

Ryebank Road, Chorlton, Manchester

Development Framework



June 2019

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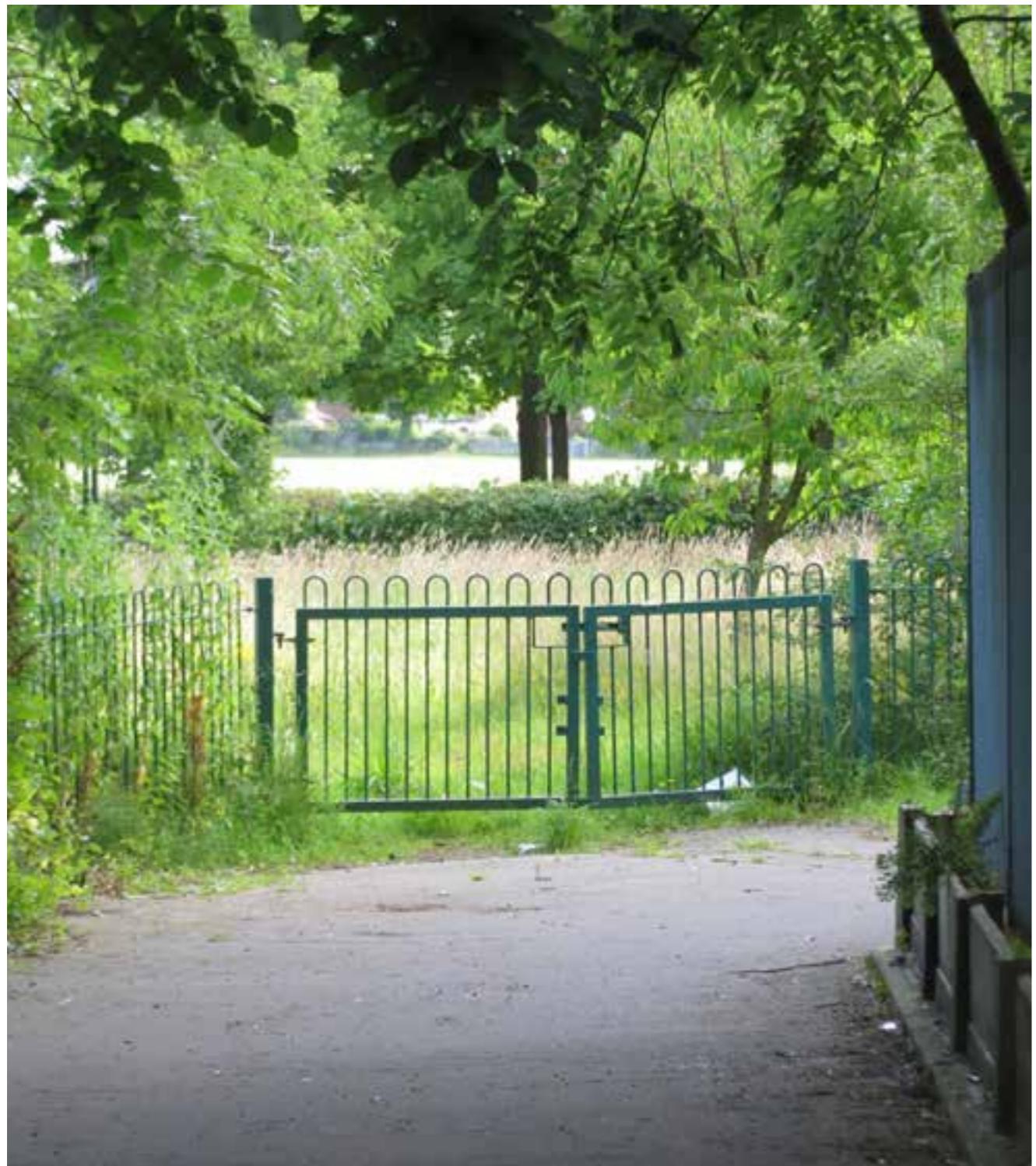
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Foreword



Manchester Metropolitan University seeks to ensure that the Ryebank Fields site makes a valuable contribution to the community of Chorlton and of Manchester as a whole. This means delivering a comprehensive housing development to meet a range of requirements, of different tenures, sizes and values, including affordable housing, consistent with the city's demand for new housing.

This Framework has been produced after a careful and considered period of reflection, consultation and inputs from the local community.

To deliver the outcomes envisaged within this Framework, the University will require a development partner to work with a local community housing group to develop part, or all of the site. This local community housing group must be appropriately and legally constituted.

In delivering a comprehensive housing development on the Ryebank Road site the University's ambition is that it will provide a significant amount of public open space, enhancing the relationship to Longford Park, and respecting and improving the key environmental features of the site. We will seek to ensure that the development meets high levels of environmental sustainability making a contribution to Manchester's ambitions to be a zero-carbon city by 2038, and that a positive contribution is made to some of the traffic and transport challenges that the surrounding area currently faces.

In appointing a development partner, the University will expect that the principles in the Development Framework are followed and that there is extensive engagement with the local community leading to the submission of a single site wide masterplan and planning application. The University's development partner will therefore be expected to act as 'master developer' across the whole site, securing the approval and delivery of site wide infrastructure, services, and development plots.

The University can be contacted using the following project specific email address should there be a need for further information relating to the proposals within this Framework ryebankfields@mmu.ac.uk.



1.0 Development Rationale & Framework Overview

1.1 Development Rational

Manchester is making significant and positive progress in meeting the targets of its ambitious plan for Growth and Reform. Manchester's population is on course to exceed 600,000 residents by the mid-2020s and 46,000 jobs will be added to the Manchester economy in the next 10 years.

To support this significant growth Manchester anticipates that in the 10 years to March 2025 a minimum of 25,000 homes will be built across the City¹. These new homes will be brought forward with the clear objective of creating high quality neighbourhoods and sustainable communities, in conjunction with the right mix of amenities and facilities.

The future of cities like Manchester is therefore inextricably tied to them being considered a great place to live – a liveable city.

This turns focus to creating a city with a high quality of life that benefits the people who already live there as well as attracting greater numbers of talented people to be part of the city's future, which in turn will attract more investment and jobs.

Manchester is clearly such a city, something that is strongly evidenced in The Manchester Strategy² that begins with the idea that Manchester is and will continue to be a "liveable city - clean, safe and attractive".

Footnotes

1. http://www.manchester.gov.uk/directory_record/91165/residential_growth_strategy/category/763/homes_and_property

2. <http://www.manchester.gov.uk/mcrstrategy>

The Manchester Strategy is much more than a statement of its success, it represents the long term vision for Manchester's future and describes how the city will deliver this vision. At a headline level, the sustainable future of the city will be achieved by:

- Having a strong sense of citizenship and pride in the city
- Creating new jobs accessible to Manchester residents, reducing the number of people who are out of work
- Ensuring everybody is paid at least a real living wage
- Reducing the gap between our residents' wages and the average wage earned in the city
- Improving school results so that they are significantly better than the UK average
- Increasing the proportion of graduates and number of apprentices in the city
- Collectively improving the health and wellbeing and be more active as adults and children
- Being a cleaner, litter-free city
- Building well-designed, energy-efficient, sustainable and affordable homes to rent and buy
- Maintaining the balance between incomes and housing costs
- Being a city recognised for its high quality of life, with improved green spaces and access to world-class sports, leisure and cultural facilities
- Having an integrated, smart and affordable transport system
- Being on a path to being a zero-carbon city by 2050
- Being a beacon for sustainable design
- Increasing productivity for the benefit of the city and the UK as a whole.

Manchester Metropolitan University (MMU) is committed to the City of Manchester and the wider Combined Authority area. As part of their commitment to deliver excellence in education, they are implementing an Estate Strategy, which will lead to them vacating a number of existing property assets. The aim is to ensure that these surplus land assets play a full role in supporting the University's future growth, in delivering Manchester's economic growth ambitions, and ensuring that there is a lasting legacy to the local community in terms of beneficial use.

Further to MMU's successful disposal of its Didsbury, Hollings, Aytoun, and Elizabeth Gaskell campuses to help facilitate the creation of a single comprehensive sustainable and central learning environment, the Ryebank Road site provides a further unique opportunity to make a significant contribution to the long term economic growth of the city of Manchester, particularly Manchester City Council's (MCC) residential growth and place making ambitions.

In this respect, the Ryebank Road site has the opportunity to meet the City's need for high quality housing, whilst simultaneously investing in its immediate parkland context. The overall benefit will be the ability of the University and City Council to reinvest the value created from this strategic disposal to deliver new and improved education, community, sporting and recreational facilities.

The objective of this Development Framework is to communicate the ambition of MMU in realising the above opportunity to interested investment partners. To succeed, these partners must share the same ambition and demonstrate their ability to deliver this ambition against the critical parameters set out within the rest of this Development Framework document.

In summary, Ryebank Road offers potential to provide much needed new high quality housing to support the demands of a growing population and Manchester's economic growth aspirations, which will assist in enhancing its reputation as a truly liveable city.

Ryebank Road will create a new suburban environment for Manchester, building upon the city's strong reputation for transforming neighbourhoods through high quality design. Such an environment is currently only experienced in a handful of aspirational Manchester suburban neighbourhoods.

Ryebank Road will be transformed into a similar neighbourhood, but will differentiate itself by providing a quality of residential experience that has direct accessibility to both Manchester City Centre (the region's most successful and fastest growing business and employment location) and the thriving local centre of Chorlton-cum-Hardy.



Key

1. Housing typology precedent
2. Public art and landscape
3. Family living
4. Promoting cycle links
5. Fostering ecology



Key

1. Ryebank Road
2. Site Entrance
3. Longford Hall Garden
4. Trafford Athletic Club
5. The Site

1.2 Framework Overview

The Ryebank Road site has been vacant for a number of years being surplus to MMU's requirements as it seeks to establish a single comprehensive sustainable and central learning environment within the city centre.

As a result, this privately owned site has become an under-utilised area of predominantly unmanaged grassland with restricted accessibility. It has effectively become a barrier between the existing surrounding residential communities and the recreational amenities of Longford Park.

In preparing this Development Framework, MMU recognise the potential for the site to be positively transformed, particularly if the existing environmental and landscape assets that it possesses can be used as the basis upon which a framework for regeneration can be produced. For example, the groups of mature trees along its Western boundary have an unmanaged understory which at present creates an almost impenetrable barrier of vegetation between the site and the park. Similar characteristics are found along the boundary with St John's Primary School and the northern and southern edges of the site. With careful management these groups of trees can become a distinctive component of any framework for regeneration, providing a reference point for the character of any future proposals. The same can be said for the native hedgerows located along the southern boundary of the site, and the historic Nico Ditch that runs East to West across the site. At the present time it is difficult to pick out these landscape features out due to the sites unmanaged state, but they represent assets that will add strong character to proposals on the site if they are rediscovered and well managed in the future.

Through a careful analysis of the site characteristics, its technical constraints, and undoubtedly opportunities, a framework for regeneration has evolved that responds directly to the City Council's aspiration to deliver its residential growth and place making ambitions. This will further enhance the aspiration to create neighbourhoods that are great places to live and that provide a high quality of life that benefit the people who already live here as well as attracting greater numbers of talented people to be part of the city's future and in turn attract more investment and jobs.

