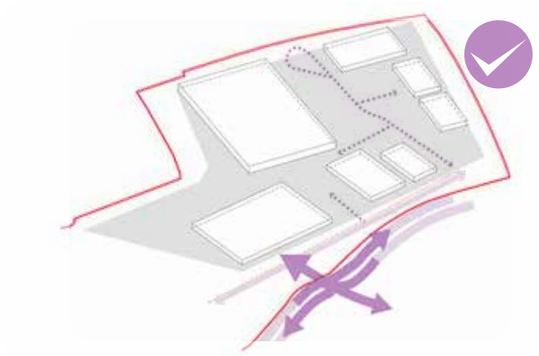
- Significant amounts of re modelling to create development platforms

Biodiversity

- High value habitats retained to north and south

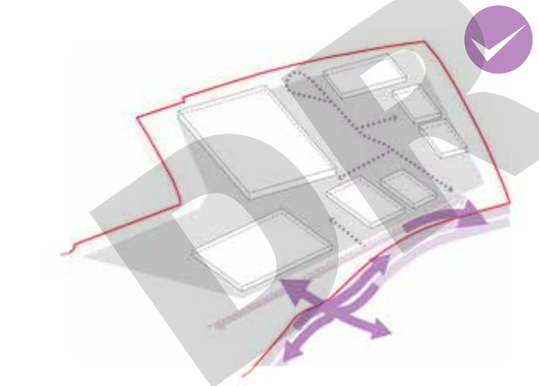
Development Scenario B (whole site development)

ACCESS OPTIONS



Utilise existing junction

Proposed development is served from existing priority junction on Lord Sheldon Way via Rayner Lane.

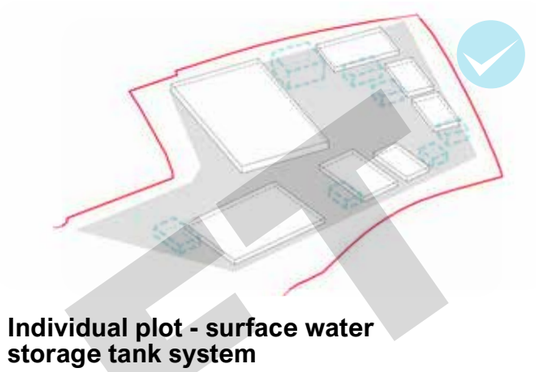


Utilise existing junction and provide an emergency or secondary access

Proposed development is served from existing priority junction on Lord Sheldon Way and via Rayner Lane and an alternative access onto Lord Sheldon Way.

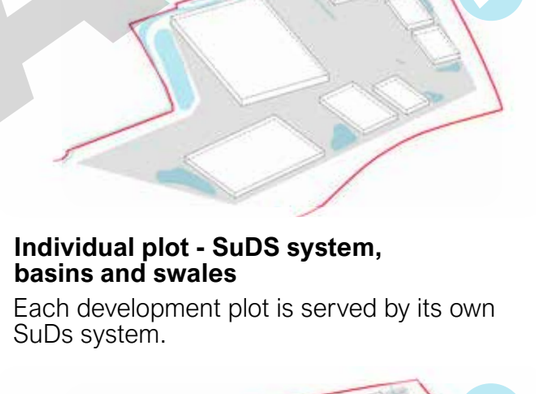
Solution unlikely to be required if access option 2 is taken within Development Scenario A.

DRAINAGE OPTIONS



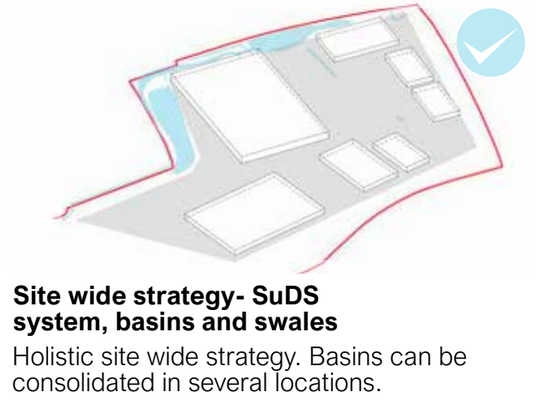
Individual plot - surface water storage tank system

Each development plot is served by an underground storage tank. Minimal land take.



Individual plot - SuDS system, basins and swales

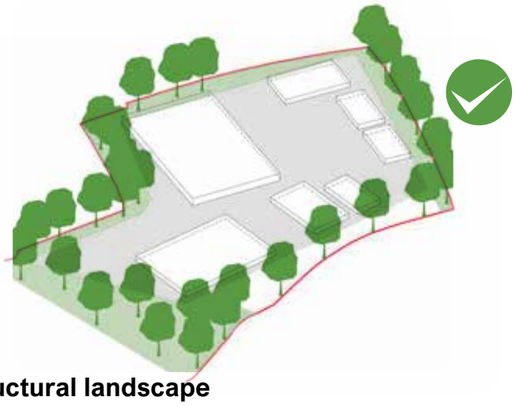
Each development plot is served by its own SuDs system.



Site wide strategy- SuDS system, basins and swales

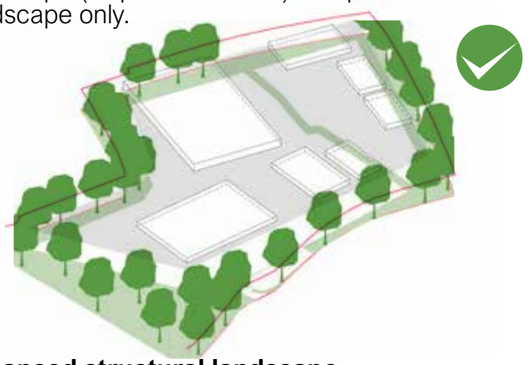
Holistic site wide strategy. Basins can be consolidated in several locations.

LANDSCAPE OPTIONS



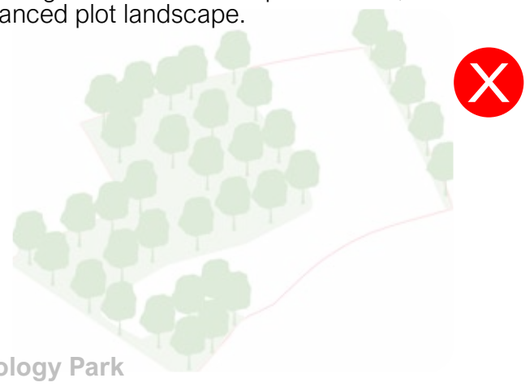
Structural landscape

Minimal landscape response. Stuctural landscape (as per framework) and plot landscape only.



Enhanced structural landscape

Stuctural landscape (as per framework), including central boulevard public route, and enhanced plot landscape.



Ecology Park

Central landscaped park for amenity, biodiversity and to accommodate landform.

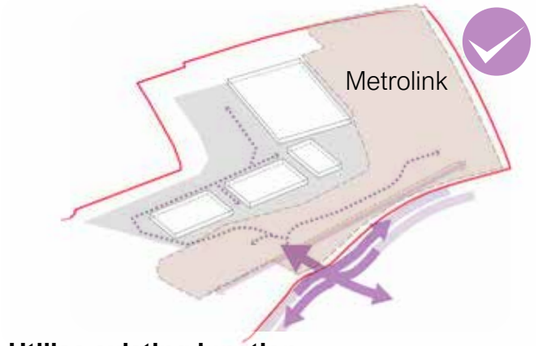
6.0 The Framework

Employment Area 2

Development Scenario C (Metrolink depot + employment)

ACCESS OPTIONS

1.



Utilise existing junction

Proposed development is served from existing priority junction on Lord Sheldon Way via the Metrolink Depot site.

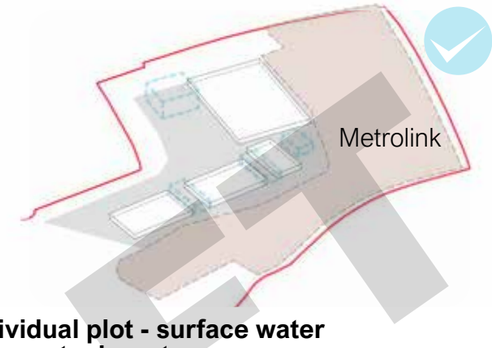
2.

Utilise existing junction and provide an emergency or secondary access

Second access cannot be provided due to Metrolink depot location and tram lines.

DRAINAGE OPTIONS

1.



Individual plot - surface water storage tank system

Each development plot is served by an underground storage tank. Minimal land take.

2.

Individual plot - SuDS system, basins and swales

Each development plot is served by its own SuDs system.

3.

Site wide strategy- SuDS system, basins and swales

Holistic site wide strategy. Basins can be consolidated in several locations.

LANDSCAPE OPTIONS

1.

Structural landscape

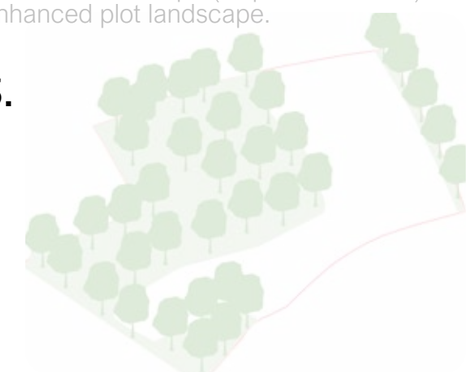
Minimal landscape response. Structural landscape (as per framework) and plot landscape only.

2.

Enhanced structural landscape

Stuctural landscape (as per framework) and enhanced plot landscape.

3.



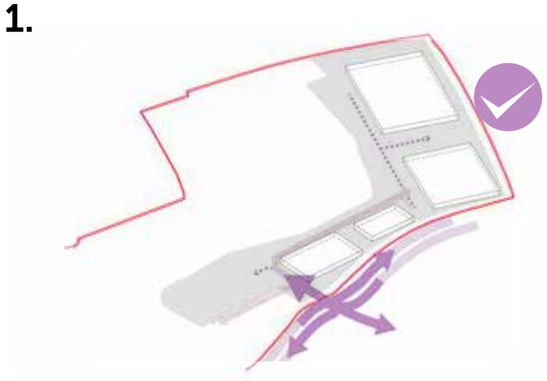
Central landscaped ecology park for amenity, biodiversity and to accommodate landform.

Employment Area 2

Development Scenario D (Metrolink depot/ employment + ecology park)

ACCESS OPTIONS

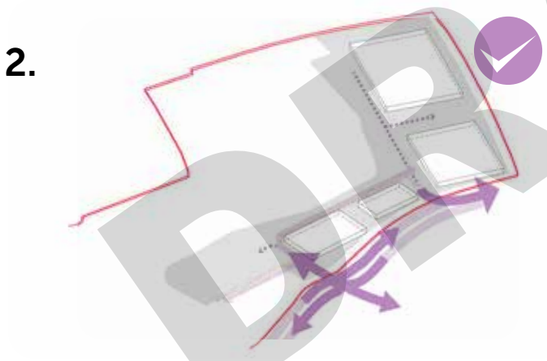
1.



Utilise existing junction

Proposed development is served from existing priority junction on Lord Sheldon Way.

2.