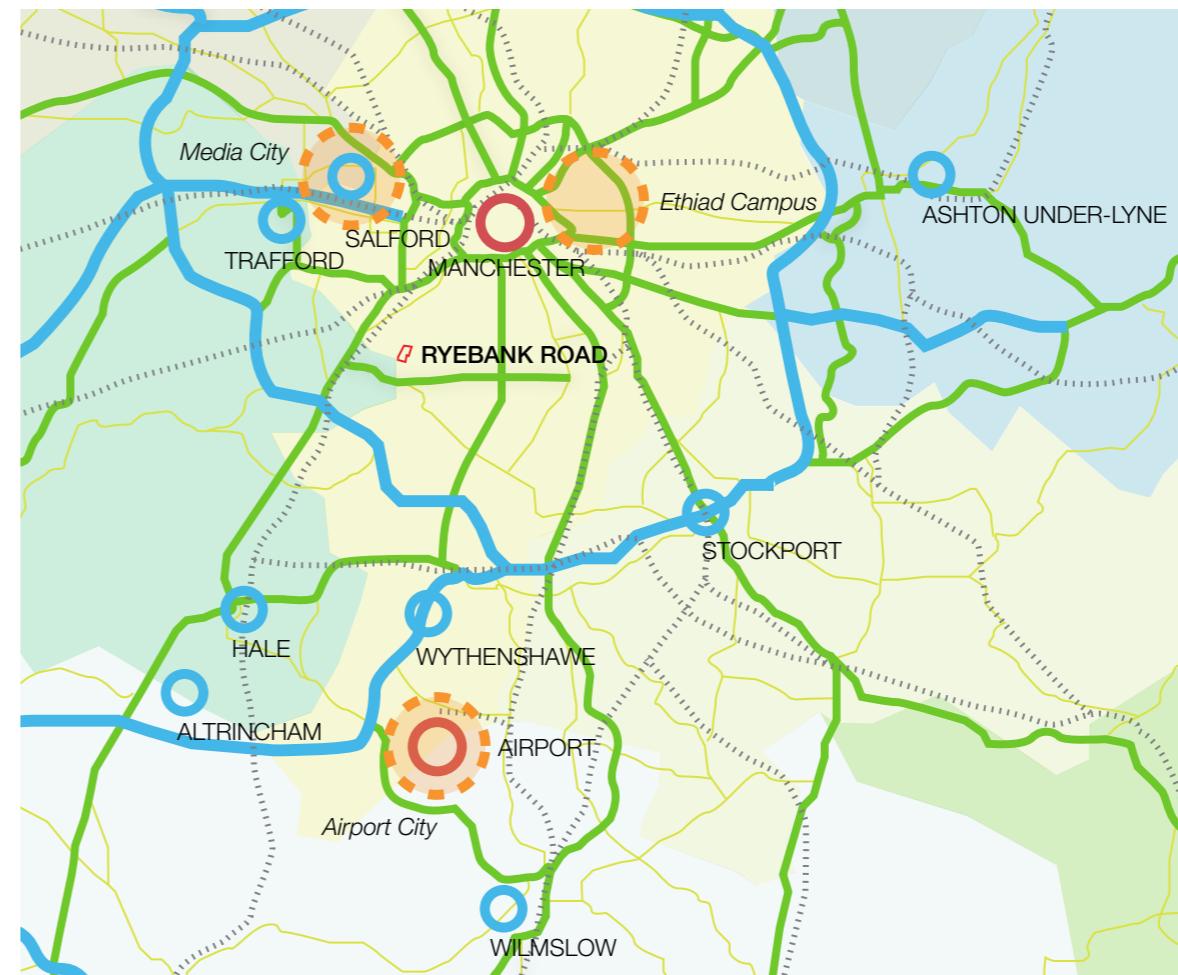
On this basis the Framework places the site's environmental and landscape assets at its core as this will provide the character and quality that is expected from any new investment into Manchester and the Chorlton neighbourhood.

In summary, the Framework proposes:

- Vehicular access from two independent entrances to the site, one from the existing access point on Ryebank Road/Longford Road to the South, and one from Rye Bank Road to the North. These two vehicular entrance points will not be connected, ensuring that no through traffic route is created.
- Proposals will deliver an appropriate range of housing types and tenures that anticipate and fulfill the needs of existing and future demographic groups. It is anticipated that this will result in a mix of properties, including 2, 3, 4 and 5 bedroom houses in the form of detached, semi-detached and terraced properties, including on-site affordable housing in line with Core Strategy policy H8.
- An appropriate development density that respects and responds to the physical, social and economic context of the site and wider Chorlton area.
- Further green infrastructure is created by extending the character of Longford Park into the site along its western boundary and to its perimeter, including enhancement of the existing Nico Ditch running through the centre of the site.
- That the development meets high levels of environmental sustainability making a contribution to Manchester's ambitions to be a zero-carbon city by 2038.
- To make a positive contribution to some of the traffic and transport challenges that the surrounding area currently faces.

The Framework will consequently provide the conditions to bring forward a high quality residential neighbourhood in keeping with its surrounding context whilst supporting a new residential product that will enhance the existing residential offer of Chorlton and the wider South Manchester market.

Sub-Regional Location



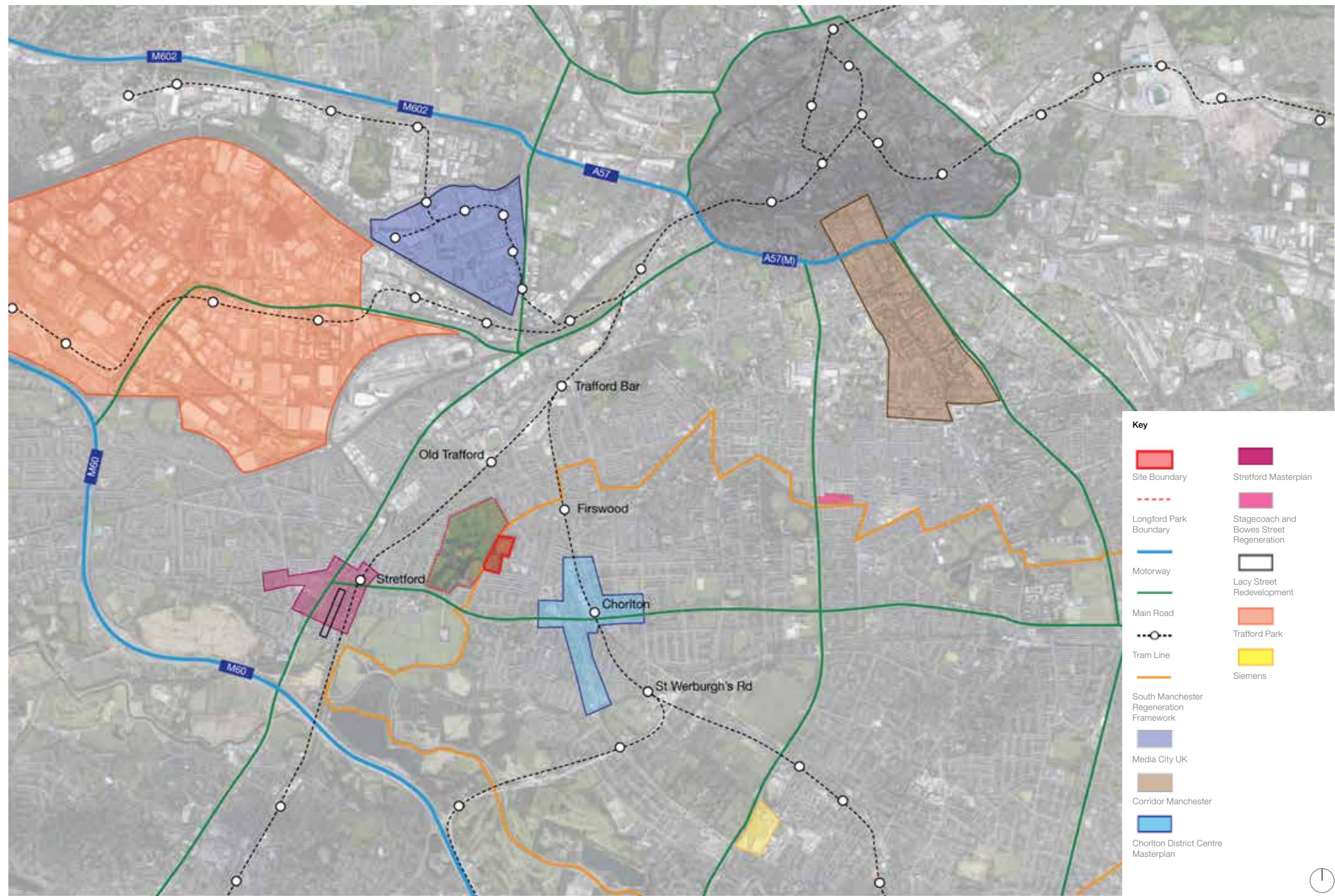
Other Roads	Tameside
A Roads	Stockport
Motorways	Salford
Train Line	Oldham
Derbyshire	Greater Manchester
Cheshire East	Trafford
Warrington	
Calderdale	

Key

1. MMU Students Union
2. Birley Fields - Aerial View
3. Birley Fields - Ground View



City Context





2.0 Establishing the Framework

2.1 The Role of the Development Framework

The role of the Development Framework is to define the broad parameters (constraints and opportunities) that future development will be set within, supported by strategic development and design parameters that will act as a guide for the more detailed design of specific proposals. It is not a masterplan that will specify the detailed design of a development project. This is something that will be dealt with through an individual planning application proposal(s).

The production of a Development Framework or a Regeneration Framework for strategically important development sites within the city of Manchester has previously produced positive results. Examples of such frameworks are set out on the following page.

It is considered that such an approach is warranted for the Ryebank Road site, particularly given the success of previous Development Frameworks for MMU's surplus assets across the city. Such an approach has successfully provided a solid platform within which a disposal strategy for the University's surplus assets can be progressed, not least at the former Didsbury Campus.

A Development Framework therefore allows the University, and ultimately a preferred development partner, to respond to the following:

- An ever changing and ever increasing competitive regional and local market place;
- Constantly shifting government policy and market trends; and
- The specific development and quality parameters, such as type/mix of dwellings, landscaping, ecology, heritage, accessibility, car parking, and pedestrian movement, which are pre-requisites to development coming forward.

A Development Framework is also not a document that simply reflects a particular point in time. It is a document that is produced in such a way that it can easily be 'refreshed' if required as the University and final preferred development partner confirm their precise investment requirements.

It is also a communication mechanism for the University and their final preferred development partner. It can be used across different engagement and consultation scenarios with a variety of stakeholder groups to demonstrate how investment and development within the Ryebank Road site will be sensitively integrated within its existing context and setting, respecting and enhancing its intrinsic character and value, as well as its role and function as an integral component of the Ryebank Road/Chorlton-cum-Hardy/Longford Park community.

This will allow stakeholders the opportunity to immediately, and on a continuing basis, engage with the University and its partners on the principles and parameters of these investment proposals.

Previous Development Framework for Aytoun Street



2.1 The Role of the Development Framework

Previous Development Framework by MMU for Didsbury Campus



Previous Development Framework for Siemens Manchester



2.2 Establishing the Policy Framework

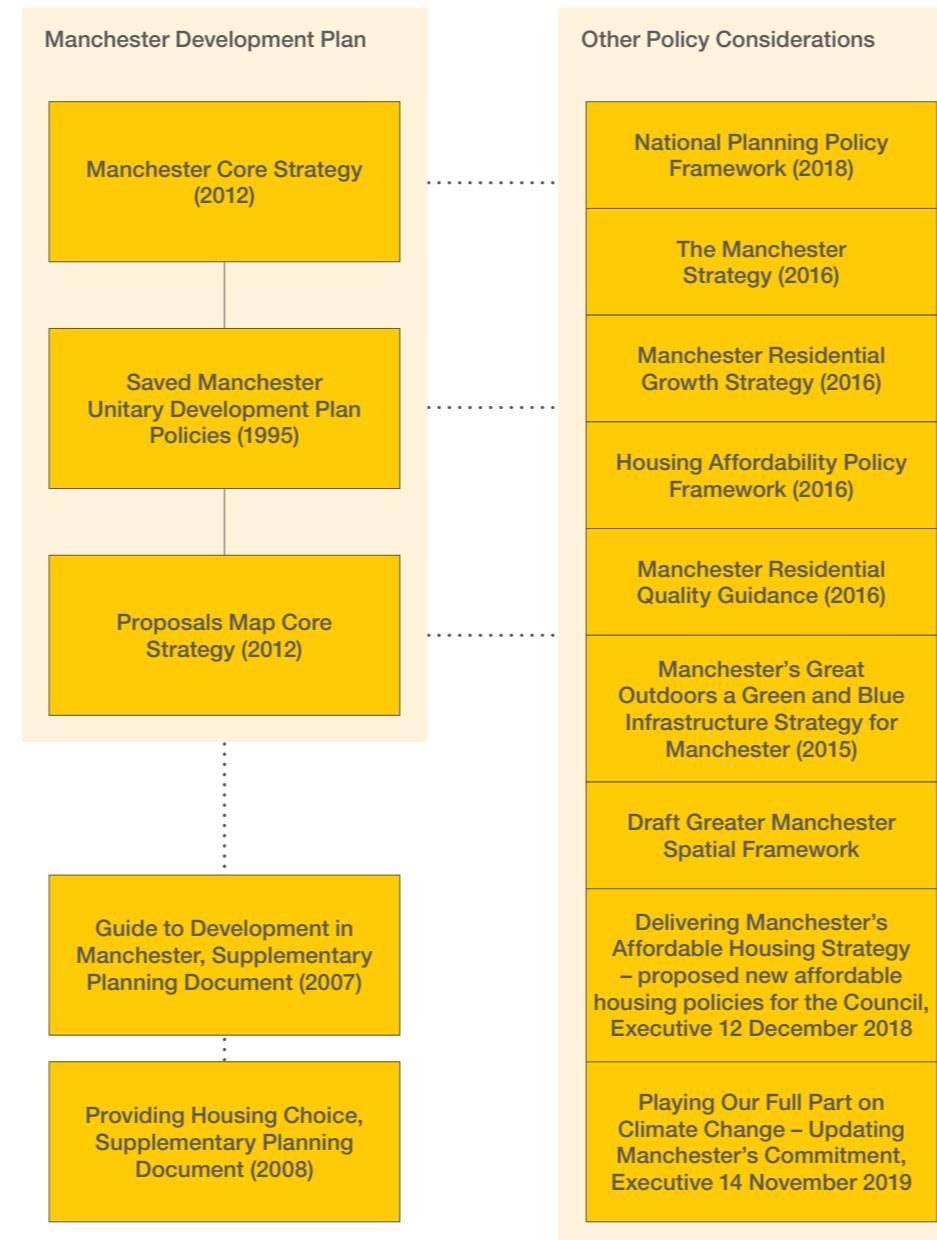
The relevant National and Local Planning Policies, and other material planning considerations set out in this section have directly informed the production of the Development Framework. They are significant in any future proposals for development on the site.