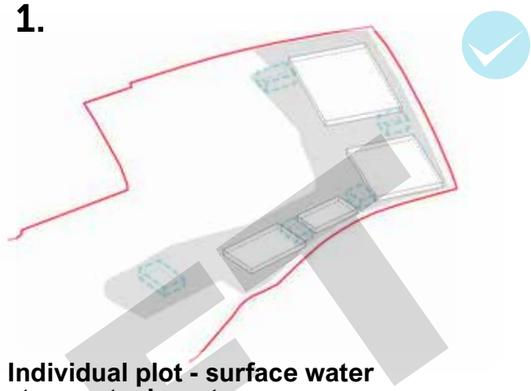


Utilise existing junction and provide an emergency or secondary access

Proposed development is served from existing priority junction on Lord Sheldon Way and via Rayner Lane and an alternative access onto Lord Sheldon Way.

DRAINAGE OPTIONS

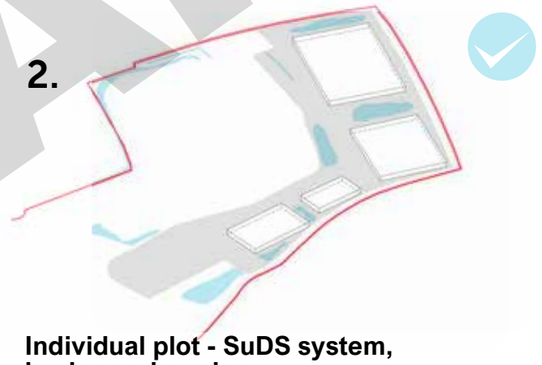
1.



Individual plot - surface water storage tank system

Each development plot is served by an underground storage tank. Minimal land take.

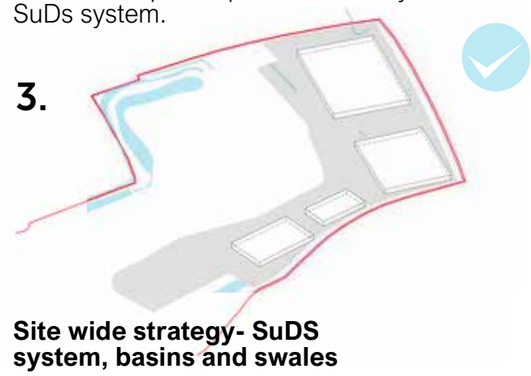
2.



Individual plot - SuDS system, basins and swales

Each development plot is served by its own SuDs system.

3.

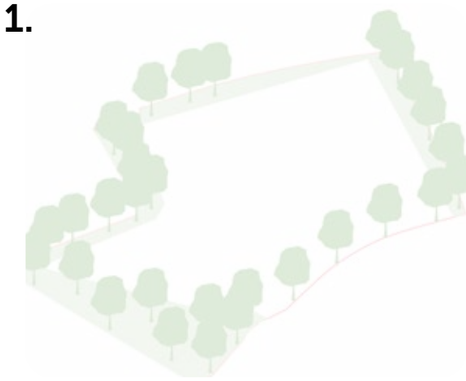


Site wide strategy- SuDS system, basins and swales

Holistic site wide strategy. Basins can be consolidated in several locations.

LANDSCAPE OPTIONS

1.



Structural landscape

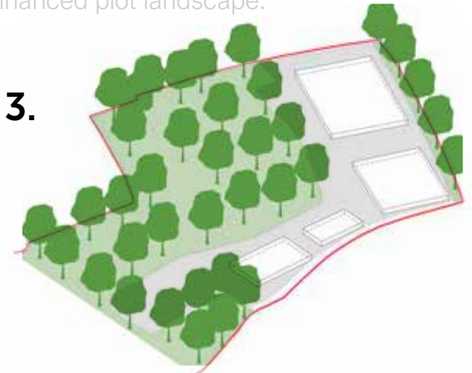
Minimal landscape response. Structural landscape (as per framework) and plot landscape only.

2.

Enhanced structural landscape

Stuctural landscape (as per framework) and enhanced plot landscape.

3.



Ecology Park

Central landscaped park for amenity, biodiversity and to accommodate landform.

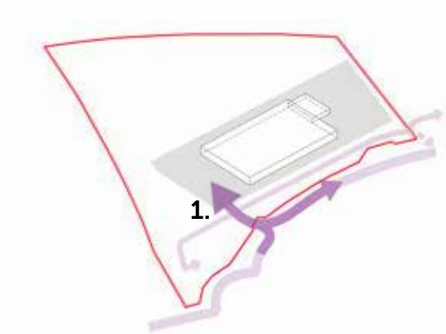
6.0 The Framework

Employment Area 3

Development Scenario E (consolidated development)

ACCESS OPTIONS

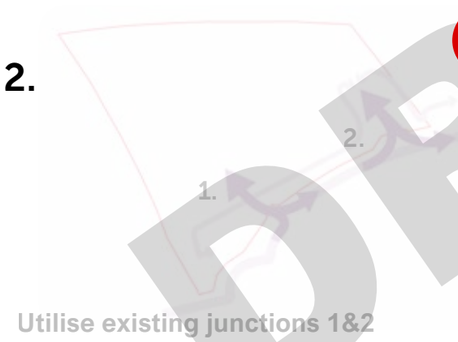
1.



Utilise existing junction 1

Proposed development is unlikely to be served by the existing left in left out arrangements

2.



Utilise existing junctions 1&2

Proposed development is served by the existing left in left out at 1 and 2.

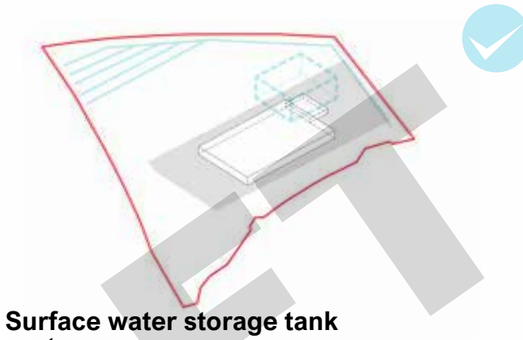
3.

Upgrade junction 2

Proposed development is served by an updated junction - to a 'no right turn' access

DRAINAGE OPTIONS

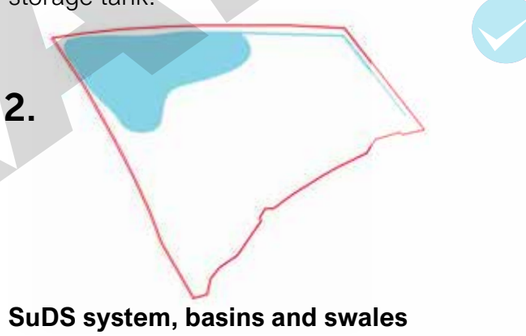
1.



Surface water storage tank system

Existing drainage channels to be diverted/ reprovided. Surface water underground storage tank.

2.



SuDS system, basins and swales

Re provide/divert existing channels and provide an attenuation basin SuDs network for surface water drainage,

LANDSCAPE OPTIONS

1.

Structural landscape

Minimal landscape response. Stuctural landscape (as per framework) and plot landscape only.

2.

Enhanced landscape/habitats

Some habitats retained and enhanced alongside development.

Employment Area 3

KEY CONSIDERATIONS

Access

- Access to Cricket club to be retained at all times.
- Co-ordination needed with TFGM on junction capacity and tram movements

Drainage

- Existing surface water drains to be reprovided.

Biodiversity

- High value existing habitats.

Visual Impact

- Sensitive receptors to te north.

Development Scenario F ((whole site development)

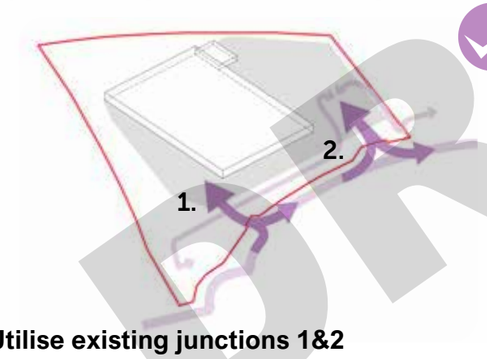
ACCESS OPTIONS

1.

Utilise existing junction 1

Proposed development is unlikely to be served by the existing left in left out arrangements

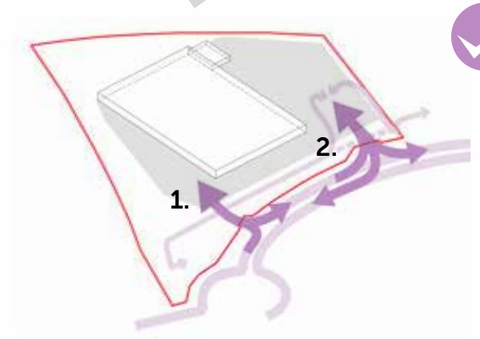
2.



Utilise existing junctions 1&2

Proposed development is served by the existing left in left out at 1 and 2.

3.

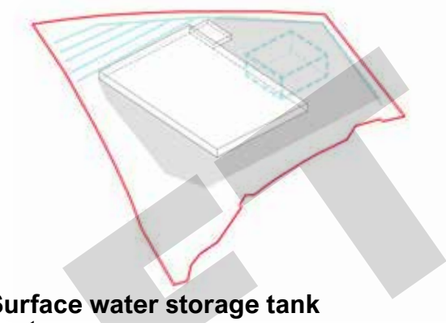


Upgrade junction 2

Proposed development is served by an updated junction - to an all move (‘no right turn’) access crossing tram line

DRAINAGE OPTIONS

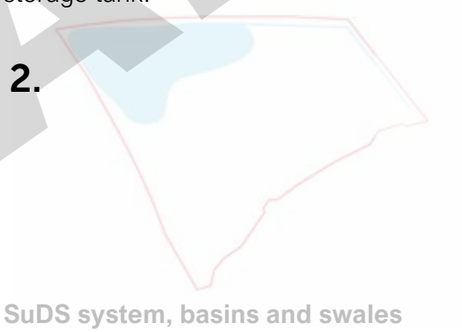
1.



Surface water storage tank system

Existing drainage channels to be diverted/ reprovided. Surface water underground storage tank.

2.

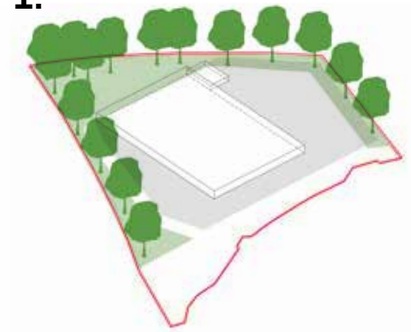


SuDS system, basins and swales

Re provide/divert existing channels and provide an attenuation basin SuDs network for surface water drainage,

LANDSCAPE OPTIONS

1.



Structural landscape

Minimal landscape response. Stuctural landscape (as per framework) and plot landscape only.

2.

Enhanced landscape/habitats

Some habitats retained and enhanced alongside development.

6.0 The Framework

6.6 Framework Options

The Solutions toolkit has identified a number of different technical solutions to delivering various quantums of development. The following pages set out four different framework options where a combination of design and technical solutions are tested.

Framework Option 1 - Ecology Park and Development

Toolkit Options Selected:

	EMP_01	EMP_02	EMP_03
Access	A1	D1	F2
Drainage	A2	D2	F1
Landscape	A1	D3	F1

EMP_01 - Development parcel divided into two plots and accessed via Rayner Lane. Existing drainage ditch accommodated within plot landscape. Frontage to Rayner Lane/Garden Centre.

EMP_02 - Development provided adjacent to M60. Employment plots accessed existing signalised junction. Central Ecology Park.

EMP_03 - Development plot served by existing junction arrangements.

Pros

- Medium quantum of development
- Ecology Park provides a local amenity for community, provides opportunities for biodiversity enhancement, reduces the amount of cut and fill on site and provides a buffer to development in terms of visual impact.

Cons

- Reduced development potential

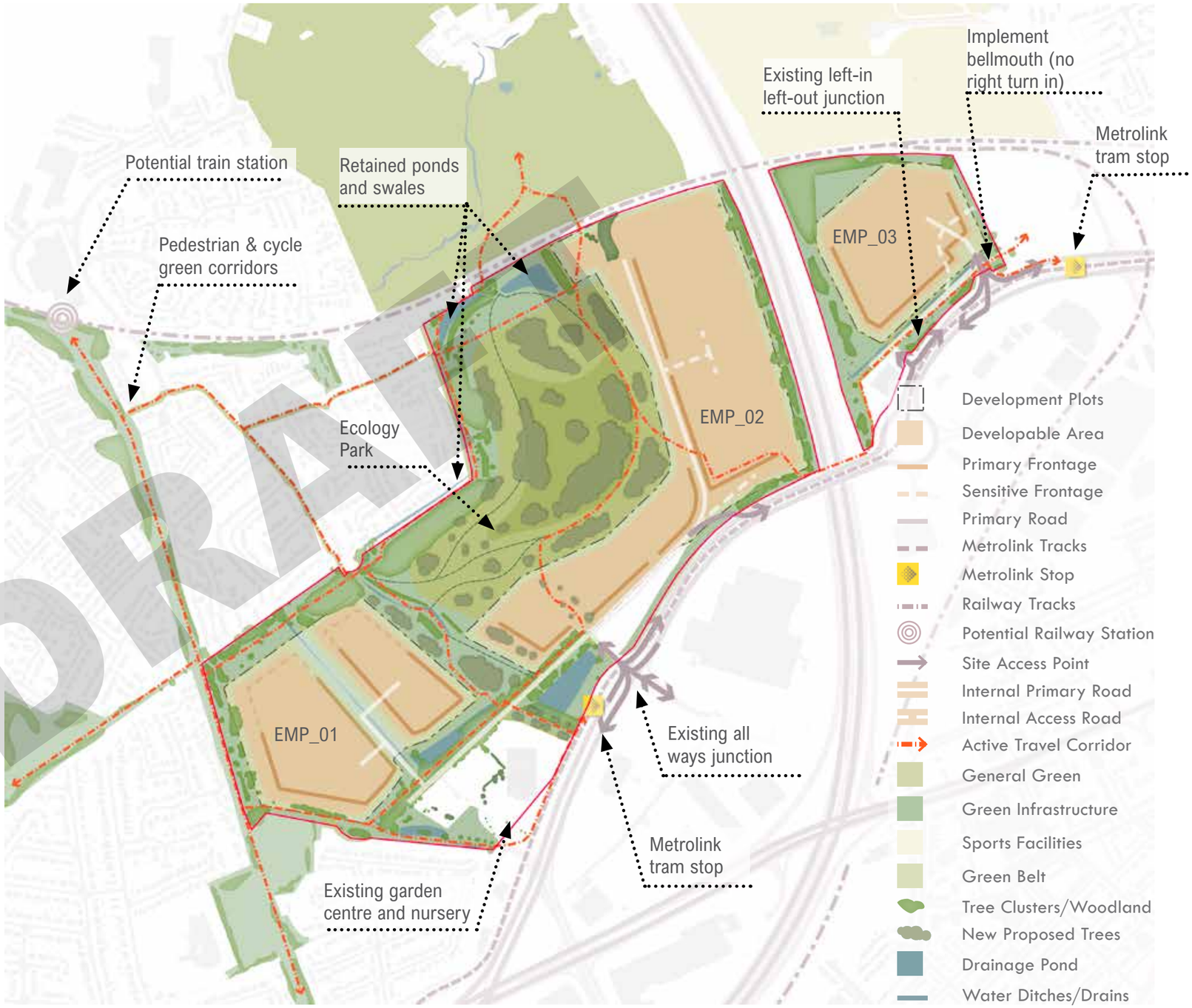


Figure 6.3: Development Framework Option 1

Access & Movement Framework

- Train station at Little Moss
- Access to serve development via Lord Sheldon Way on existing junction
- Metrolink Depot - Park and Ride relocated within the site
- New junction off Lord Sheldon Way to east
- Rayners Lane and Little Moss Lane re-routed

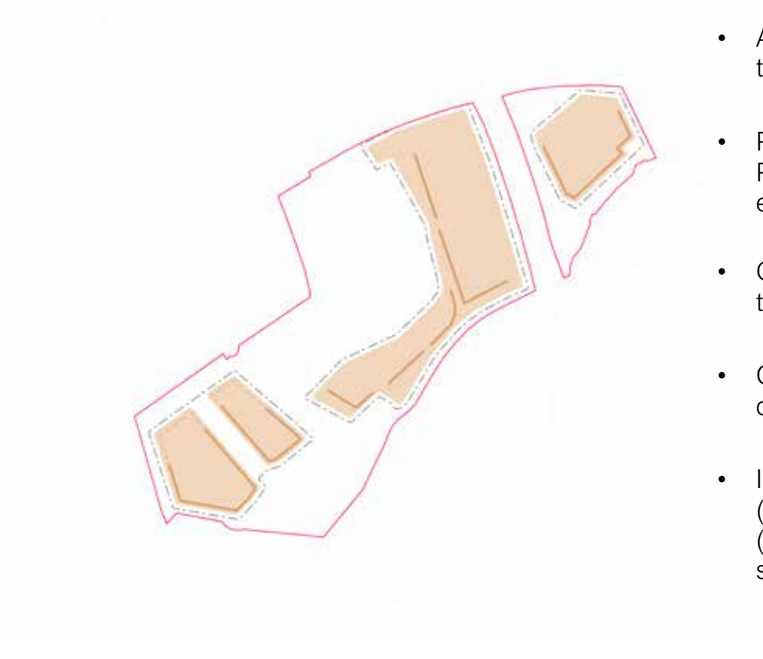
Active Travel Framework

- Existing Rights of Way retained linking Martingale Way and Lord Sheldon Way (Ashton Moss Metrolink)
- Bridleway along Moss Lane rerouted to accommodate pedestrian and cycle connections made through the employment site to retain connectivity with Lord Sheldon Way.
- Strong connection to Ecology Park in all directions
- Enhanced cycle and pedestrian connections to west linking Moorside Street and Lord Sheldon Way
- Improved pedestrian connections over Lord Sheldon Way to east

Landscape Framework

- Green links through the development and connecting into wider biodiversity network
- Existing features retained where possible- ponds, ditches.
- Green links through employment area at all possible locations
- High quality ecology park destination to north of the site for local residents and workers, as well as nature/ biodiversity learning potential (inc. learning/ research centre)

Development Area Framework



- Active and commercial frontage to Lord Sheldon Way
- Positive and green edge to Park from north and west of employment area
- Gateway arrival into the centre of the site from Lord Sheldon Way
- Concentrate larger units to south of all sites
- Indicative capacity: 1.35m sqft (c.125,400 sqm) to 2.7m sqft (c. 251,000 sqm) employment space.

6.0 The Framework

Framework Option 2 - Full Development

Toolkit Options Selected:

	EMP_01	EMP_02	EMP_03
Access	A1	B1	F2
Drainage	A2	B2	F1
Landscape	A1	B1	F1

EMP_01 - Development parcel divided into two plots and accessed via Rayner Lane. Existing drainage ditch accommodated within plot landscape. Frontage to Rayner Lane/Garden Centre.

EMP_02 - A large development platform created to accommodate a number of development plots. Autonomous bus loop connecting to new station at Little Moss.

EMP_03 - Development plot served by existing junction arrangements.

Pros

- High quantum of development
- New train station to serve local area

Cons

- Unlikely to be able to meet Biodiversity Net Gain requirements on site
- Cost associated with high quantum of cut and fill required to create development platforms
- Visual impact considerations from residential neighbours and Green Belt
- Existing Rights of Way diverted

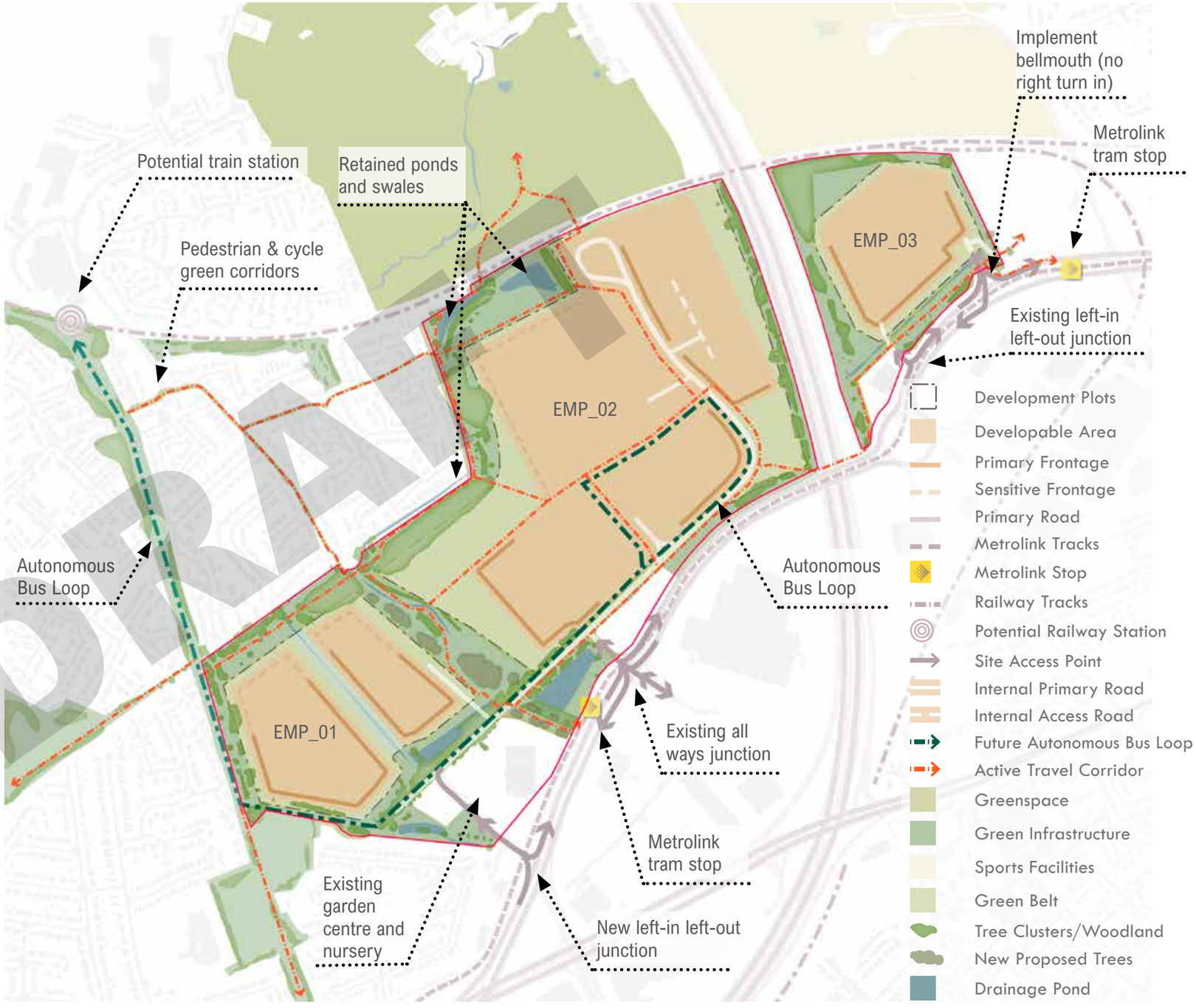
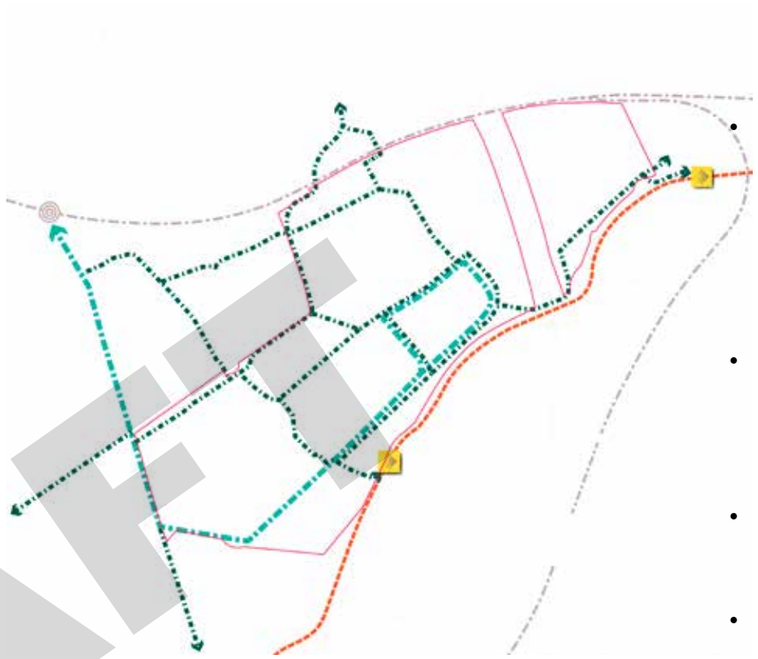