Figure 1 provides a summary of the relevant planning framework that proposals will need to consider. In summary this comprises the saved policies from the adopted Unitary Development Plan (UDP), the adopted Core Strategy (July 2012), the Greater Manchester Waste Plan (April 2012) and the Greater Manchester Minerals Plan (April 2013).

A summary of the key issues and opportunities for the positive regeneration of the site arising from an assessment of the planning framework set out at Figure 1 is provided across sub-sections 2.3-2.6.

Sub-sections 2.7-2.16 take this information and use it to interrogate and analyse the site specific parameters and opportunities.

Figure 1: Planning Framework



Aerial Site Photo



2.3 National Context

National Planning Policy Framework

The NPPF introduces a presumption in favour of sustainable development. For decision taking, this presumption means:

Approving development proposals that accord with the development plan without delay; and

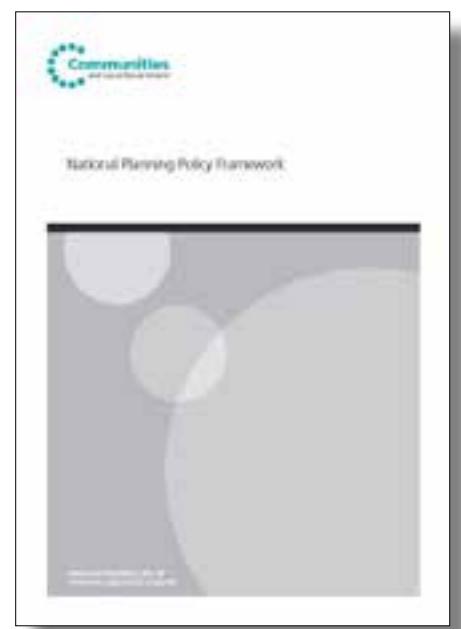
Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;

or

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The key elements of the NPPF in respect of this Development Framework are set out in Figure 2 adjacent.



NPPF Paragraph	Summary	NPPF Paragraph	Summary
Paragraph 9	Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.	Paragraph 109	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
Paragraph 12	Confirms that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.	Paragraph 111	All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
Paragraph 38	Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.	Paragraph 124	Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.
Paragraph 39	Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.	Paragraph 170	Planning policies and decisions should contribute to and enhance the natural and local environment by: <ul style="list-style-type: none"> a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan). b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland. c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate. d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans. f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
Paragraph 61	...the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).		
Paragraph 73	Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.		
Paragraph 97	Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: <ul style="list-style-type: none"> a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements. b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. 		

Figure 2
Key Elements of the NPPF

2.4 Greater Manchester Context

Manchester City Region

The site is located on the border of the City of Manchester and Trafford Metropolitan Borough Council (MBC), forming an integral part of Manchester and Trafford's shared physical, recreational and cultural identity. Trafford MBC provided a response to the consultation on the draft Development Framework stating that should a detailed scheme come forward they should be engaged on matters of highways, developer contributions, heritage, landscape, open space and the boundary interface between Longford Park and the proposed development site.

The wider City Region is made up of the ten local authority areas of Manchester, Salford, Trafford, Oldham, Rochdale, Bury, Bolton, Wigan, Stockport and Tameside. It contains a population of over 2.5m people and is the largest and most important economic area of the country outside of the south east.

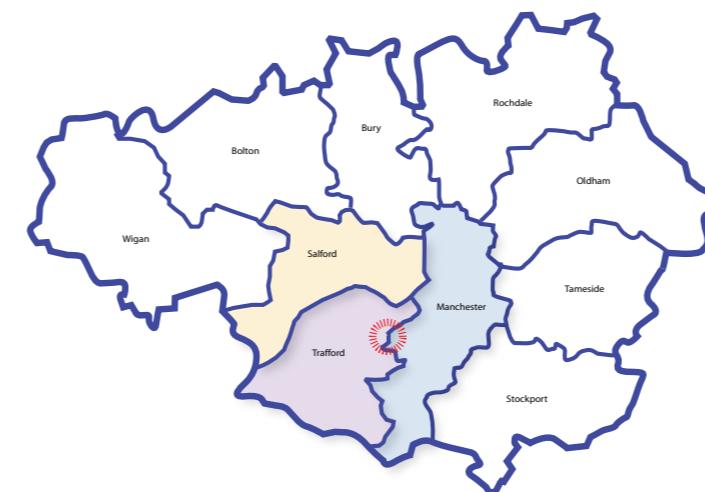
In physical terms, the City Region is highly diverse, containing, in the Regional Centre, a modern and internationally renowned urban centre at its heart and attractive semi-rural areas at its borders with Cheshire, Merseyside, Lancashire and Yorkshire. The City Region's socio-economic context is similarly diverse containing a number of high value and economically prosperous areas, particularly concentrated in the south of the sub-region. There are also high levels of deprivation and unemployment within the inner urban areas immediately surrounding the Regional Centre and within the former mill towns to the north.

Greater Manchester Spatial Framework

The Greater Manchester Combined Authority (GMCA) is preparing the Greater Manchester Spatial Framework (GMSF), a joint Development Plan Document between the 10 Greater Manchester Authorities (GMA). The framework will ensure that Greater Manchester has the right land available in the right places to deliver the homes and jobs needed up to 2037, and will identify the new infrastructure such as transport, schools, health centres and utility networks required to achieve this. By working in a coordinated way Greater Manchester can ensure the right decisions can be taken both locally and at a City Region level.

A first full draft of the GMSF was published for consultation in October 2016, which ran until 6 January 2017. In May 2017 Andy Burnham was elected as Metro Mayor of Greater Manchester and he committed to a comprehensive re-draft of the document. That redraft has now been undertaken resulting in a second version of the plan. This version of the plan takes into account the concerns raised during the first consultation. The redrafted spatial framework will aim to make the most of Greater Manchester's brownfield sites and reduce the impact on greenbelt. It will aim to give Greater Manchester the chance to ensure there is the right mix of homes across the city region, including affordable housing to allow residents to find a home in communities where they want to live.

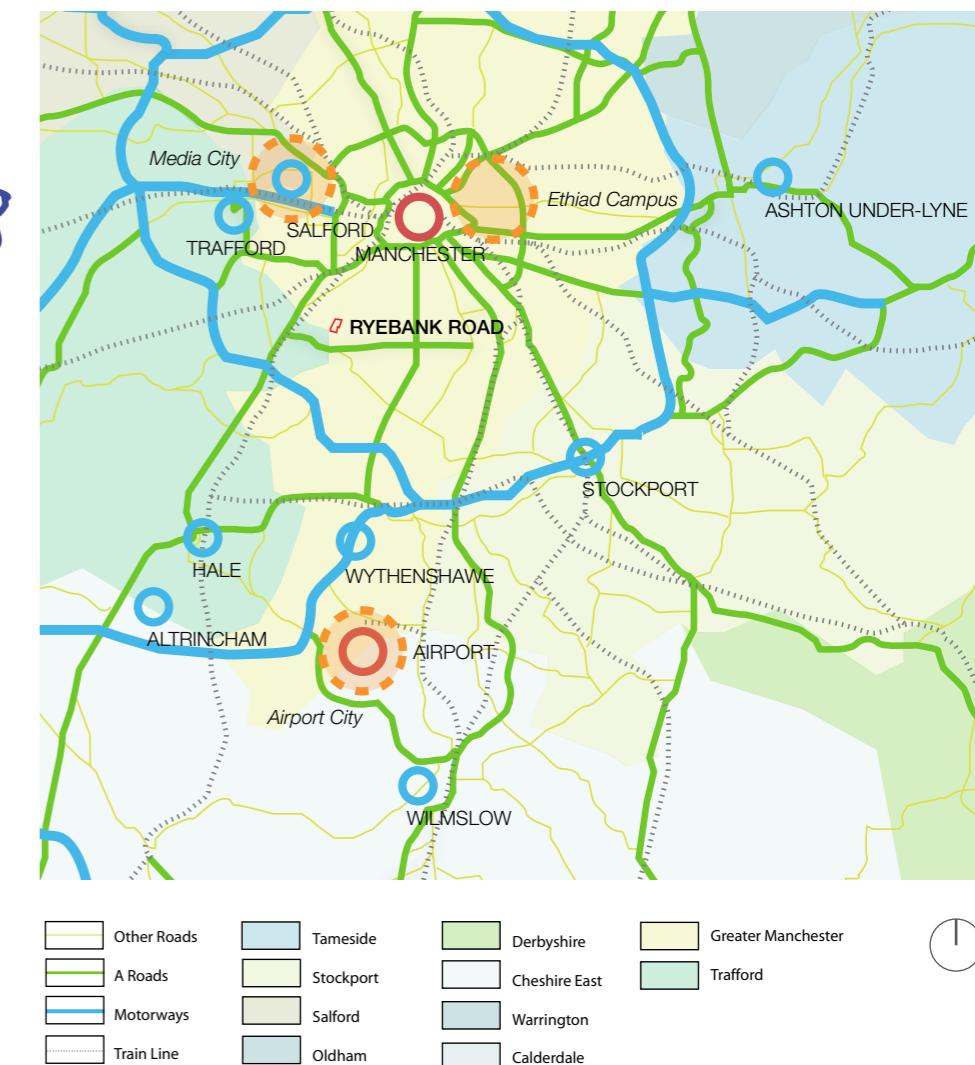
Regional Diagram



Key

- Study Site
- Salford
- Trafford
- Manchester

City Context



2.4 Greater Manchester Context

Manchester Core Strategy (2012):	<p>Key Policies – Existing land use The Local Plan Proposals Map indicates that the site falls within the South Manchester area, which is subject to policies EC9 and H6, however it is not allocated for any specific land use or activity.</p> <p>It is acknowledged the site had been in use for recreational purposes in the past, moreover, the issue of its use as playing pitches was a material consideration in the determination of a planning application in 1997 and subsequent appeal. The Inspector accepted the principle of developing the site for residential purposes but this was subject to justification for the loss of the playing fields previously used in conjunction with Manchester Metropolitan University's sports curriculum.</p> <p>The site's land use designation has subsequently been altered by Manchester City Council for the purposes of its statutory Development Plan. It is now designated as natural and semi natural open space and not playing pitches. Development proposals will therefore be assessed against relevant policies related to its classification as a natural and semi-natural open space in the Core Strategy that was adopted in 2012.</p> <p>Notwithstanding this position and given its past use, it would be prudent to engage with Sport England to clarify the status of the land and the appropriate planning policy framework considerations.</p> <p>The land has not been in use since 1996, and in 2008 an application to register the land for a Village Green was refused. This was on the basis that it had not been established that the unauthorised use of the fields by local people was "as of right" throughout the 20 year period immediately before the application because:</p> <ul style="list-style-type: none"> - It was contentious as a result of the various steps taken by the landowner to deter such use and; - Until 1996 it deferred to the substantial primary use of the fields as playing fields. 	<p>Key Policies – Economic Development and Housing Policy EC9 relates to economic development. It states that South Manchester is not expected to make a significant contribution to employment provision within the City. New development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported.</p> <p>Policy H6 relates to residential development in South Manchester. It states that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.</p>	<p>Key Policies – Environment and Heritage Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies). This policy sets out the Council's targets for the reduction of CO2 emissions.</p> <p>Policy EN14 (Flood Risk) states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.</p> <p>Policy EN10 (Biodiversity and Geological Conservation) seeks to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to (inter alia) the Council's objective to protect and conserve the City's existing trees, woodlands and associated biodiversity and the aim for a net increase in trees across the City.</p> <p>Policy EN3 states that new development must be designed to preserve, or where possible, enhance the historic environment, character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.</p>	<p>Manchester Core Strategy (2012): Other Relevant Policies Policy SP1 (Spatial Principles) sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice.</p> <p>S03 seeks to provide for a significant increase in high quality housing provision at sustainable locations throughout the City. The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City; to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.</p> <p>Policy H1 provides guidance on proposals for new residential development and their need to (inter alia) contribute to creating mixed communities; to contribute to the design principles of Manchester's Local Development Framework, including in environmental terms; to address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision; and be designed to give privacy to both its residents and neighbours.</p> <p>Policy H8 sets out the requirements for affordable housing or an equivalent financial contribution, this currently applies to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. Further detail is included in "Providing for Housing Choice SPD(2008)".</p> <p>Policy EN1 state that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.</p>
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2.5 Manchester City Context

The Manchester Strategy (2016)

The Manchester Strategy, published in January 2016, sets a long term vision for Manchester and sets out how this will be achieved. The vision is for Manchester to be a world-class city by 2025, when the city will:

- Have a competitive, dynamic and sustainable economy
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward looking and welcoming.

The Strategy sets out the priorities for delivering the vision, which includes building well-designed, energy-efficient, sustainable and affordable homes to rent and buy. The Strategy states that good-quality, high density housing developments will be delivered to ensure that more people accessing jobs live within the city, and that the best use of the space available is made, thus limiting the requirement for green belt release. New homes will also need to be good quality, and an appropriate scale and height with regard to their local context.

In summary, the strategy seeks to achieve a thriving, vibrant, connected and sustainable city that is full of talent and is seen as a great place to live.

Manchester Residential Growth Strategy (2016)

The Residential Growth Strategy (RGS) was originally produced in 2013, with an update approved by the Council's Executive in March 2016. The 2016 RGS is accompanied by the 2016/17 Residential Growth Action Plan.

The 2016 update recognised the changing context of the residential market including the influence of the Devolution Agreement in November 2015 which provided new housing related powers and a £300m recyclable housing fund for Greater Manchester.

The RGS provides a strategic framework for ensuring the city can meet housing demand, recognising the relationship between an economically sustainable and successful city and having the right mix of housing for those living and working in the city.

It also recognises the need to have the right housing mix in the right places, whilst continuing to increase the supply for houses to both buy and rent. New housing needs to reflect the population, creating homes for families, older people as well as young professionals, the latter particularly in the City Centre.

The RGS emphasises the importance of improving the quality of private rented accommodation and in the management of properties and services provided to tenants.

Six key priorities to creating sustainable housing growth are set out within the strategy:

- **Increase house building on existing and new sites** – Manchester will continue to prioritise high density building at the conurbation core, with most homes in the City Centre to be apartments. It is envisaged that a minimum of 25,000 new homes will be built across the City in the ten years to March 2025.
- **Improve the quality and sustainability of the City's housing** – New housing needs to meet the aspirations for high quality, design and sustainability. The strategic frameworks broadly define what schemes should deliver to secure the wider residential ambitions. Good housing standards are essential to create strong communities and areas where people want to stay. This is just as important in the rental sector, given the changing patterns of home ownership. The Manchester Residential Quality (Design) Guide will promote excellence in home design whilst meet the current and future environmental challenges.
- **Increase opportunities for home ownership** – Manchester has lower levels of home ownership compared to the national figure (38% vs. 63%), however houses in many parts of the City are considered affordable and there is a good balance between house prices and household incomes. Initiatives will focus on assisting first time buyers.
- **Expand the family housing offer** – Historically, people typically move out of the City as and when they have children. The Council wants to ensure that the housing offer means that families can remain in the City Centre, adding to the vibrancy, wealth and social capital of people who choose to live and contribute long term to the City.

Professionalise the private rented sector

– A key issue in the private rented sector is the fragmented ownership with the majority of landlords owning 3 or less properties, leading to inconsistent management standards. The Manchester Market Rental Strategy sets out how the Council will work to improve standards and manage growth.

Provide appropriate housing options for retirement living.

The Action Plan which accompanies the RGS states that residential development will play a major role in the growth of a number of spatial priority areas, which includes South Manchester. Each of the Spatial Priorities will be the subject of a detailed workplan each year.

Housing Affordability Policy Framework (2016)

In 2016 Manchester City Council approved a set of principles that described affordable housing and how it is currently defined, developed and delivered in Manchester placing it within a wider housing market context. This has resulted in a broader understanding and more literal definition of affordable housing that is set out within Manchester's Housing Affordability Policy Framework¹;

'Decent and secure housing that meets the needs of Manchester residents that are below the average household income for Manchester will be defined as 'affordable'.

By applying this income based approach to the city's future housing requirements Manchester can begin to match groups of residents with a range of products that will support them into good quality affordable homes for sale and rent. These products will include a significant proportion of lower cost market housing and a range of the following:

- Social Housing
- Affordable Rent
- Shared Ownership
- Shared Equity
- Rent to Purchase

There will be geographical variations to these products which will reflect the diverse nature of Manchester's neighbourhoods and the financial circumstances of the residents within them.

In summary, the Manchester Housing Affordability Policy Framework is assisting the City Council lead the way in developing a new and innovative approach to the future affordability of homes. This will ensure that Mancunian's can access a home of their choice that will reflect their household income. Through the guidance and direction provided by the Residential Growth Strategy, Housing Strategy, Market rental Strategy, Area Plans and Development Frameworks the City Council has positioned themselves to continue delivering new homes, improving the existing stock, and creating places where people want to and aspire to live.

Executive on 12th December 2018² examined the progress and successes in securing the development of more affordable homes across the city. The report explained that "Affordable Housing" had emerged as an aggregate term for a range of housing tenures that would allow people on lower incomes to access homes at below market values. The report then set out a number of possible policy ideas that could contribute to a step-change in the number and tenure of affordable homes being built across the City. The Executive resolved to endorse the proposals for affordable housing policy ideas noting that officers will consider the financial and legal consequences of those proposals and report again in 2019. Any future development proposals will need to make reference to these emerging policy ideas and further reporting that emerge over the course of 2019.

Link / Reference

1. http://www.manchester.gov.uk/download/meetings/id/22260/item_15_-_housing_affordability_in_manchester
2. <https://democracy.manchester.gov.uk/documents/s2960/Affordable%20Housing%20Strategy.pdf>

2.5 Manchester City Context

<p>Manchester Residential Quality Guidance</p> <p>The Council has prepared the Manchester Residential Design Quality Guidance document which provides guidance on the design of residential development. The document provides guidance across nine key areas, including:</p> <ul style="list-style-type: none"> • Accessibility; • Design of Car Parking, Cycle Parking and Waste Storage; • Future Proofing and Adaptability; • Value Engineering; • Space, Daylight and Entrances; • Green and Blue Infrastructure; • Crime and Safety; Active Frontages and Natural Surveillance; • Heritage and Massing; and • Creating a Sense of Community. <p>Furthermore, the document requires developers to construct dwellings in compliance with the Nationally Described Space Standards as a minimum, which are based on the 'Technical housing standards – nationally described space standard'.</p>	<p>Providing Housing Choice (2008) – Supplementary Planning Document & Planning Guidance</p> <p>This sets out the guideline for the provision of affordable housing in Manchester City Council's authority: developments of 15 or more dwellings. Based on an average assumed density of 50 dwellings per hectare, this will also apply to sites of 0.3 hectares and larger. The gross developable area of the site, as shown on the planning application, will be applied. If affordable housing is inappropriate on a site which is larger than 0.3 Ha because there are less than 15 units, payment of a commuted sum by a developer will be acceptable instead.</p> <p>This guidance proposes a City-wide target for 20% of new housing provision to be affordable housing (the number of units will be rounded to the nearest whole number). On development sites which are larger than the thresholds set out in paragraph 5.4 the Council will expect developers to use the 20% target as a starting point for calculating affordable housing provision. 5% of new housing provision will be social rented, a further 15% of the new housing provision is envisaged to be intermediate housing, delivering affordable home ownership options.</p> <p>The Council aims to achieve mixed tenure developments where the affordable housing units are truly integrated into the overall scheme.</p> <p>The rich urban heritage of Manchester and the distinctive qualities of its different neighbourhoods and buildings help to create a strong sense of place and should be respected in new development, to promote high quality environments that combine good design with the best architectural traditions of the City.</p>	<p>Guide to Development in Manchester (2007) – Supplementary Planning Document & Planning Guidance</p> <p>This provides additional guidance on the design of development in the city. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines.</p> <p>A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area. This should be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages.</p>	<p>There are currently 35 Conservation Areas in the City, each with its own distinctive character. New developments should acknowledge the character of these areas and will only be acceptable if they preserve or enhance the special nature of these varied parts of the City.</p> <p>Vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.</p>	<p>Manchester's Great Outdoors a Green and Blue Infrastructure Strategy for Manchester (2015)</p> <p>Green infrastructure – the green and blue spaces that exist within and between urban areas – is an essential part of creating a successful, liveable city.</p> <p>Manchester's green infrastructure (GI) has been part of the city's success for a number of years. Five river valleys, three canals, over 160 parks, street trees, woodland, private gardens, and other areas of natural environment are familiar and well-used parts of the city's landscape.</p> <p>As the city continues to grow over the next decade, existing and new GI will need to continue to be an integrated part of this growth. This strategy has been produced to set out how this will be achieved, drawing together existing commitments on GI and progress achieved to date, to provide a framework for scaling up this good work and the basis for driving new investment over the coming decade.</p> <p>Four objectives have been established to enable the vision to be achieved:</p> <ol style="list-style-type: none"> 1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers 2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth 3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond 4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment <p>Section 4 of the strategy sets out how the vision and objectives are to be delivered at neighbourhood level. Figure 12 is specific to the south of the city and is relevant therefore to investment in the Ryebank Road site.</p>	<p>Playing Our Full Part on Climate Change – Updating Manchester's Commitment</p> <p>At the Council's Executive meeting on the 14th November 2018, the Deputy Chief Executive submitted a report that provided an update on the recent work undertaken by the Tyndall Centre for Climate Research at University of Manchester. The Centre had recommended the establishment of a carbon budget for the city that would see the city becoming "zero carbon" by 2038, rather than the existing 2050 target.</p> <p>The Centre's definition of "zero carbon" related to the carbon dioxide emission from the city's energy system: the gas, electricity and liquid fuels used to power and heat homes and businesses and to transport people around the city. Emissions from flights from Manchester Airport were not included in the definition of zero carbon as the Centre allocated aviation emissions to a UK-wide aviation carbon budget and not to specific local authority areas.</p> <p>The Council's Executive resolved to:</p> <ol style="list-style-type: none"> 1. Adopt the Tyndall Centre's proposed targets and definition of zero carbon on behalf of the city. 2. To commit to developing a draft action plan by March 2019 and a final detailed plan by March 2020 setting out how the city will ensure that it stays within the proposed carbon budget. 3. To recognise that by taking urgent action to become a zero carbon city, starting in 2018, we will achieve more benefits for Manchester's residents and businesses up to 2025 and beyond. 4. To agree to work with partners to ensure that Manchester accelerates its efforts to encourage all residents, businesses and other stakeholders to take action on climate change. <p>Any future development proposals will need to carefully examine how they contribute to meeting the city's zero carbon target.</p>
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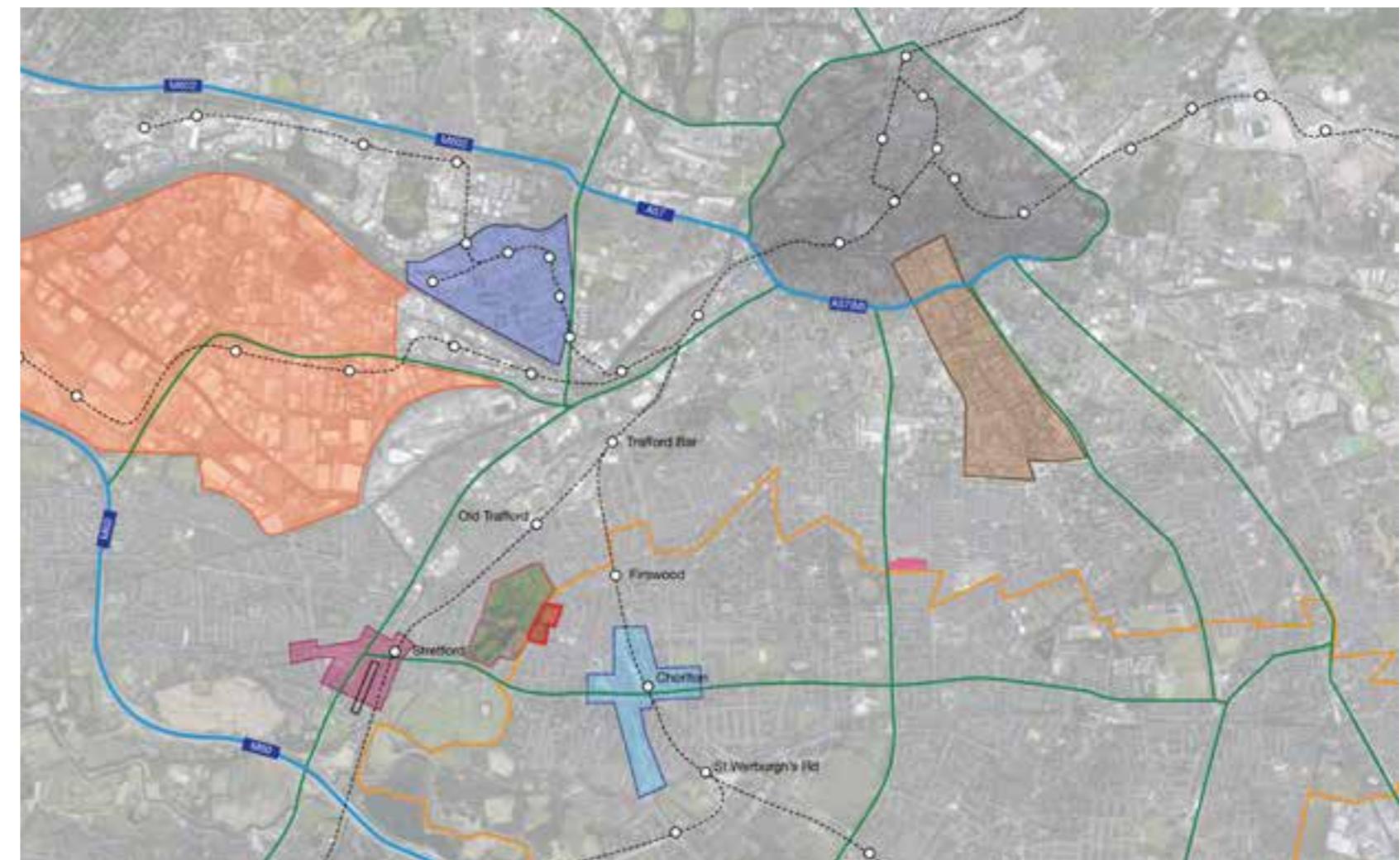
2.6 South Manchester Context