Figure 6.4: Development Framework Option 2

Access & Movement Framework

- Train station at Little Moss - with future movement loop into the site (blue line) for sustainable and autonomous links
- Access to serve development via Lord Sheldon Way on existing junction
- New access to west off Lord Sheldon Way through garden centre
- Park and ride retained in current location
- New junction off Lord Sheldon Way to east

Active Travel Framework

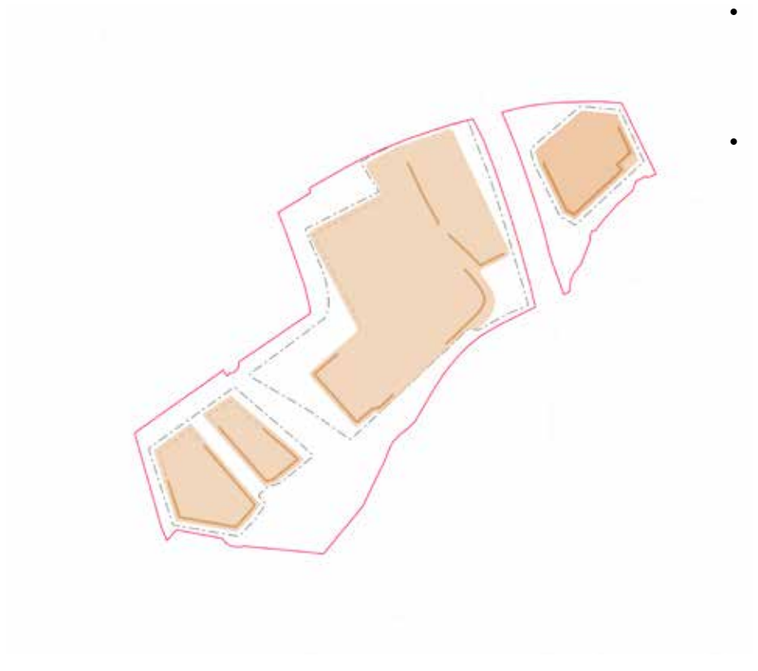


- Existing Rights of Way retained linking Martingale Way and Lord Sheldon Way (Ashton Moss Metrolink)
- Bridleway along Moss Lane rerouted to accommodate pedestrian and cycle connections made through the employment site to retain connectivity with Lord Sheldon Way.
- Enhanced cycle and pedestrian connections to west linking Moorside Street and Lord Sheldon Way
- Improved pedestrian connections over Lord Sheldon Way to east
- Cycle loop aligned with Future Movement route

Landscape Framework

- Green links through the development and connecting into wider biodiversity network
- Existing features retained where possible- ponds, ditches.
- Green links through employment area at all possible locations
- Wide central green spine dissecting the site at location of current PRoW
- Strong green access to west

Development Area Framework



- Building frontages and entrances to Lord Sheldon Way
- Indicative capacity: 1.95m sqft (c.181,100 sqm) to 3.9m sqft (c.362,300 sqm) employment space.

6.0 The Framework

Framework Option 3 - Ecology Park and Metrolink Depot

Toolkit Options Selected:

	EMP_01	EMP_02	EMP_03
Access	A1	D1	F2
Drainage	A2	D2	F1
Landscape	A1	D3	F1

EMP_01 - Development parcel divided into two plots and accessed via Rayner Lane. Existing drainage ditch accommodated within plot landscape. Frontage to Rayner Lane/Garden Centre.

EMP_02 - Metrolink Depot provided adjacent to M60. Park and Ride relocated. Central Ecology Park.

EMP_03 - Development plot served by existing junction arrangements.

Pros

- Ecology Park provides a local amenity for community, provides opportunities for biodiversity enhancement, reduces the amount of cut and fill on site and provides a buffer to development in terms of visual impact.
- Limited infrastructure need/ highways intervention

Cons

- Reduced development potential
- Existing Rights of Way diverted to facilitate Metrolink Depot.
- Depot provides poor 'front door' to the site discouraging use of Ecology Park

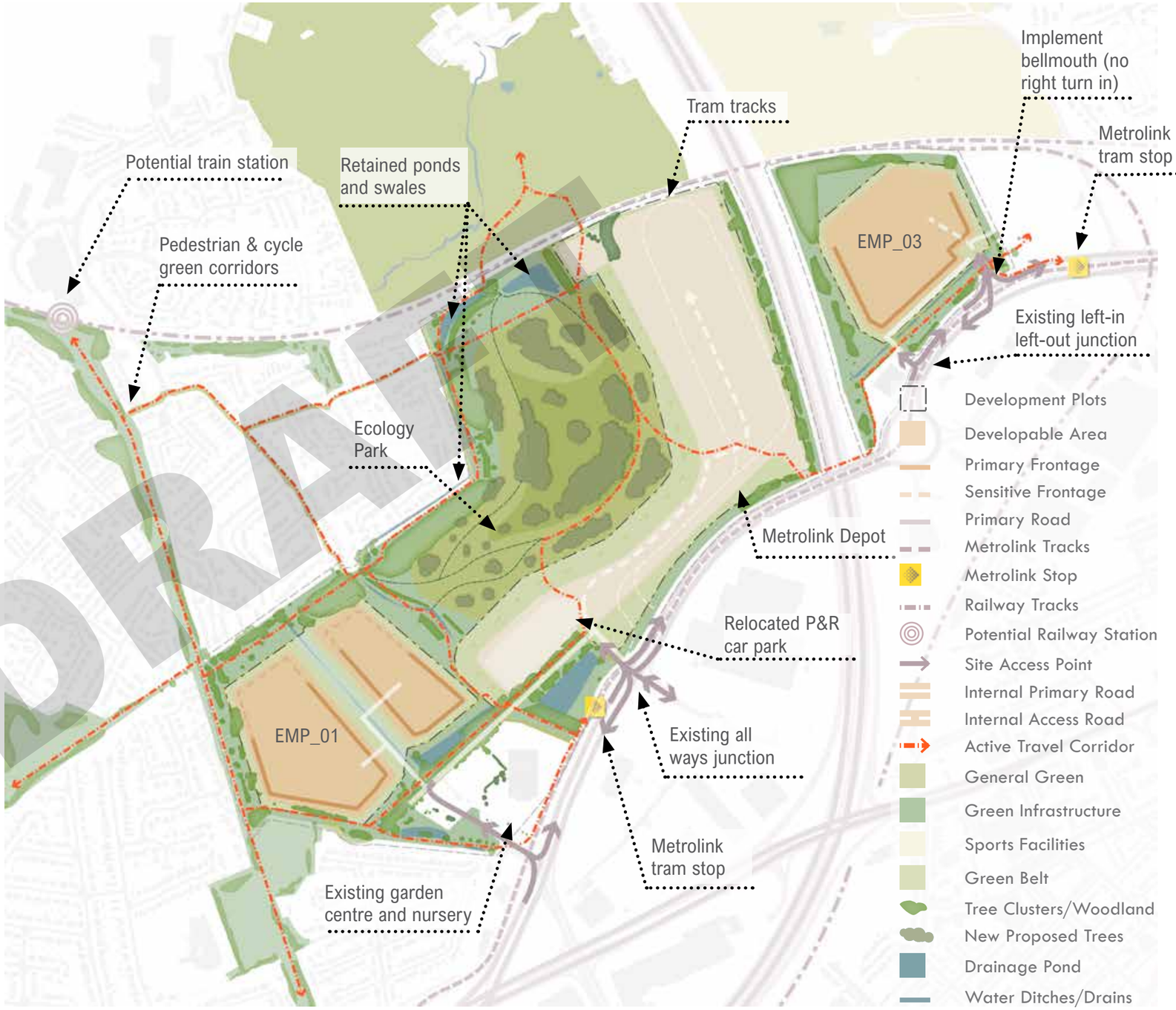


Figure 6.5: Development Framework Option 3

Access & Movement Framework

- Train station at Little Moss
- Access to serve development via Lord Sheldon Way on existing junction
- Metrolink Depot - Park and Ride relocated within the site
- New junction off Lord Sheldon Way to east
- Rayners Lane and Little Moss Lane re-routed

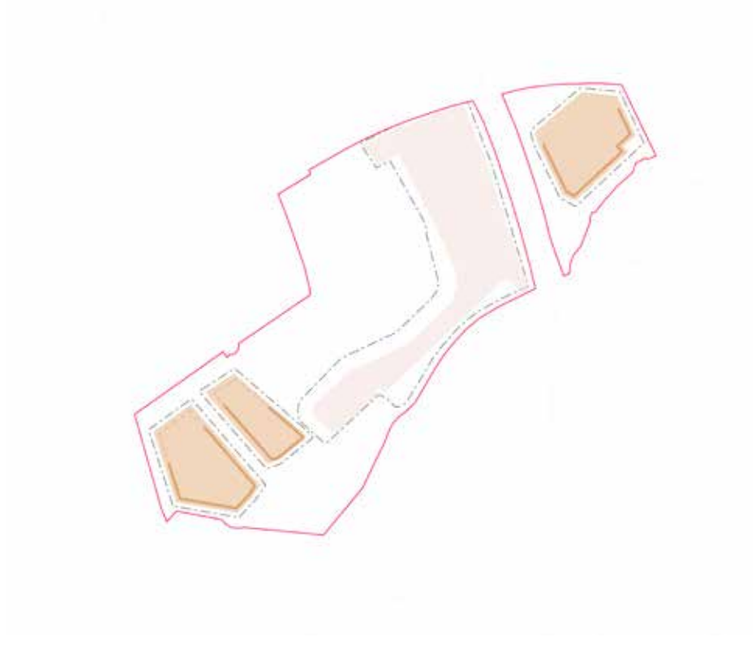
Active Travel Framework

- Existing Rights of Way retained linking Martingale Way and Lord Sheldon Way (Ashton Moss Metrolink)
- Bridleway along Moss Lane rerouted to accommodate pedestrian and cycle connections made through the depot site to retain connectivity with Lord Sheldon Way
- Strong connection to Ecology Park in all directions
- Enhanced cycle and pedestrian connections to west linking Moorside Street and Lord Sheldon Way
- Improved pedestrian connections over Lord Sheldon Way to east