Residential Market Overview

A residential market overview reveals significant potential for new housing development within Chorlton-Cum-Hardy. More specifically:

- The availability of residential development land in South Manchester is scarce and demand is growing
- The site would be attractive to the occupier and development market owing to accessibility to Manchester City Centre, good road and public transport access and the supporting local amenity offer within Chorlton and Stretford
- A supportive strategic context in relation to the site's potential to contribute to the national housing target and Manchester Core Strategy housing target
- The site has the potential to support a mix of housing types to appeal to projected growth in requirement for small households and diversifying the local housing offer through the provision of detached properties for owner occupation
- The legacy of housing delivery and demand across Manchester evidenced by the number and scale of active developments and significant growth in population housing numbers. Household projections indicate future demand for new housing in the medium term.
- Potential to position the Ryebank Road site as a high quality, low density development that complements areas to the south.

South Manchester Context Diagram



Key

■	Site Boundary		Oxford Road Corridor		Pomona Island	■	Stagecoach and Bowes Street Regeneration
-----	Longford Park Boundary		Noma		Ordsall Riverside	■	Lacy Street Development
—	Motorway		First Street		Castlefield	■	Trafford Park
—	Main Road		Exchange Greengate		St Georges	■	Siemens
---○---	Tram Line		Graft Jackson Street		Salford Quays / Media City UK		
—	South Manchester Regeneration Framework		Salford Central		Trafford Whitside		
			Middlewood Locks		Chorlton District Centre Masterplan		
			Water Street		Stretford Masterplan		

2.6 South Manchester Context

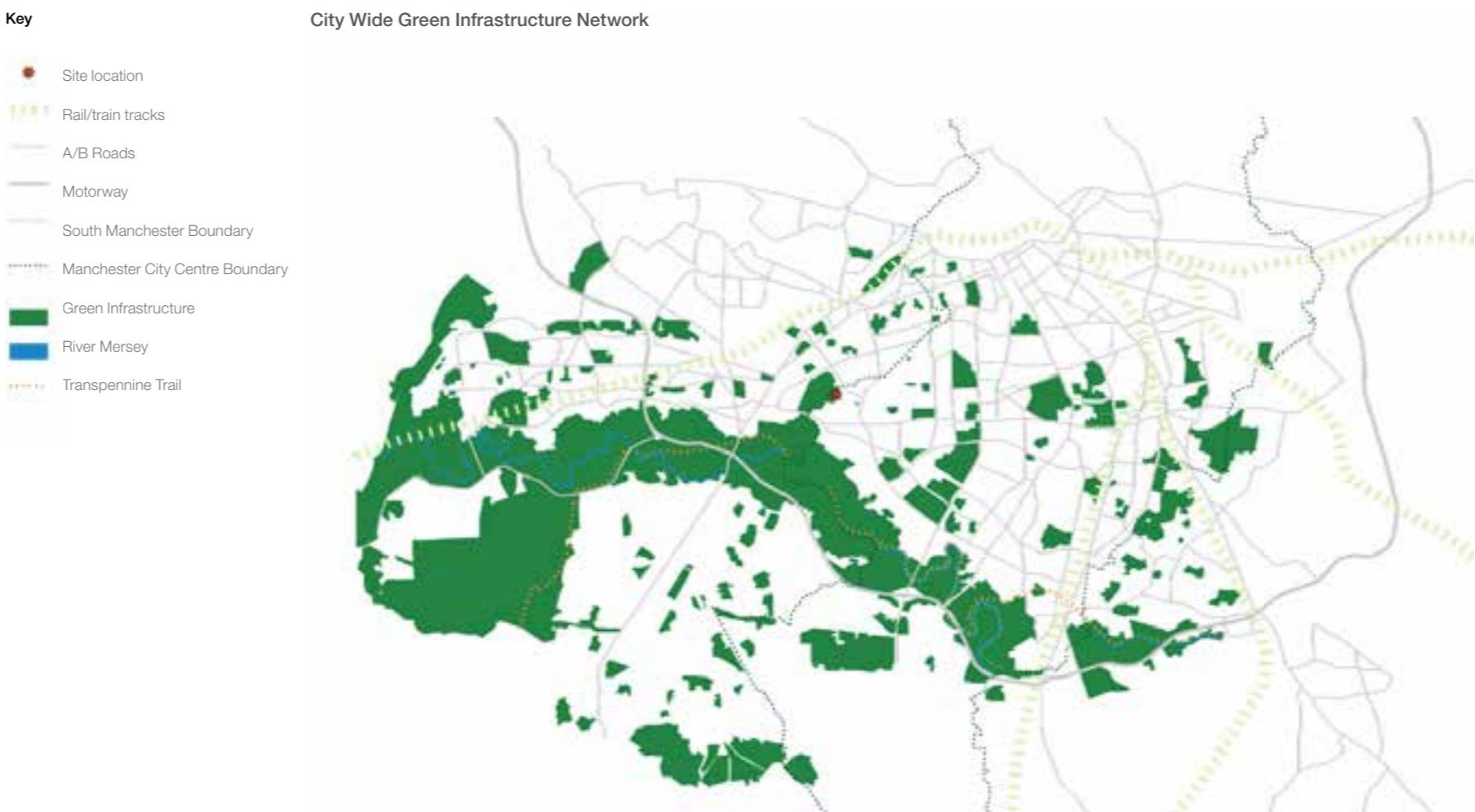
Green and Blue Infrastructure

The Site sits within an extensive network of Green Infrastructure (GI) and benefits from good linkages to areas of public open spaces and outdoor recreation. Due to its location these areas fall within the authority areas of both Manchester and Trafford.

The closest area of open space is the above mentioned Longford Park (which is designated a Conservation Area and Protected Open Space by Trafford Council (TC)) which bounds the site along its western edge. Other areas include the publicly accessible Turn Moss Playing Fields immediately to the south of the Site along with the River Mersey river corridor just beyond. All these spaces are protected by Manchester and Trafford via a series of designations including;

- Green Belt (MCC and TC);
- River Valleys (MCC);
- Areas of Environmental Improvement / Protection (MCC);
- Areas of Nature Conservation Value, Tree and Hedgerow Protection, Special Landscape Features (TC);
- Protection of Landscape Character (TC);
- Protected Linear Open Land (TC);
- Protected Open Space (TC);
- New Open Space/Outdoor Recreation Proposals (TC);
- Protected Open Land (TC).

It is clear from the above level of protection that is afforded to the green spaces that surround the site that this network of spaces is an important asset to the surrounding area, both in terms of recreational access as well as development control, and will remain into the future. It is therefore safe to assume that any development on the Site will have easy and convenient access to good quality green space.



2.7 Chorlton Context

The site is located adjacent to Longford Park in Chorlton which is approximately 4.3km southwest of Manchester City Centre. The national grid reference for the centre of the site is SJ810945.

The site is currently vacant open space, with a small area of hardstanding in the South of the site with a number of mature trees along the site boundary. Historically the site was in use as a clay pit for an adjacent brickworks on the site of the current St Johns RC Primary School.

The land use to the north, south and east comprises residential development. To the southeast of the site lies the St Johns RC Primary School. To the west lies Longford Park, within which lies the Trafford Athletic Club, to the southwest of the site.

The topography of the site and the surrounding landscape is generally flat. However, within the site, a ditch (currently dry and completely overgrown with scrub, and with a crossing over the ditch in the centre) is located towards the centre of the site. A small area of higher ground / bunding currently lies adjacent to the area of hardstanding to the south of the site.

Access to the site is provided by Ryebank Road. The nearest tram stop (Firswood) - is located approximately 500m to the northeast of the site. The nearest mainline train station is at Manchester Utd Football FC, which lies 1.5km to the north of the site. The nearest Sustrans Regional Route 82 (Bridgewater Way) lies approximately 0.9km to the west of the site. A National Sustrans Route (62) is situated approximately 1.2km to the south of the site.

Site Context Diagram

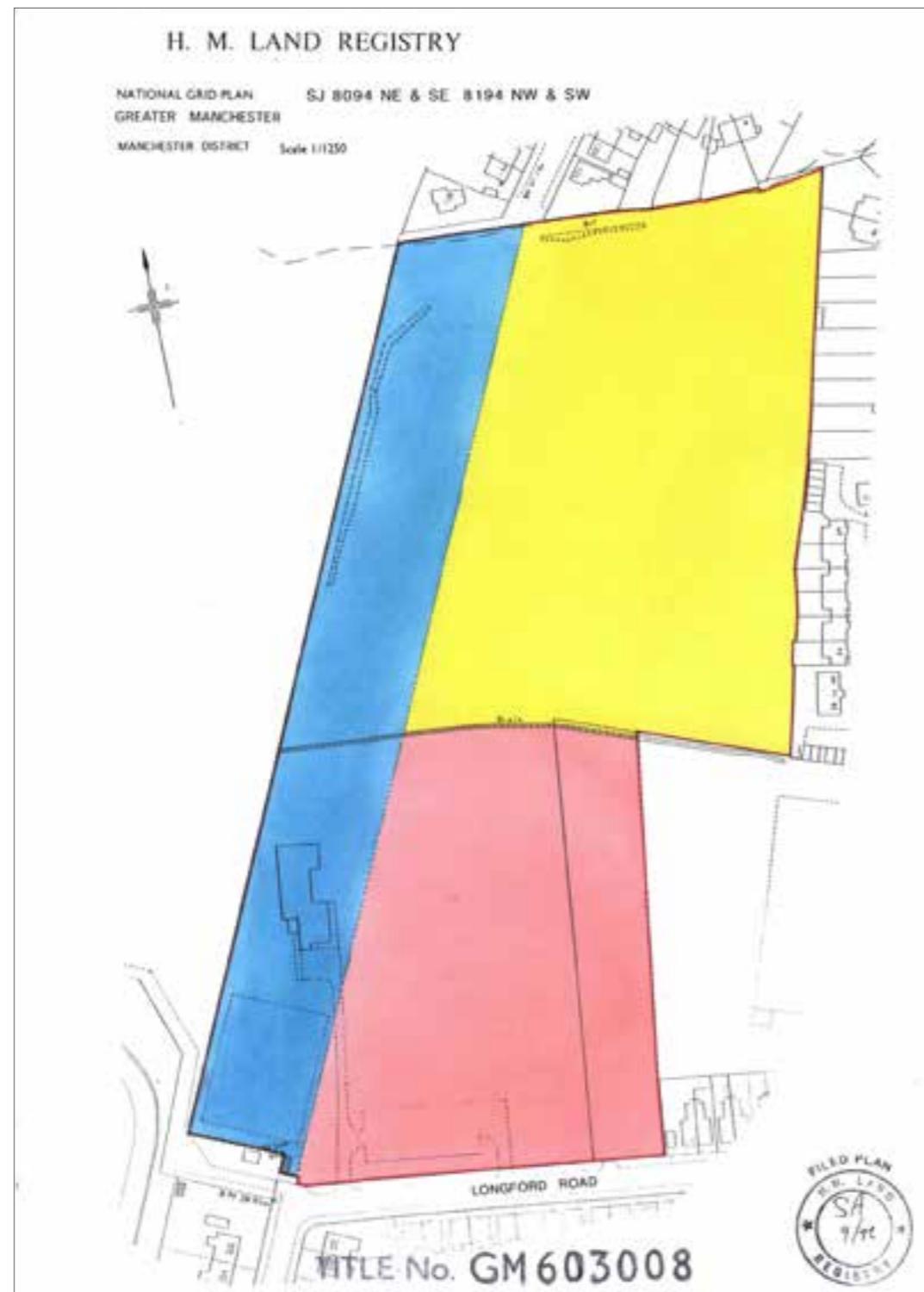


Key

	Site		Park Gatehouses		Longford Park		Local Schools
	Turn Moss Playing Fields		Firswood Tram Stop		Health and Fitness Club		



2.8 Site Context: Landownership



A Report on Title (RoT) has been produced by the University that concludes that there are no restrictions on the land to prevent or restrict the redevelopment for new homes. The only restrictions evident are conveyances that set out various ways of ensuring poor quality housing is not built on the land, so as to ensure the character of the area is not compromised. This infers that this land was originally identified for future housing, which is supported by the historical map regression analysis over pages 25 to 27 of this Development Framework.

This is particularly evident when considering the mapping for 1900 and 1920 when the most significant residential growth was experienced in this part of Chorlton. The site appears as the final piece of the housing jigsaw that would be developed following the eventual closure of the brick works that had fuelled this growth. The conveyances in question were put in place over a similar time period – 1906 and 1920 – providing further evidence of the likely intentions for new homes on the site. Generally the restrictions are various ways of ensuring poor quality housing was not built, so as to ensure the character of the area was not compromised. Naturally the area has changed significantly in the past 100 years, and this requirement to be in keeping with the local area is now part of the standard planning application process. At the time the minimum rental values simply state that any houses built would have to be rented out at £16 or £25 a year (for the land tinted yellow and blue on the plan respectively). As with the other restrictions this was probably intended to prevent poor quality housing being built on the land.

The western boundary of the site directly abuts the eastern boundary of Longford Park, which is also the administrative boundary between Manchester City Council and Trafford MBC. Any proposals to facilitate further direct access into the Park from the site must take full consideration that the Park is wholly within, and managed by, Trafford Council and is a key asset for local residents. On this basis, Trafford MBC must be fully engaged on matters related to the boundary interface between Longford Park and the proposed development site.

The northern boundary of the site also directly abuts the administrative boundary between Manchester City Council and Trafford MBC. Any proposals to provide vehicular access from the site to Rye Bank Road to the north must fully engage Trafford MBC.

2.9 Site Context: Local Amenities

The site benefits from its close proximity, being only a 5-minute walk to Chorlton District Centre and a 15 minute walk to Stretford District Centre, with all the shopping, leisure and cultural amenities each offer. The neighbouring area also contains a number of primary schools increasing its attractiveness as a location for families.

The future capacity of local schools and other important social infrastructure, such as GP surgeries, will be a key consideration in any residential development proposal coming forward at the site.

The site is also located directly adjacent to Longford Park that falls within the administrative boundary of the Borough of Trafford. The park's leisure offer and services are there fully accessible from the site, making these two assets part of the South Manchester Green Infrastructure that support easy walking or cycling to many other green/open spaces along the Mersey Valley such as Sale and Chorlton Waterparks.

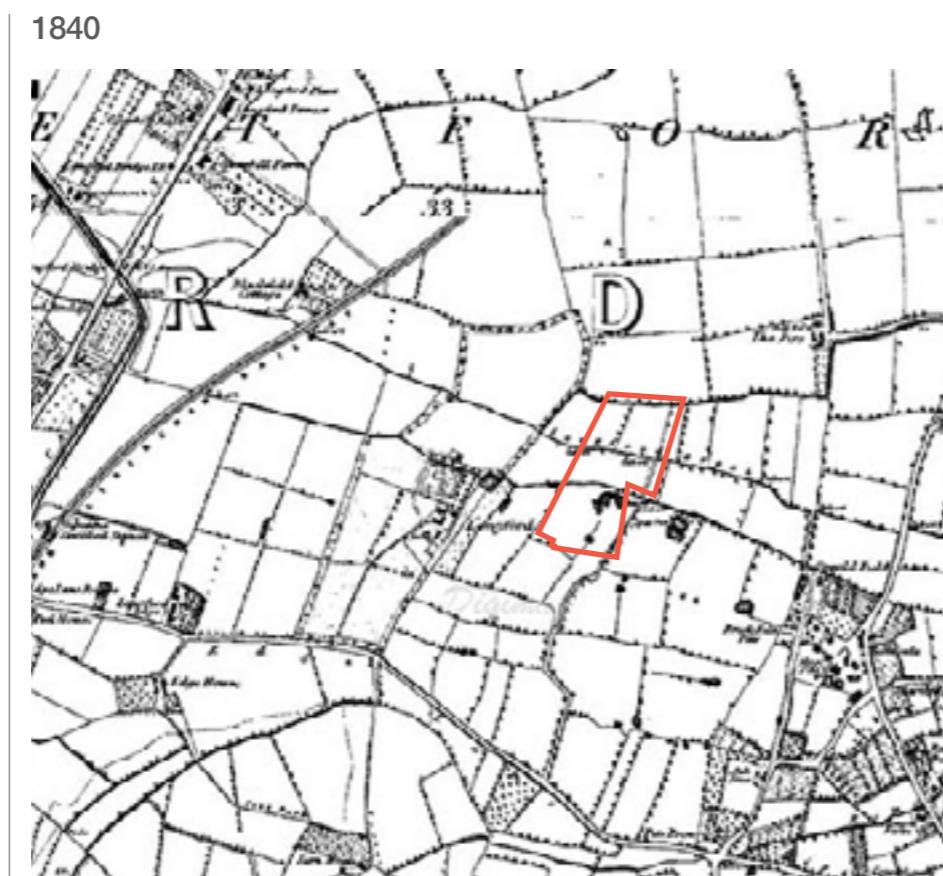
Chorlton Local Amenities



Key

1. Chorlton shopping destination
2. Chorlton Water Park
3. Chorlton High School
4. Chorlton cafe and bar culture
5. Chorlton Baths
6. Oswald Road Primary School

2.10 Site Context: History



In the mid 19th century the site lay outside the main urban area of Manchester City Centre but already at this time aspects of the urban infrastructure that was to follow can be seen with the commencement of the Altringham and Railway line to the north west of the site. Longford Brook can be seen traversing the site.



Between 1840 and 1890 a rapid urbanisation of Chorlton Centre and adjacent residential development is apparent combined with the completion of the Altringham railway line and the Cheshire railway line to Chorlton. Longford Hall, forming the Rylands Estate, is also visible.



- Note**
- Site contains Longford Brook and a pond

2.10 Site Context: History

1900



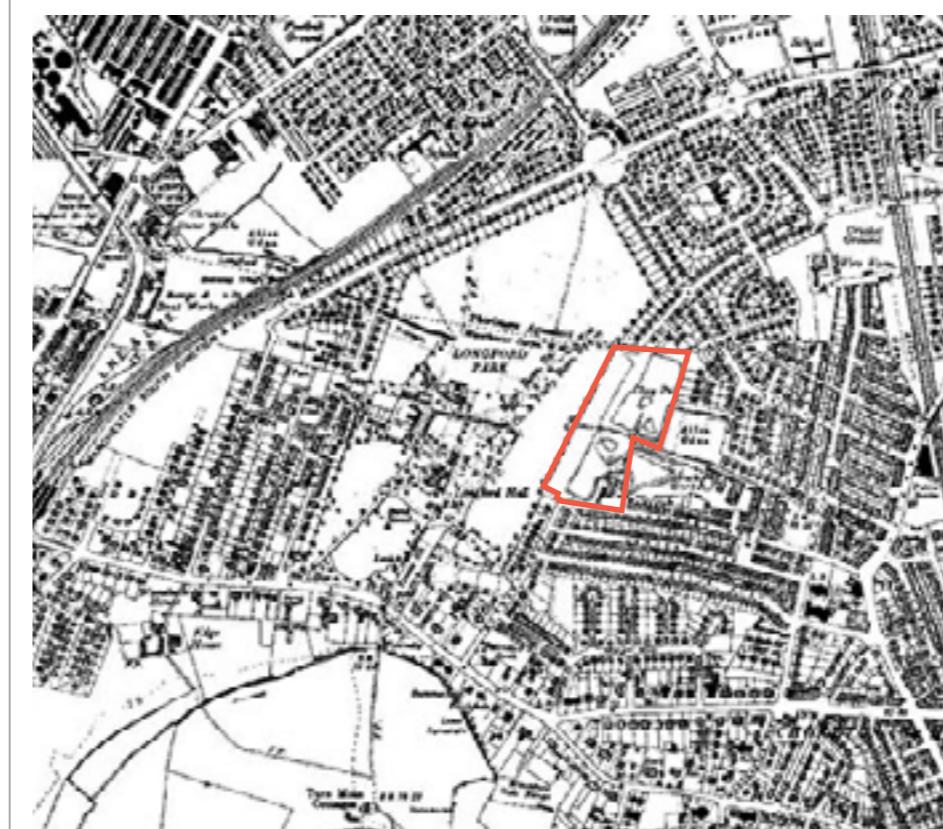
By 1900 residential development is accelerating and a temporary brickworks to the east of the site has been established to fuel this building growth.



Note

- New row of 12 houses fronting Cardiff Road appear
- Brick Works are in full use
- Pond still exists

1920



The most significant amount of development happens between 1900 and 1920 with the establishment of a significant residential neighbourhood and the creation of Longford Park following the sale of Longford Hall to Stretford Council in 1911. This residential development forms the largest distinct character of the wider area to the present day.



Note

- Row of 12 houses on Cardiff Road remain
- The Brick Works has now reduced in size
- New allotments
- Smaller pond



2.10 Site Context: History

1950



Further residential development ensues to the west and to the north.



Note

- Row of 12 houses, Cardiff Road no longer existing, possibly due to bomb damage from World War II.
- Brick Works, Longford Brooke and pond no longer exist
- Allotments remain
- Longford Park is beginning to be established

1980



The map shows the establishment of St John's Primary school and the completion of pocket residential development to its North. The map also shows the new administrative boundaries of Trafford and Manchester established some 10 years earlier.



2.11 Site Context: Character

The character of Ryebank Road and the surrounding area has developed over the centuries to provide a rich context of architectural styles and housing types.

Dominated by Longfield Park the area is largely characterised by a series of detached and semi-detached housing stock all with front gardens lining generous streets.

Character Areas



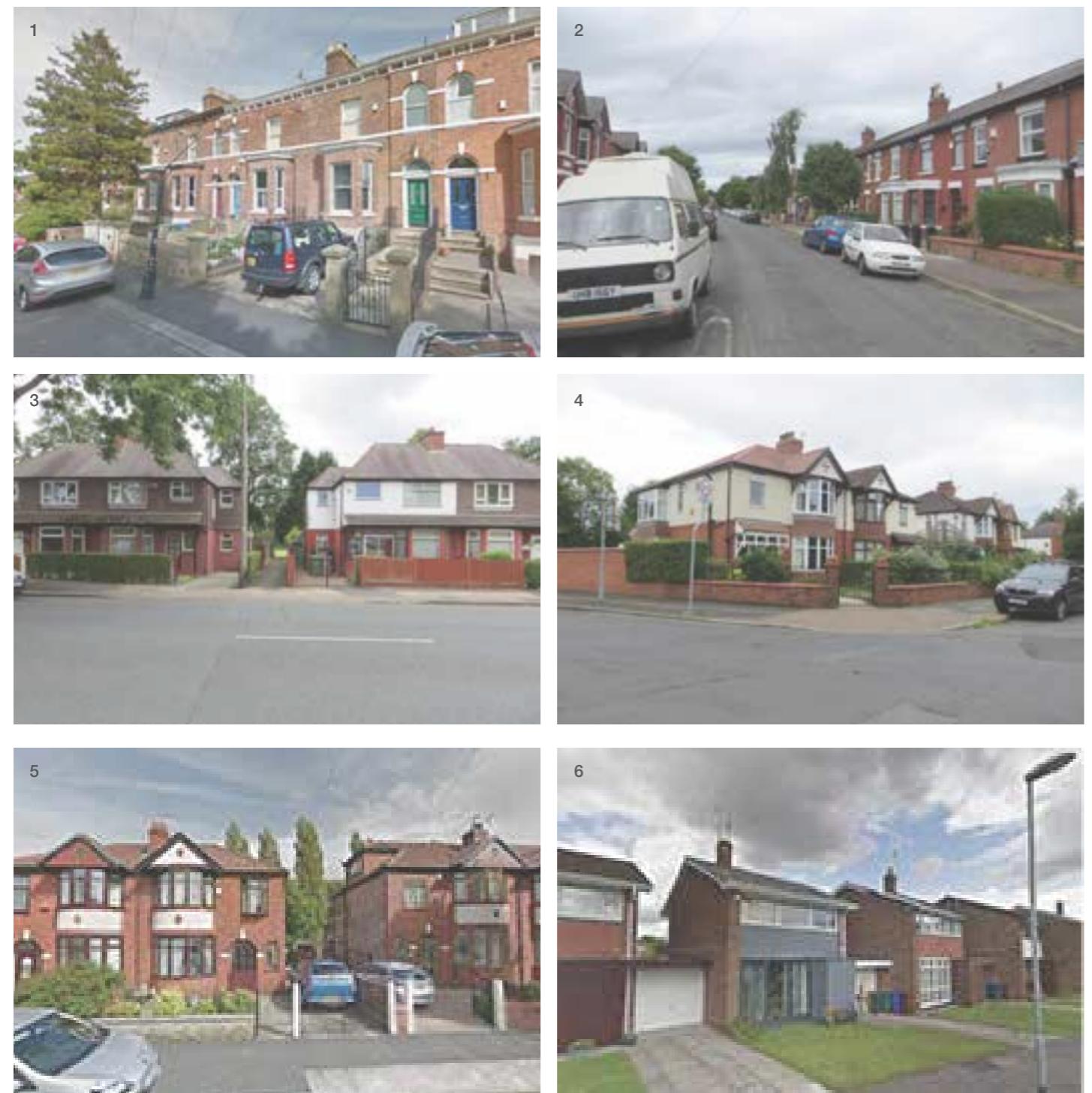
Key

	Site
	1850–1900
	Post 1920 Interventions
	1900–1920
	Green Space



2.11 Site Context: Character

Chorlton Housing Types



Key

- 1. 1850-1900 terrace housing
- 2. 1850-1900 terrace housing
- 3. 1900-1920 housing
- 4. 1900-1920 housing
- 5. Post 1920 housing
- 6. Post 1950 housing

The surrounding character of the site is dominated by late 19th and early 20th century housing reflecting the expansion of the Manchester conurbation at that time and depicted in the historical maps earlier in this section.