Landscape Framework

- Green links through the development and connecting into wider biodiversity network
- Existing features retained where possible- ponds, ditches
- Opportunity for green infrastructure around depot to accommodate level changes and reduce impact of depot
- High quality ecology park destination to north of the site for local residents and workers, as well as nature/ biodiversity learning potential (inc. learning/ research centre)

Development Area Framework



- Active and commercial frontage to Lord Sheldon Way
- Sensitive edge and ‘softer’ edge to residents to north
- Concentrate larger units to south of all sites
- Indicative capacity: 660,522 sqft (c.61,400 sqm) to 1.3m sqft (120, 800sqm) employment space, plus Metrolink Depot

6.0 The Framework

Framework Option 4 - Development and Metrolink Depot

Toolkit Options Selected:

	EMP_01	EMP_02	EMP_03
Access	A1	C1	F2
Drainage	A2	C2	F1
Landscape	A1	C1	F1

EMP_01 - Development parcel divided into two plots and accessed via Rayner Lane. Existing drainage ditch accommodated within plot landscape. Frontage to Rayner Lane/Garden Centre.

EMP_02 - Metrolink Depot provided adjacent to M60. Park and Ride relocated. Employment plots accessed existing signalised junction. Development plot platforms to be confirmed, but will sit at a higher level to the depot site. Existing Right of Way diverted and re provided. New train station provided.

EMP_03 - Development plot served by existing junction arrangements.

Pros

- Medium quantum of development and can provide a Metrolink Depot
- New train station to serve local area

Cons

- Unlikely to be able to meet Biodiversity Net Gain requirements on site
- Cost associated with high quantum of cut and fill required to create development platforms, likely need to move material off site and sustainability
- Visual impact considerations from residential neighbours and green belt
- Existing Rights of Way diverted to facilitate Metrolink Depot
- High levels of security and fencing for depot - poor front door to AMW

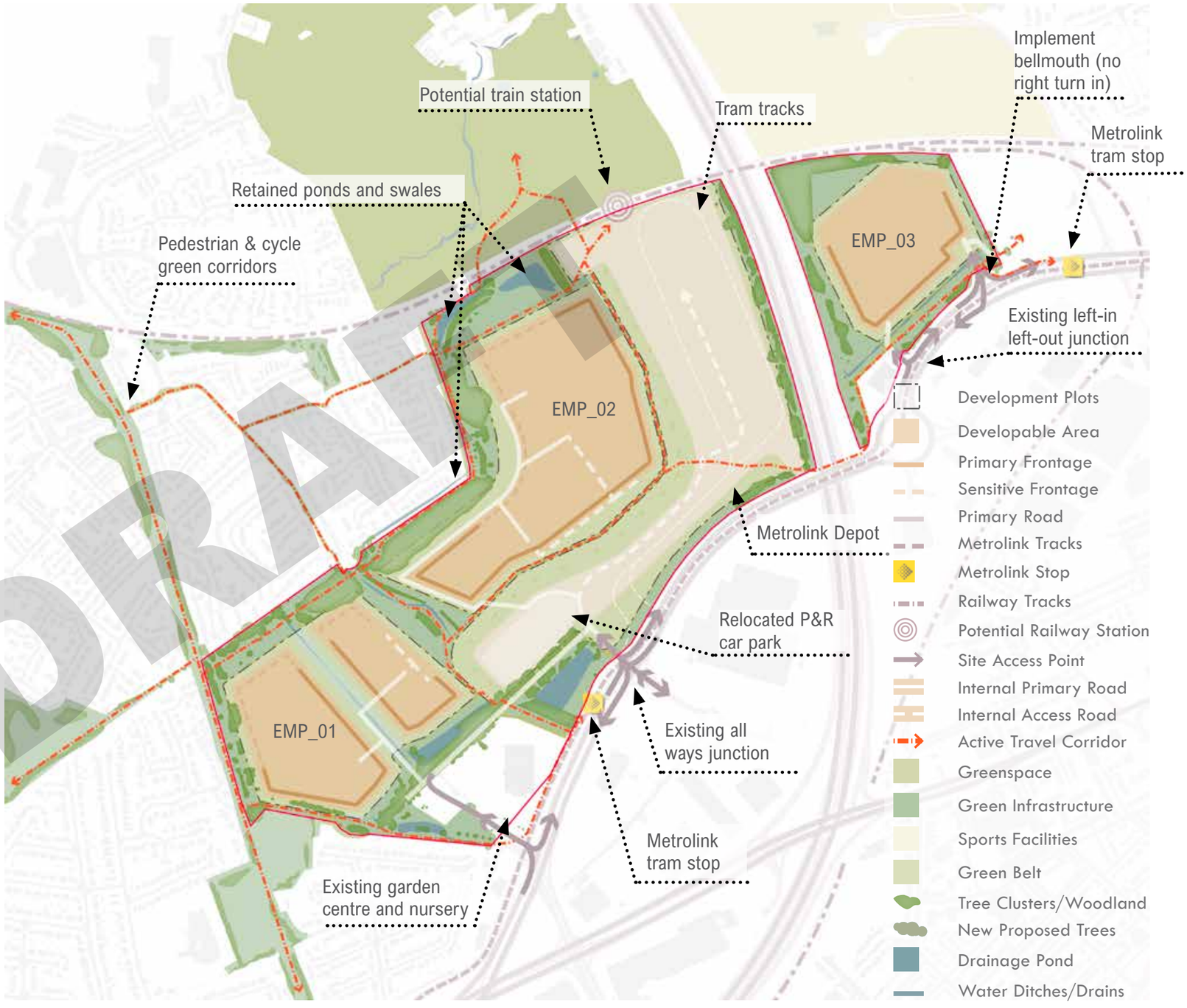


Figure 6.6: Development Framework Option 4

Access & Movement Framework

- Train station at Ashton Moss West to link into depot proposals
- Utilise existing access to serve development via Lord Sheldon Way
- Metrolink Depot - Park and Ride relocated within the site

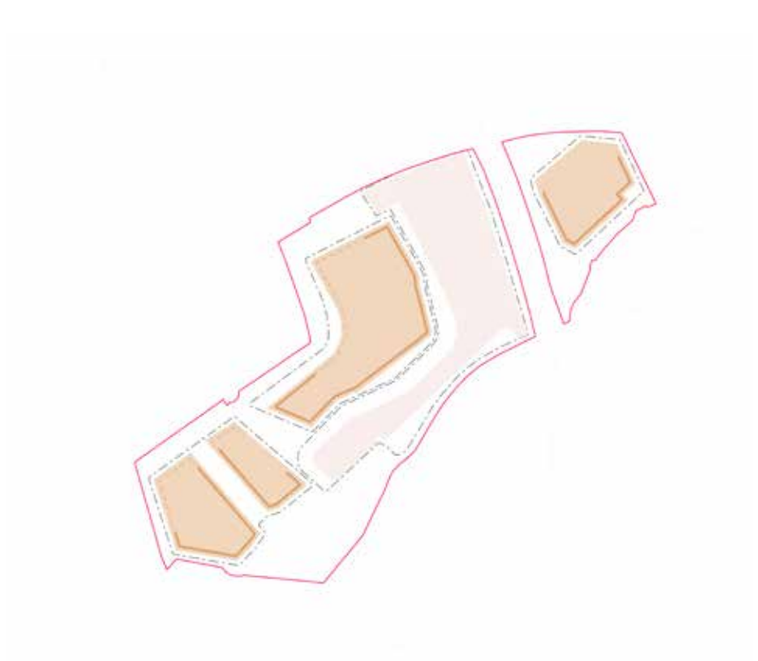
Active Travel Framework

- Existing Rights of Way retained linking Martingale Way and Lord Sheldon Way (Ashton Moss Metrolink)
- Bridleway along Moss Lane rerouted to accommodate pedestrian and cycle connections made through the depot site to retain connectivity with Lord Sheldon Way
- Enhanced cycle and pedestrian connections to west linking Moorside Street and Lord Sheldon Way
- Improved pedestrian connections over Lord Sheldon Way to east

Landscape Framework

- Green links through the development and connecting into wider biodiversity network
- Existing features retained where possible- ponds, ditches
- Opportunity for green infrastructure around development platforms to accommodate level changes

Development Area Framework



- Active and commercial frontage to Lord Sheldon Way
- Adaptable/ flexible frontage to Metrolink Depot
- Sensitive edge and ‘softer’ edge to residents to north
- Concentrate larger units to south of all sites
- Indicative capacity: 1.25m sqft (116,100 sqm) to 2.5m sqft (232,200 sqm) employment space, plus Metrolink Depot

6.0 The Framework

6.7 Options Appraisal

The four framework options set out above have been prepared in the context of the structural framework and the design principles. This section provides an appraisal of each option against the Key Performance Indicators (KPIs) to establish the pros and cons of each strategy and identify further work required to lead to the development of a preferred masterplan for the site.

Framework Option 1

KPI	Option 1 Commentary	Key Risks	Status
Maximises Development Potential	• Development focused to the south of employment area 2 and existing plateaus • Moderate level of development	• Interface between Ecology Park and development area • Phasing of Employment Area 1	
Maximises Biodiversity and Landscape Potential	• Retains and enhances large parkland area and opportunity for biodiversity and habitat enhancement • Retain and enhance water bodies on site • Retain landscape edge to sites	• Ashton Moss East wet woodland is reduced • Removal and/ or rerouting of land drains	
Sensitive to Neighbours	• Provides clear landscaped buffers including Ecology Park to buffer with neighbours to north west • Ecology Park provides local amenity for residents • Strong, continous commercial frontage to south	• Development up to the rail line may appear in views from the north • Rear interface between park and employment area to be considered	
Enables Connectivity	• Key linkages retained with minor diversions to PROW • Informal footpaths within Ecology Park provided	• Minor diversions to PROWs • Connectivity between park and employment area • Connection to east along Lord Sheldon Way	
A Flexible Approach	• The distinct parcels allow phased development over three areas	• Reprofiling of land will be required to create a plateau and Ecology Park which would need to be dealt with through phasing • Diffficult to bring Emplyment Area 1 early with access approach	
Works with Site Conditions	• Utilises existing junctions and infrastructure • Allows for on site reprofiling and distribution of spoil, as well as potentially retaining peat in situ • Retains swales and ponds and allows for high levels of natural drainage	• Requires new left out egress to EMP_02 and new access to EMP-03	

Framework Option 2

KPI	Option 2 Commentary	Key Risks	Status
Maximises Development Potential	• Utilises all available land for development	• Deliverability of land for development within EMP_01	
Maximises Biodiversity and Landscape Potential	• Development area limits opportunity for landscape and biodiversity enhancements on site	• Off site compensation would likely be required to meet biodiversity net gain requirements • Ashton Moss East wet woodland is reduced	
Sensitive to Neighbours	• Development stretches closer to residential neighbours and to the north of the site adjoining the Green Belt • Buffer with neighbours provided but minimised	• Noise and visual impacts would need to be assessed and mitigated	
Enables Connectivity	• Key linkages retained • Higher quantum of development potentially supports an autonomous bus loop and railway station at Little Moss providing enhanced public transport connectivity • Limited connectivity through to East	• Minimised opportunity for informal footpaths in a parkland setting. • PROWs diverted	
A Flexible Approach	• A greater developable area provides more opportunities for flexible development scales and phasing • Opportunity for a large land take anchor tenant	• Delivery of large amount of enabling infrastructure and access	
Works with Site Conditions	• Utilises existing junctions and infrastructure • Large scale infrstructure enhancement (energy, highways, drainage) required	• Higher quantum of spoil likely to be removed off site and limited opportunity to retain peat • Reduced opportunity for sustainable drainage systems • Requires likely new access on third party land to EMP_01	

6.0 The Framework

Framework Option 3

KPI	Option 3 Commentary	Key Risks	Status
Maximises Development Potential	• Development focused to the south of the site and existing plateaus • Minimised amounts of employment development due to Metrolink depot	• Retains large undeveloped area to provide a country park	
Maximises Biodiversity and Landscape Potential	• Retains large parkland area and opportunity for biodiversity and habitat enhancement	• Ashton Moss East wet woodland is reduced • Metrolink depot likely to have noise and lighting impacts which could reduce habitat success	
Sensitive to Neighbours	• Provides clear landscaped buffers including country park to buffer with neighbours to north west • Ecology Park provides local amenity for residents	• Development of Metrolink depot up to the rail line may appear in views from the north • Metrolink depot provides a poor 'front door' discouraging use of the Ecology Park	
Enables Connectivity	• Key linkages retained with minor diversions to PROW • Informal footpaths within country park retained • Metrolink depot unlocks potential new railway station on site	• Existing Rights of Way diverted to facilitate Metrolink Depot.	
A Flexible Approach	• The distinct parcels allow phased development	• Reprofiling of land will be required to create a plateau and Ecology Park which would need to be dealt with through phasing • Construction of the Metrolink depot would dictate phasing and timing of EMP_02 construction	
Works with Site Conditions	• Utilises existing junctions and infrastructure • Allows for on site reprofiling and distribution of spoil, as well as potentially retaining peat in situ • Retains swales and ponds and allows for high levels of natural drainage	• Requires likely new access on third party land to allow use of EMP_01 due to Metrolink	

Framework Option 4

KPI	Option 4 Commentary	Key Risks	Status
Maximises Development Potential	• Utilises all available land for development • Moderate level of employment development due to Metrolink depot	• Metrolink reduces amount of employment area delivered	
Maximises Biodiversity and Landscape Potential	• Development area limits opportunity for landscape and biodiversity enhancements on site	• Off site compensation would likely be required to meet biodiversity net gain requirements • Ashton Moss East wet woodland is reduced	
Sensitive to Neighbours	• Development stretches closer to residential neighbours and to the north of the site adjoining the Green Belt • Buffer with neighbours provided but minimised	• Noise and visual impacts would need to be assessed and mitigated	
Enables Connectivity	• Key linkages retained • Higher quantum of development potentially supports an autonomous bus loop and railway station at Little Moss providing enhanced public transport connectivity	• Minimised opportunity for informal footpaths in a parkland setting. • PROWs diverted	
A Flexible Approach	• The distinct parcels allow phased development	• Construction of the Metrolink depot would dictate phasing and timing of EMP_02 construction	
Works with Site Conditions	• Utilises existing junctions and infrastructure	• Higher quantum of spoil likely to be removed off site and limited opportunity to retain peat • Reduced opportunity for sustainable drainage systems • Requires likely new access on third party land to allow use of EMP_01 due to Metrolink	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7.0 DELIVERY STRATEGY

7.0 Delivery Strategy

7.1 Overview

The development will need to create the right ecosystem for investment, and offer design solutions that enable a flexible site delivery with 'oven-ready' plots for investors and businesses to understand the potential of the site, and benefit from clear timescales within which they are able to locate there.

A site which creates a unique and natural environment, with high quality social spaces, workspaces and public space is critical in establishing a strong identity and positioning the site within a highly competitive national and regional investment landscape.

Plot sizes that can be flexibly arranged to allow firms to grow and develop and transfer between different spaces within the site and off-site. For example, industrial processes on site linked to office accommodation in Manchester city centre or St Petersfield.

Providing a degree of flexibility on the size for secondary, non-advanced manufacturing uses, as well as plot size and configuration could ensure long term prosperity for the Ashton Moss Innovation Park with an anchor tenant or institution. This creates a more desirable prospect for other small/medium enterprises (SMEs) seeking space in the area or Greater Manchester.

Lessons from elsewhere

To inform the study, a comprehensive analysis of case studies was undertaken to ground the Development Framework against what has been achieved elsewhere, and to understand local competitors or complementary advanced manufacturing parks. Case studies were chosen based on location, industry and scale (full details in Appendix 1):

1. Cambridge Science Park
2. Wellcome Genome Campus
3. Innovation Centre Medway
4. Britishvolt Blyth
5. Sheffield Advanced Manufacturing Park
6. Rochdale's Advanced Machinery and Productivity Institute (AMPI)

This exercise has illustrated the key points that need to be considered to create a successful employment park, with industry focused on Advanced Manufacturing.

- Support from academic or further educational institutions. Examples of institutions in the North West linked to innovation parks include University of Manchester, Manchester Metropolitan University, Salford, Sheffield, Huddersfield.
- Funding and support from regional or national authorities such as GMCA, Yorkshire Forward, Government's Innovation Strategy or Town's Fund and formerly the European Regional Development Fund
- Access to skilled workers and a labour base
- Network of firms with activity outside the site that can benefit from the park's research (e.g. Sheffield Advanced Manufacturing Park)
- Easy access to strategic networks (road, rail, water etc)
- Site features are important to support the realisation of the development including infrastructure and utilities provision especially water, energy, renewables etc.

7.2 Risk Assessment

The project context and site appraisal has identified a number of risks to the delivery of development on the site.

Land assembly

Given the multiple landowners on site, collaboration and partnership will be key to ensure the successful delivery of this opportunity. A comprehensive approach should be undertaken, building on this initial Development Framework, to refine and agree a site-wide infrastructure strategy for the development. Tameside Council has the opportunity to act in a supporting capacity, enabling the landowners to bring forward the site collectively.

Access and Transport

Access to the cricket club and public rights of way should be maintained and legal access rights will need to be addressed. The amount and type of junctions and likely upgrades will also need to be informed by a more detailed understanding of the movements any development is likely to generate.

Public rights of way cross the site and will need to be respected. Diversion may be possible but the cost and convenience of this will need addressed.

Technical Risks

The key technical risks are related to ground conditions, drainage and ecology. There are level changes across the site and peat on the site which retains water. In order to create development platforms, ground works will be required likely involving the movement of spoil around the site. More detailed surveys will inform the extent and type of works necessary to support development and the likely associated costs.

There are also a number of drainage features and ponds within the site and a detailed understanding of existing and proposed surface water regimes and infrastructure will be needed to inform a detailed design solution.

The site also has a number of priority habitats and high potential for species which need to be carefully considered. Development will be required to achieve Biodiversity Net Gain in accordance with the Environment Act and Places for Everyone (once adopted). Developing a BNG strategy is an iterative process which will need repeated as further detail is worked up.

Timescales and Phasing

Whilst there continues to be interest from potential advanced manufacturing occupiers for sites across Greater Manchester, enquiries for are generally seeking a site which allows for development and occupation in the short term, without the need for substantial lead-in infrastructure investment to support delivery. Further detailed design work is needed to unlock the site and appeal to potential occupiers.

Planning

The western parcel of the site is currently designated Green Belt, and release is dependent on successful allocation of the site by the Places for Everyone Plan which is undergoing Examination until March 2023. The outcome is likely to be known towards the end of 2023. The area immediately to the north of the site is within the Green Belt and not proposed for release.

Planning permission will be required to allow development to be delivered. Planning strategy and land compilation will have a bearing on approach and requirements associated with this.

Funding

Public/private partnerships can be used to tap into funding mechanisms, building on the opportunity of the Growth Zone/ Mayoral Development Zone as part of the strategic case.

Potential Occupiers

MIDAS, Manchester's inward investment promotion agency, consider the site to be advantageously positioned in Greater Manchester, noting that few sites in the sub-region are able to accommodate units of significant scale. However, they recognise the potential competition from Rochdale for advanced manufacturing occupiers, particularly in the short-term. Ashton Moss could attract overseas companies, such as Chinese firms seeking to set up manufacturing hubs closer to the UK market to negate supply chain issues, as well as existing businesses closer to home. There are supply issues in neighbouring Stockport for example, where businesses are seeking move-on/ expansion space and a lack of suitable employment sites.

Amenity

The site is in proximity to a residential area, to the north and west of Ashton Moss West, and the amenity of local residents from the perspective of noise and visual impacts as well as recreational opportunities need to be considered. The relationship between the site and adjacent railway line and motorway also needs to be addressed in terms of proposed development.

The following pages provide further consideration of these risks and options for addressing and overcoming the hurdles to achieving employment development on the site.

7.0 Delivery Strategy

7.3 Infrastructure Delivery Options

Building on the identified infrastructure delivery needs, this section outlines the key considerations for achieving development at the site, and offers a range of mitigation measures or delivery solutions that should be considered by TMBC for taking the site forward.

Ground Conditions

Based on the due diligence undertaken to date, a key requirement will be to address the topography of the site through undertaking a comprehensive cut and fill strategy, alongside a remediation strategy for the site, and to deliver a site-wide drainage strategy. Detailed ground investigation works will be required to provide further development specific environmental and geotechnical information to inform detailed enabling works designs.

The additional investigation may comprise machine excavated trial pits and window sample boreholes to inform shallow ground conditions and cable percussive boreholes to confirm the deeper ground conditions. A piled foundation solution is likely given the depth of made ground however, a shallow foundation solution should not yet be ruled out if peat and soft organic materials are excavated and removed and replaced by engineering fill.

Installation of boreholes will be required to further assess the ground gas regime of the site as previous investigation has classified a CS3 scenario and the only other ground gas monitoring was incomplete due to borehole inundation. It is likely ground gas protection measures will be required.

Initial studies indicate that cut and fill could be contained on site, with spoil redistributed to form the Ecology Park (framework options 1 and 4) and to support development platforms within the site. This has informed the framework masterplan options and phasing approach in order to accommodate level changes at a site-wide scale.

Future rounds of Levelling Up and GMCA funding may be available to support upgraded infrastructure.

Surface Water Drainage

Delivery and phasing is likely to inform the drainage strategy, as it would depend on the detailed design on a plot by plot basis of built form and design.

Infiltration is not expected to be compatible with the prevailing ground conditions, although this is subject to testing. Connection to the existing drainage ditches should be considered subject to developed area and confirmation of the wider drainage network. Preference should be given to sustainable drainage systems (SUDS) although tanked solutions have also been considered in the framework options to manage surface water on site and avoid increases in offsite flows either overland or via the sewer network.

Foul Water Drainage Strategy

A development of this mass will require a positive outfall to the adopted United Utilities Sewer Network. For the eastern site (Ashton Moss East), it is assumed that there isn't currently an adopted sewer network that could be connected. It is likely that a Pumping Station solution would be required to convey the flows to the assumed discharge point in Richmond Street.