Much of the housing is of a similar style with generous front and rear gardens to semi-detached and detached properties. Typical housing will usually contain off street parking either via garages or driveways. The housing is predominately two storeys and in red-brick but with some rendered upper storeys and is of the Garden City Movement prevalent during the early 20th Century.

Some older properties from the period of 1850-1900 are of a more terraced nature with raised ground floors and of a more ornate nature. These streets do not contain off street parking and create a greater sense of enclosure to the street.

2.12 Site Context: Green Links

Linkages

The Site benefits from access to an extensive network of footpaths providing access to the surrounding open space network described above. Whilst there is currently no formal access from the Site into Longford Park (located within Trafford), this is a relatively straight forward link to achieve and should be an important consideration when developing proposals for the Site.

In the surrounding area there are a number of public rights of way, the most significant being the Trans-Pennine Trail (National Cycle Route 62) which in this western section covers an area from the Peak District National Park, through Manchester and onto Liverpool.

This existing footpath network coupled with the green space network described previously provide an extensive recreational asset for the surrounding area and those that live within it. The Site, when considered within this context, provides a relatively low value of open space when compared to those around it.

Longford Park Conservation Area

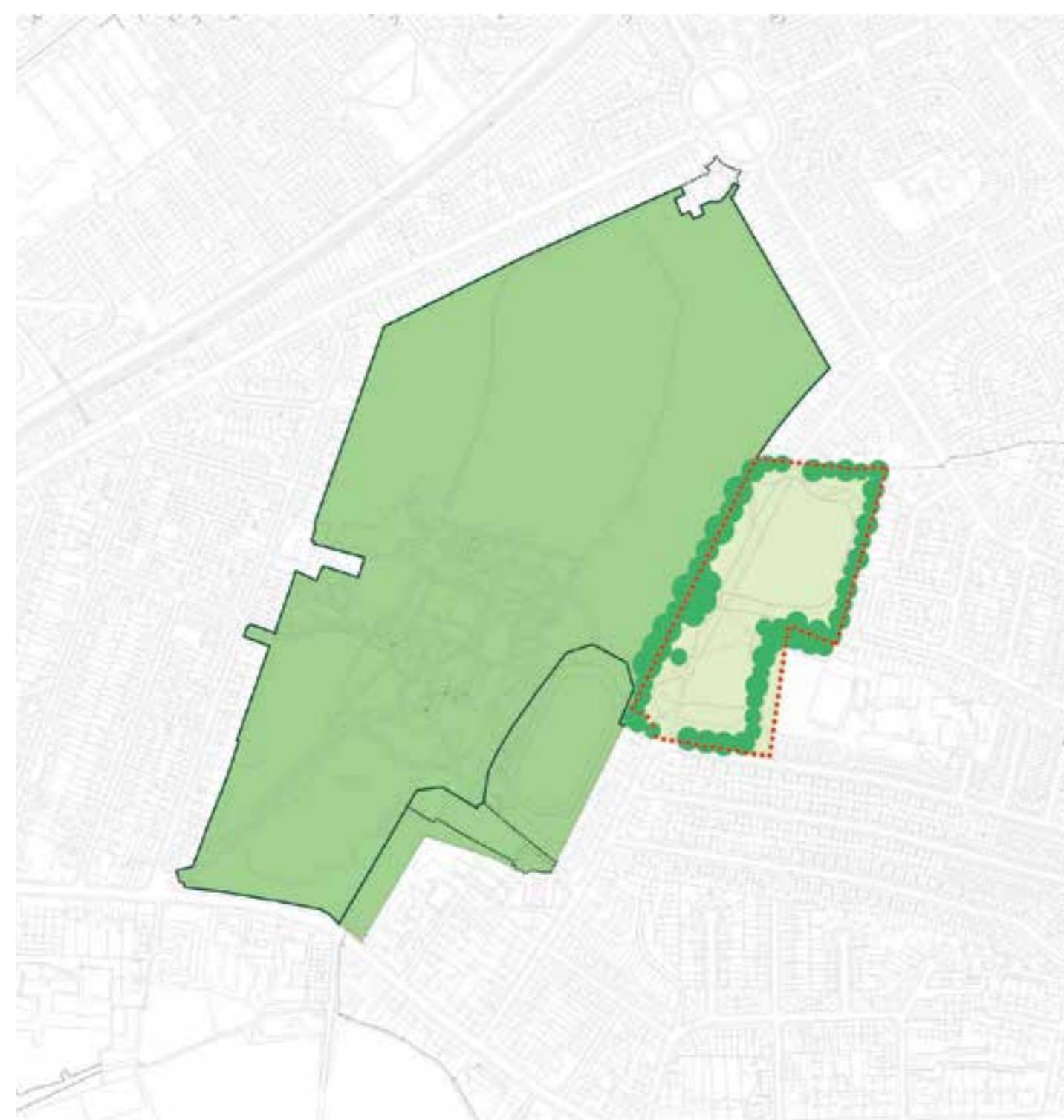
Longford Park Conservation Area is located within the Metropolitan Borough of Trafford but has an influence on the Site given that it directly abuts the western boundary, albeit separated by an area of mature tree planting. Care should be taken not to detrimentally effect the mature tree planting located along the boundary of the park and the Site.

The Conservation Area Appraisal describes the northern area of the park (that which is most closely related to the Site) as having an open character with wide expanses of fields and long vistas, this creates a sense of space in what is otherwise a build-up urban area. Principle views within the Conservation Area are described as 'up and down tree lined paths' and the 'open views across the northern area of the park'. There is no reference to views to or from the Site or into the park from the Site.

Green Space and Cycle/Pedestrian Routes



2.13 Site Context: Landscape Character



Key

- Site boundary
- Longford Park Conservation Area 'Trafford MBC'
- Longford Park Conservation Area 'Trafford MBC' - Proposed extension
- Natural and semi-natural open space 'Open Space and Recreational Needs Assessment'
- Protected open space/area of Nature Conservation TMBC
- Existing trees/vegetation

The site itself displays a number of landscape characters that are typical of an area of unmanaged open space. These include:

Mature Trees

The groups of mature trees along the sites Western boundary have an unmanaged understory which at present creates an almost impenetrable barrier of vegetation between the site and Longford Park. Similar characteristics are found along the boundary with St John's Primary School, Longford Road and the residential properties to the north of the site within Trafford. With careful management these groups of trees can become a distinctive component of any regeneration strategy for the site, providing a reference point for the character of any future proposals.

Hedgerow

The same can be said for the native hedgerows located along the southern boundary of the site, which in part is managed and allows views and access into the site from Longford Road.

Unmanaged Grassland

The majority of the site is made up of unmanaged grassland which is dissected at various points with informal footpaths or desire lines. Unmanaged grassland is the dominant landscape character within the site.

Landform

Whilst the site is relatively flat there are a number of mounds or bunds which appear to be man-made and created to discourage access to the site. The mounds have become vegetated over time and blend into the overall Site appearance and character.

Ditch

There is an historic Nico ditch that runs East to West across the site which, whilst difficult to pick out as a landscape feature due to the sites unmanaged state, is an important landscape character of the site.

Hardstanding

In the southern half of the site there are a number of areas of hard standing which are accessed from the site entrance off Longford Road. They appear to be left over from the sites previous use as playing field and are no longer accessible due to the bunds installed around the boundary of the site.

As stated above, the site displays a number of landscape characters that are typical with an area of unmanaged open space. Its characteristics contrast with the neighbouring Longford Park, which for the most part, is an area well-managed green space with formal footpaths and public amenities.



2.14 Site Context: Transport & Access

Local Highway Network

The site is bounded by Longford Road to the south and forms a connection with Rye Bank Road to the north. A section of Ryebank Road also forms a junction with Longford Road to the south of the site. All of the surrounding roads offer a good level of footway provision and street-lighting. Along the site boundary Longford Road is subject to a 20 mph speed limit.

Traffic calming is also present along the surrounding streets, including 20mph road markings down Longford Road. Ryebank Road (south) also includes traffic calming measures (speed humps). It forms a junction with Edge Lane (A5145) approximately 500m South of the site which facilitates onward access to the M60 Motorway, Manchester City Centre and Sale and Altrincham via Chester Road (A56).

Chorlton-Cum-Hardy is also readily accessible via Longford Road and other adjacent roads and is c. 500m East of the site.

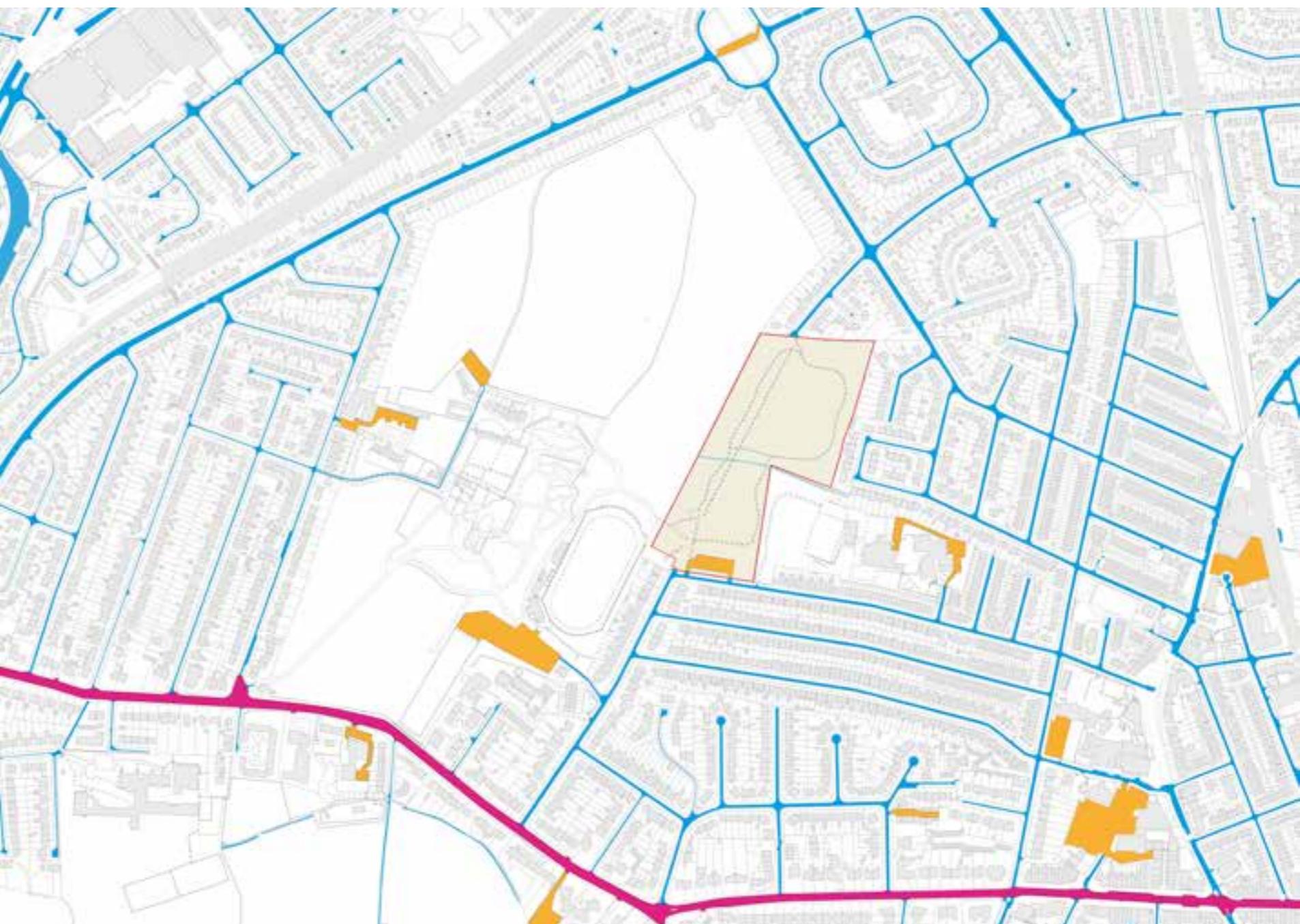
To the North of the site, Rye Bank Road joins with Manchester Road (B5217) approximately 850m North-East of the site which offers onward connections to Chorlton-Cum-Hardy, Old Trafford and Manchester City Centre.