For a single development only one pumping station with its associated rising main would be required.

For the western site, the ability to drain foul water from the site via gravity would be subject to an assessment of proposed development levels and verification of existing sewers via a CCTV survey would be needed.

The opportunity for gravity flows would depend on the changes to levels across the site. If a pumped solution was required, this could be via a single large pumping station or a number of smaller shallower pumping stations that would serve each development plot depending on phasing and build out strategy.

Super fast fibre network connectivity

This will be required to support industry on the site, and can connect to existing networks.

Energy

A primary electricity sub-station will be required (approx. 40m x 40m) as a minimum for the western parcel with provision for access. This has been based on industry assumptions. Smaller secondary substations may also be required, and could support a phased approach although a primary substation would be needed on site at some point in the delivery of the scheme in its entirety.

There is an existing gas supply to the western site via a high pressure gas main which is expected to be used to feed the site. New connections are likely to be needed for the eastern site. However, to achieve a net zero strategy, the use of gas should be limited to requirements for manufacturing purposes.

The development is likely to be able to accommodate a valuable quantum of on-site energy generation. Opportunities for solar, energy recovery and district heating as a minimum should be explored.

Highways Access

In terms of capacity on the highways network, the Locality Assessment (Transport Locality Assessment, GMSF 2020) presents robust traffic generations. An initial assumed average trip generation for Industrial Estate employment (B1, B2 and B8 uses) demonstrates this would result in traffic volumes within the thresholds of the assessment.

The detail of the required site access points would be defined by the quantum of development. Two access points have been identified for EMP_03 in all options, however this may not be necessary, subject to quantum of development and further analysis.

Upgrades to existing junctions are likely to be required to support employment uses, accommodating HGV movements and emergency vehicles. The framework options seek to maximise the use of existing highway infrastructure, but implementation of the bellmouth junction to EMP_03 would be needed, enabling left in, left out and right turn out in all options. Multiple crossings of the tramway (to support a right turn in from the west) should be implemented only if necessary and level of investment is justified, as vehicles are more likely to arrive from the strategic road network to the west.

Levelling Up and GMCA funding may be available to support upgraded infrastructure.

Active Travel

Although the site has existing strong pedestrian and cycle accessibility, there is a clear opportunity to enhance this to support development of the site. This can serve the existing residential population as well as creating an attractive and welcoming site for potential employers and staff.

The Mayor's Challenge Fund is already investing in pedestrian and cycle infrastructure connections through the site along Rayner Lane, which has been incorporated into the masterplan framework (without Metrolink options).

Internal connectivity will also be important, incorporating the existing Public Rights of Way. Enhancements should be delivered early on to encourage use and establishment and assist in reducing traffic demand on the local highway network. Sustrans and Active Travel England funding should be explored to support these options.

Green Infrastructure

The initial work undertaken to inform this Development Framework has also identified the opportunities for Biodiversity Net Gain (BNG), although further analysis will need to take place to confirm the BNG strategy alongside implications for viability.

An Ecology Park is proposed to support the delivery of BNG, as well as reprovide recreational space for existing residents and future staff. This would support an attractive environment and provide space for structural landscape planting around the periphery of the site to act as a buffer between residential and employment development.

Habitat enhancement of the existing ponds and woodlands and other scrub habitat should be explored to improve the biodiversity value of the site.

Landscaping is likely to be undertaken on a plot by plot basis, although a comprehensive strategy for the Ecology Park would be needed. This is likely to be delivered as part of phase 2 to accommodate spoil deposition within the site and unlock further development parcels. Opportunities for funding such as the GMCA Green Spaces fund should be explored to unlock the Green Infrastructure at a site-wide level.

Acoustics

Potential impacts on adjacent residential areas from a proposed development would need to be assessed and a noise mitigation strategy may be required. This should be focused on a green infrastructure first approach, utilising vegetated and earthwork buffers to minimise impacts in the first instance.

Off Site Works

There is the potential for enhanced offsite connectivity with existing tram stops, park and ride and nearby leisure and retain facilities across Lord Sheldon Way, supporting pedestrian and cycle infrastructure. Improved access across the railway to the north where existing PRoW routes exist can also enhance accessibility to the site. A new train station at Little Moss is also required to be considered under the draft PfE allocation. Network Rail funding would be needed to unlock this opportunity.

7.0 Delivery Strategy

6.4 Capacity

The Development Framework for Ashton Moss Innovation Park is intended to be flexible, to allow the evolution of the design process to respond to market changes. Notwithstanding this, it is helpful to identify the potential capacity of the proposed development options, reflecting the known constraints and opportunities of the site.

Based on feedback from the market analysis work, the preference for logistics and/or advanced manufacturing occupiers is likely to range from 9,000sqft to 500,000sqft. A mix of unit types is likely to be appropriate, which will broaden the appeal of the site to potential occupiers. Therefore including big box units on the site alongside smaller multi-lets is advantageous.

This approach also enables the site to appeal to logistics and advanced manufacturing occupiers, which have the potential to co-locate dependent on market demands. The following sets out the capacity options for the site based on the four options proposed. These are indicative and based on broad assumptions and, therefore, will need to be assessed as more technical detail and delivery options are finalised.

Framework Option 1 - Ecology Park and Development

		EMP_01	EMP_02	EMP_03	Total
	Developable area (ha)	9.7	16.8	5.6	32.1
	Developable area (sqm)	96,989	167,664	56,421	321,074
	Assumed coverage (%)	40	40	40	
Indicative capacity	1 storey (sqm)	38,796	67,066	22,568	128,430
	1 storey (sqft)	417,596	721,894	242,926	1,382,416
	1.5 storey (sqm)	58,193	100,598	33,853	192,644
	1.5 storey (sqft)	626,364	1,082,841	364,389	2,073,624
	2 storey (sqm)	77,591	134,131	45,137	256,859
	2 storey (sqft)	835,192	1,443,788	485,853	2,764,832

* Not including depot

Framework Option 2 - Full Development

		EMP_01	EMP_02	EMP_03	Total
	Developable area (ha)	9.7	30	5.6	45.3
	Developable area (sqm)	96,989	300,020	56,421	453,430
	Assumed coverage (%)	40	40	40	
Indicative capacity	1 storey (sqm)	38,796	120,008	22,568	181,372
	1 storey (sqft)	417,596	1,291,766	242,926	1,952,288
	1.5 storey (sqm)	58,193	180,012	33,853	272,058
	1.5 storey (sqft)	626,364	1,937,649	364,389	2,928,432
	2 storey (sqm)	77,591	240,016	45,137	362,744
	2 storey (sqft)	835,192	2,583,532	485,853	3,904,576

6.0 The Framework

Framework Option 3 - Ecology Park and Metrolink Depot

		EMP_01	EMP_02	EMP_03	Total
Indicative capacity	Developable area (ha)	9.7	Metrolink Depot - to be confirmed	5.6	15.3
	Developable area (sqm)	96,989		56,421	153,410
	Assumed coverage (%)	40		40	
	1 storey (sqm)	38,796		22,568	61,364
	1 storey (sqft)	417,596		242,926	660,522
	1.5 storey (sqm)	58,193		33,853	92,046
	1.5 storey (sqft)	626,364		364,389	990,783
	2 storey (sqm)	77,591		45,137	122,728
	2 storey (sqft)	835,192		485,853	1,321,044

Framework Option 3 - Development and Metrolink Depot

		EMP_01	EMP_02	EMP_03	Total
	Developable area (ha)	9.7	13.2	5.6	28.5
	Developable area (sqm)	96,989	132,355	56,421	285,765
	Assumed coverage (%)	40	40	40	
Indicative capacity	1 storey (sqm)	38,796	52,942	22,568	114,306
	1 storey (sqft)	417,596	569,868	242,926	1,230,390
	1.5 storey (sqm)	58,193	79,413	33,853	171,459
	1.5 storey (sqft)	626,364	854,802	364,389	1,845,585
	2 storey (sqm)	77,591	105,884	45,137	228,612
	2 storey (sqft)	835,192	1,139,735	485,853	2,460,780

7.0 Delivery Strategy

7.5 Phasing

A development of this scale will take time to construct, but delivering positive place-making outcomes on the ground too slowly will not help build the identity and environment required to attract market interest and create a place of distinction.

The suggested approach to phasing focuses on delivery of key infrastructure as part of Phase 1.

This will build momentum for the identity of the place and, from the outset, start to address the challenges of creating a flourishing place with a strong community.

The options appraisal provides a robust fundamental structure. The plots remain very flexible and this also lends itself to a very agile phasing strategy that can naturally flow on from the first phase and be served off extensions to phase 1 infrastructure.

Each subsequent phase of development will not only continue to build a critical mass of accommodation and community but also focus on delivery of key pieces of public open space to complete the network envisaged to create a place of distinction that attracts and retains businesses. A number of phases are subject to working in collaboration with third parties to bring these phases forward. The timing of the delivery of the Metrolink Depot, should it come forward, is also likely to have implementations for phasing.

7.6 Planning Strategy

The planning strategy for the site will be determined by the principal landowners, land compilation or partnerships set up for site delivery.

The preferred approach is for both Ashton Moss sites (Ashton Moss West and Ashton Moss East) to be considered as a single planning application to allow for infrastructure requirements such as access, utilities and green infrastructure to be planned as a whole. Any offsets needed, for example for biodiversity loss on Ashton Moss East could then be accommodated by enhancements on the western site. It is recommended that a planning allocation is secured for Ashton Moss West ahead of any planning applications coming forward. Based on the latest PfE programme, the expectation is for adoption of the Plan in late 2023/early 2024. Once the allocation is secured, there are the following options for securing planning permission on the site.

The sites could also be brought forward independently allowing Ashton Moss East, which already benefits from an existing employment allocation, to come forward in advance of Ashton Moss West.

Outline planning application

An outline planning application could be prepared to secure the principle of employment uses on the site and agree key parameters with the Local Planning Authority, for example, maximum heights, primary access and landscaping needed as well as the approach to achieving Biodiversity Net Gain (BNG). Reserved Matters would then need to be secured to formally commence on site.

Hybrid planning application

A hybrid approach enables the principle of employment development and key parameters to be established, whilst allowing detailed elements of the site to be agreed and approved. This could include the cut and fill and remediation strategy, key infrastructure (for example, delivery of new primary sub-station and drainage) and access roads to be constructed. This approach would allow key infrastructure to be implemented to create a more 'oven-ready' site, ahead of occupiers being identified, and to help de-risk the development, thus making it more attractive to the market.

Detailed planning application

Full details for site delivery would be needed, including consideration of phasing and detailed design of proposed buildings in order to secure full planning permission. This requires a high level of investment to reach the required level of detail. It would also likely require known occupiers to inform the scheme.

Recommendation

Given the cost of preparing detailed technical reports and the lack of an occupier/s for the site, it is unlikely that a full planning application would come forward for the site as a whole. A hybrid or outline approach provides more flexibility to respond to changing occupier requirements as and when these are known. In addition, a hybrid approach would enable enabling works or de-risking operations to be accelerated.


DRAFT

8.0
SUMMARY AND NEXT STEPS

8.0 Summary and Next Steps

8.1 Summary

This Development Framework considers the development potential of the site at Ashton Moss, comprising Ashton Moss West and Ashton Moss East (formerly Plot 3000) for employment focused uses.

The sites are currently split, being Green Belt and allocated employment respectively, however the Ashton Moss West site is proposed for removal from the Green Belt in the Places for Everyone strategic plan.

The baseline analysis considers the market and planning framework within which the site sits to understand the national, regional and local scale of opportunity, considering innovation and manufacturing clusters and strategic connectivity.

The vision for the site is to create a dynamic, attractive and thriving innovation park, embedded in and contributing to a greener, cleaner society for Tameside. Its highly accessible location and position adjacent to a large number of facilities makes it ideally positioned to generate inward investment, jobs and deliver positive green infrastructure and active travel networks.

A range of development options have been considered, to provide flexibility for the site to be brought forward under various future scenarios. This includes a possible TfGM depot on site, related to the HS2 proposals at Manchester Piccadilly and provision of strategic Metrolink infrastructure to the east of Manchester. These options are informed by an understand of the site, as well as lessons learned from elsewhere for creating a successful advanced manufacturing and innovation park.

Flexible site delivery allows the development to support a variety of potential occupiers who may require different scale and types of units.

8.2 Next Steps

A series of options and scenarios for delivering the site have been presented in this Framework. These have been formulated from an understanding of the site and its context based on the detail and technical information available including an analysis of the site's context, constraints and opportunities, baseline research and scenario testing. A set of Key Performance Indicators were generated from the site context and analysis to test the options against. The options provide flexibility for how the site could be delivered against a series of scenarios which has informed the recommended delivery and phasing strategy.

The Delivery Strategy has considered the challenges faced to create an 'oven-ready' site which is able to attract investment and occupiers and sets out a number of opportunities and mitigation measures in order to overcome those challenges.

Engagement with and between landowners will be essential to formulate an approach to delivery of major infrastructure enabling works and the ultimate success of the site as an Innovation Park. This should be established from further detailed assessments and investigations relating to ground conditions, traffic and transport, ecology, and utilities amongst others.

Funding streams and opportunities have been set out, which would assist in delivering the enabling infrastructure needed to unlock the site as a sustainable contributor to economic growth in Tameside and Greater Manchester as well as an environmentally sensitive proposal which delivers for the local community.

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APPENDICES

Appendix 1: Benchmarking Case Studies

Case Study 1. Cambridge Science Park

General Information

Established in 1970 by Trinity College, Cambridge Science Park is Europe's longest-serving and largest centre for commercial research and development.

Companies and entrepreneurs at the Cambridge Science Park are working on life-enhancing technologies, ranging from non-invasive diagnostics and novel medicines to next-generation display and communications technologies, to name just a few. The wide range of occupiers in terms of size, sector, age and nationality offers unrivalled opportunities for collaboration, innovation and inspiration.

Key aspects:

- multi-sectoral offer: bio-medical, computer/ telecom, energy, environmental, technical consulting, business, industrial technologies
- close proximity to city centre
- close to residential and social amenities
- strong university links

Key parameters:

- 3.5km from city centre
- 2km to Cambridge North train station, 2 bus stops within the complex
- 6 km to M11 J14
- 50 km to Stansted Airport
- 61 ha
- 7,250 staff
- 130 firms
- 5.3 ha central park
- 58 buildings with units from 150 up to 360,000 sqft

Case Study 2. Wellcome Genome Campus

The Wellcome Genome Campus is home to some of the world's foremost Institutes and organisations in genomics and computational biology, committed to delivering life-changing science with the reach, scale and imagination to solve some of humanity's greatest challenges.

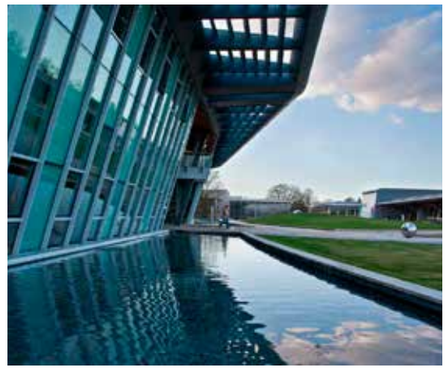
The Campus has its roots in the Human Genome Project, which read and recorded the complete sequence of DNA in an individual for the first time, and transformed the way we study life.

Key aspects:

- biomedical science
- a private research campus, non-profit institution
- main occupant the Sanger Institute & European Bioinformatics Institute
- leading Genomics and BioData Research Centre

Key parameters:

- 14.5 km from Cambridge
- 2 km from Great Chesterford train station
- 400 m to M11 J9a (2km to J9)
- 30 km to Stansted Airport
- 125 ha
- 2,600 staff
- 15 acre Wetlands Nature Reserve
- 21 buildings, including service facilities



Case Study 3. Innovation Centre Medway

General Information

Innovation Park Medway is the new home for businesses working in technology, precision engineering, manufacturing, and highly skilled support services.

With excellent transport links, a skilled local workforce and the chance for businesses to grow in a like-minded and innovative environment this park is set to create an abundance of business opportunities.

Key aspects:

- part of North Kent enterprise zone
- links with Medway and Kent based universities
- choice of purchase and lease options
- design code assurance and planning in place
- entry criteria to ensure all tenants meet the set business requirements E(g) and B2

Key parameters:

- 4.5 km from Chatham and Rochester
- 3 km to M2 J3, 6.5 km from M20 J6
- 65 km to Gatwick Airport
- 18.54 ha
- up to 65,000s sqft of commercial space

Case Study 4. Britishvolt, Blyth

General Information

The Britishvolt ambition is to create some of the planet's most responsibly manufactured battery cells, primarily to power electric vehicles in the UK's first gigafactory.

The gigaplant will primarily be powered by renewable energy, with the facility located close to off-shore wind farms on the west coast but also potentially tapping into hydro-electric power generated in Norway and transmitted 447 miles under the North Sea.

Key aspects:

- former Blyth Power Station site
- lithium-ion batteries production
- first large-scale gigafactory in the UK, fourth largest building in the UK
- under construction, operational by end of 2023
- access to a rail head
- less than a mile from deep-water port
- aims to bring prosperity to local communities alongside education and training
- one of key pillars of ten-point plan for the UK's green recovery and Net Zero by 2050

Key parameters:

- 8 km from Blyth
- 2 km to A189, 11km to A1 (M) J80
- 25 km to Newcastle Airport
- 92 ha
- 3,000 workers (estimated when in full capacity by 2028)

Case Study 5. Sheffield Advanced Manufacturing Park (AMP)

The Advanced Manufacturing Park (AMP) at Waverley is Harworth's flagship development and is home to some of the World's biggest manufacturers including Rolls Royce, Boeing and McLaren Automotive. Technology developed at the AMP is already being utilised in leading edge projects including Formula One, the military and commercial aircraft.

The vision of the AMP emerged from the decline that South Yorkshire had suffered in its traditional industries of coal and steel over the last twenty years. Despite this decline, the region had retained established skills and expertise in the areas of advanced manufacturing, backed by materials research expertise within the two Sheffield universities, and other independent research organisations. Support from Yorkshire Forward and the European Regional Development Fund, held up as a successful model for advanced manufacturing clustering based on its success as a hub of knowledge and applied research expertise.

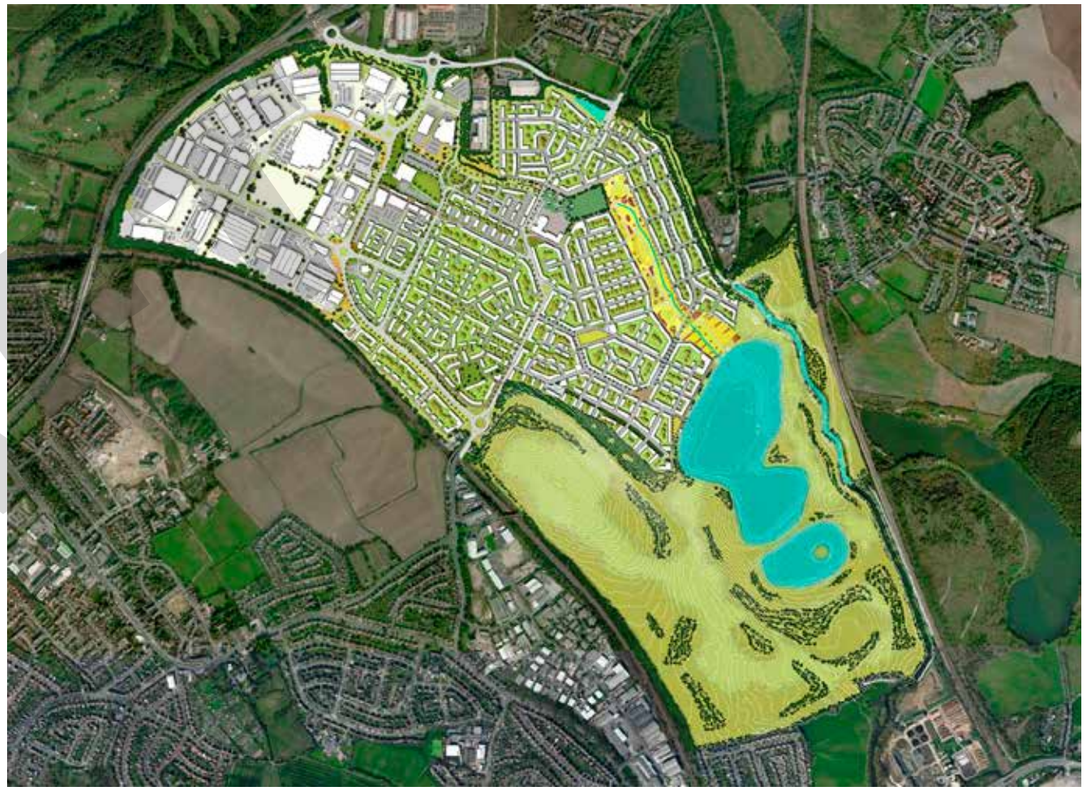
A critical success factor of this project is that the site benefits from access to skilled workers, links with a university, an open-source innovation model without patents, and network of firms with activity outside the new site that can benefit from the park's research.

Key aspects:

- partially funded by the European Regional Development Fund, and developed by the Harworth Group
- 20 years in making
- remaining 40 acres of land
- Phase 4 on-site from July 2022 delivering 12 units
- collaboration with the University of Sheffield

Key parameters (relates to Sheffield location):

- 8km from city centre
- 3km to Woodhouse train station, several bus stops and shuttle bus to Sheffield city centre
- 4km to M1 J33
- 80km to Manchester Airport
- 4,000 jobs
- nearly 100 companies on site
- 61ha manufacturing technology park, nearly 1.5m sqft



Case Study 6. Rochdale's Advanced Machinery and Productivity Institute

The Advanced Machinery and Productivity Institute (AMPI), on Kingsway Business Park, is aimed at positioning Rochdale at the forefront of developing innovative manufacturing technology. There is the potential for 1,000 highly skilled jobs to be created and the site will serve as a catalyst for the creation of an innovation district within Rochdale.

The Institute is collaborating with national physical laboratory and local universities, including Manchester, Salford and Huddersfield, and was awarded £23.6m from the Government's Towns Fund in 2021 and £22.6m from the Government's Innovation Strategy.

The AMPI now forms part of the Mayoral Development Zone named 'Atom Valley', which was created in March 2022 and stretches out along the M62 in the North East Growth Corridor and includes Kingsway Business Park, South Heywood and the Atom Valley employment site. This MDZ receives support from the Greater Manchester Combined Authority and recognises its' strategic importance.

Key aspects:

- funded through UK Research and Innovation's (UKRI) flagship Strength in Places Fund (SIPF)
- National Physical Laboratory (NPL) will oversee administration