In summary the site is well located with respect to the local highway network.

Transport Infrastructure

Key

- Edge Lane / A6010
- Roads
- Parking



2.14 Site Context: Transport & Access



Key

1. Chorlton Metrolink tram station
2. Firswood Metrolink tram station
3. Chorlton central district
4. Part of the Greater Manchester bus network

Sustainable Access

It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day to day lives. Paragraphs 103 and 108 of the NPPF emphasise the importance of this statement.

The Institution of Highways and Transportation (IHT) in their document 'Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile" (Paragraph 1.12, Page 11).

The document recognises that although acceptable walking distances will vary between individuals and circumstances, pedestrians are prepared to walk an 'acceptable' distance of 400m and 'preferred maximum' distance of 800m to town centre destinations. For commuting, school and sightseeing trips a walking distance of 1km and 2km can be seen as the 'acceptable' and 'preferred maximum' walking distances (Paragraph 3.31 – 3.33, page 49).

Within a 1km walking catchment there are a number of schools including St John's RC Primary School, Longford Park School and Oswald Road Primary School. There are also several shops, bars, pubs, cafés and restaurants along and around Manchester Road. Chorlton library is also located within a 1km walking distance. There are also numerous sports facilities within a walking distance including the Health and Fitness Club in Longford Park, Turn Moss Playing Fields and St Lawrence's Gaelic Football Club.

The centre of Chorlton-Cum-Hardy is within a 2km walking catchment and offers a range of shops and services including additional primary and secondary schools (including for example King's Road Primary School, Brookburn Primary School and Islamic High School for Girls), boutique shops, supermarkets, bars and restaurants. Within the 2km walking catchment there are also several primary and secondary schools.

With respect to local bus services, there are at least 7 services which can be accessed from stops close to the site on either Edge Lane, Manchester Road or Kings Road. They offer regular connections to destinations including Manchester City Centre, Stockport, The Trafford Centre, Urmston, West Didsbury and Bolton Pendlebury. The 23/23A service runs between the Trafford Centre and Stockport via destinations including Urmston and West Didsbury.

The Metrolink tram system serves the local area; with Firswood Metrolink station located 700 metres north east of the site (less than a 10 minute walk). The Metrolink provides direct and regular services to Manchester City Centre and Manchester Airport. It also provides connections across Greater Manchester. It provides a daytime frequency of 1 every 12 minutes (each way).

There is therefore a clear potential for future residents of the site to travel by non-car sustainable modes for both personal and work related purposes thus according with the NPPF in that respect.

2.15 Site Context: Environmental Characteristics

The site has been subject to an environmental appraisal to inform the Development Framework.

The results of this appraisal are summarised in this section of the document and have been informed by separate technical studies, including an arboriculture study, a utilities study and a geo-environmental study.

Historic Land Use

MMU commissioned an ecological site walkover to determine potential ecological issues within and around the site. This determined that the site is dominated by poor semi-improved grassland and surrounded by mature and semi-mature broadleaved trees, with the oldest trees (offering the most bat roosting potential) located by the western site boundary.

Mature hawthorn lines the eastern site boundary. The majority of the boundary trees appear to be in good physiological and structural condition, are generally prominent in the local landscape and are of value in terms of their visual appeal and localised low level screening.

The site offers potential for reptiles, nesting birds, roosting and foraging bats and badger.

The Ordnance Survey 1848 1:1,560 shows the site lying within an area of enclosed fields, and within the site there are several enclosure field boundaries. In the Northern section of the site lies Longford Brook, running West to East and a pond is shown in the middle of the site, connected to a ditch running from East to West across the site. A second, smaller pond is shown in the South of the site. Planting is shown along the field boundary within the east of the site.

By 1894, the majority of the enclosure field boundaries are shown to have changed location and now align with the site boundary and those within the site are no longer shown. The surface water features within the site (Longford Brook, ditch and the pond) are still shown, although the smaller pond to the South is no longer shown. Significant development is shown in the wider area, particularly to the West of Longford Hall and to the southeast in Chorlton-cum-Hardy, including the construction of the Manchester South Junction and Altrincham Railway line and the Manchester South District line.

By 1908, the map reflects the expansion of Manchester and urbanisation in this area. Within the site, terraced houses are shown along Cardiff Road in the South-East corner of the site. Longford Brook is still shown in the North of the site, as is the ditch and pond in the centre of the site. Immediately to the East of the Site, a Brick Works with a clay pit is shown. Within the surrounding area, significant development is shown to the South-East and South.

The 1922 and 1923 maps still show the terraced houses in the South-East corner of the site. The clay pit associated with the Brick Works adjacent to the Eastern boundary is shown to have reduced in size. Further development is shown to have occurred along Longford Road, Newport Road, Nicolas Road and Ryebank Road.

By 1932 - 1934, Longford Brook is no longer shown within the site and clay pits are shown to cover the entire site. These pits are assumed to be associated with the Brick Works immediately to the East. The dwellings within the South-East corner of the site are still shown. Dwellings along Ryebank Road are now shown up to the site boundary.

By 1938, the clay pits within the site boundary and the dwellings in the South-East corner or Cardiff Road are no longer shown. Longford Brook is shown once more as is the ditch and pond in the centre of the site. By 1965- 66 the Brick Works are labelled as disused.

The 1954 to 1956 maps show the ditch to remain in the centre of the site, although the pond and Longford Brook are no longer shown. However, along the Northern boundary of the site the Thirlmere Aqueduct is shown. No significant change is recorded on subsequent mapping of 1965-66 and 1975, although by 1980 a single rectangular building and a substation are shown in the South-West of the site (likely to be the pavilion associated with the playing fields). Adjacent to the East of the site is a school located on the site of the previous Brick Works. The athletics club is also shown to the South-West of the site in the adjacent Longford Park.

The 2012 map illustrates the ditch (marked as a drain) in the centre of the site. The substation is surrounded by scrub, and areas of hardstanding are located to the south of the site. This is as it stands in 2015.

Ground Conditions

A British Geological Survey (BGS) 1:50,000 scale map Sheet 85 (Manchester), Solid and Drift edition shows the geological sequence beneath the site to comprise:

- In-filled Ground (Made Ground): entire site due to backfilling of former clay pits;
- Devensian Till (sandy gravelly clay) (Secondary (undifferentiated) aquifer): potentially present
- Locally where not extracted;
- Glaciocluval Sheet Deposits (sand and gravel) (Secondary A Aquifer): in the northern extents of the site only; and
- Wilmslow Sandstone Formation – Sandstone (Principal Aquifer).
- The Environment Agency defines the current quantitative quality of the underlying groundwater as 'Poor' and chemical quality as 'Poor – deteriorating'.

The Site is not located within a Groundwater Source Protection Zone. There are no historic landfills within 500m of the Site.

In general accordance with CIRIA Report C681 (2009), a non-specialist Unexploded Ordnance (UXO) screening exercise has been carried out for the site. From the desk study review, there is no indication of former military use. The Zetica regional bomb risk map (Manchester) indicates the site to be in an area where the risk of UXO is Moderate and close to a High risk area. Due to the proximity of the site to a high risk area and general open undeveloped nature of the site, it is possible that the site was used as an anti-aircraft site during World War II.

Environmental Designations

There are two Local Nature Reserves (LNRs) within 2km of the site. The Chorlton Ess and Ivy Green LNR is located approximately 1.2km south of the site and is designated due to the woodland edge, scrub and rough grassland habitats present, together with the wide variety of bird species supported by the site. The Broad Eees Dole LNR is located adjacent to the west of the Chorlton Ess and Ivy Green LNR, and is designated due to the habitats present which include reed marsh, woodland, orchid meadow and surface water features (ponds and canal).

With its mixture of woodland and wildflower meadows, pasture and ponds, Chorlton Ess is designated as Site of Biological Importance (SBI) Grade B. In addition, the Hardy Farm SBI is located within approximately 2km to the southeast of the site, and comprises low-lying grassland and scrub on the north bank of the River Mersey, containing several distinct vegetation types and plant species of local importance.

The site lies within the National Character Area (NCA) Profile: 55 Manchester Conurbation (NE463), which is described as being characterised by dense urban and industrial development, commercial, financial, retail and administrative centres, commuter suburbs and housing, interspersed with a network of green infrastructure. The conurbation is centred on low hills, crossed by several river valleys that thread through the urban fabric. The site also lies within the 'Urban Mersey Basin' Natural Area. The Agricultural Land Classification for the site is identified to be 'urban'.

2.15 Site Context: Environmental Characteristics

Nico Ditch, Greater Manchester



Tree Survey



Cultural Heritage

No Listed Buildings lie within or adjacent to the site. However, there are 7 Grade II Listed Buildings within a 1km radius of the site, the closest located approximately 600m to the South-East.

The Chorlton Conservation Area lies approximately 450m to the south of the site and the Longford Park Conservation Area lies immediately adjacent to the Western boundary of the site.

Map regression indicates the only area of the site that is undisturbed is along the western boundary. The extraction of clay across the majority of the site is likely to have truncated or removed archaeological deposits. However, there may be archaeological remains associated with the previous industrial uses of the site.

It is understood that the ditch within the site is part of the Nico, which is a famous ditch that runs around South Manchester, and is of heritage value.

Existing Landscape

The site is dominated by poor semi-improved neutral grassland and surrounded by mature and semi-mature broadleaved trees, with the oldest trees (offering the most bat roosting potential) located along the western site boundary. Mature hawthorn lines the eastern site boundary. The majority of the boundary trees appear to be in good physiological and structural condition, are generally prominent in the local landscape and are of value in terms of their visual appeal and localised low level screening. The site offers potential for reptiles, nesting birds, roosting and foraging bats and badger.

Aboriculture

The trees around the periphery of the site primarily consist of moderate quality specimens which are of value within the local landscape. Trees are a material consideration in the UK planning system and should be adequately considered as part of any future design. The value of the surveyed trees must be taken into account when determining whether they should be retained or removed.

The site can be sub-divided into three different zones within which retained trees will have differing levels of influence over any future design (refer to the figure associated with the Tree Survey Technical Note):

- Zone 1 is an area where the trees must take priority and where any substantial development should be avoided unless there is an overriding reason for construction to occur;
- Zone 2 is an area where issues such as shading, nuisance and shading may be an issue for future residents. Development within this area should be carefully designed to account for the influence of nearby trees;
- Zone 3 is an area where the influence of nearby trees is likely to be minimal and will not have a substantial impact on the layout of any future design. This is where the majority of any built form is recommended to be located with consideration given to lesser design issues such as CCTV, visibility and solar panels where these apply.

Habitats and Protected Species

MMU commissioned an ecological site walkover to determine potential ecological issues within and around the site. This determined that the site is dominated by poor semi-improved grassland and surrounded by mature and semi-mature broadleaved trees, with the oldest trees (offering the most bat roosting potential) located by the western site boundary.

Mature hawthorn lines the eastern site boundary. The majority of the boundary trees appear to be in good physiological and structural condition, are generally prominent in the local landscape and are of value in terms of their visual appeal and localised low level screening. The site offers potential for reptiles, nesting birds, roosting and foraging bats and badger.

Utilities

An existing brick sub-station is situated to the South West corner of the site and it is understood some utilities cross the site from North to South following the rough alignment of Ryebank Road.

The 610mm IP Gas Main (green line) connecting from Longford Road represents the greatest challenge in terms of utilities and extent of developable area. Initial considerations are that this gas main could be diverted but would represent a reasonably high abnormal cost.

Flood Risk

The site lies within two Civil Aviation Authority Safeguarding Zones (Manchester/Manchester Wood).

According to the Environment Agency website, the site is located within Flood Risk Zone 1 (low risk of flooding), which is land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

Although the northern part of the site is shown to be at risk from flooding from the Audenshaw (1, 2 and 3) and Gorton Upper reservoirs, this does not limit development. The Environment Agency confirms that "Reservoir flooding is extremely unlikely to happen. There has been no loss of life in the UK from reservoir flooding since 1925. All large reservoirs must be inspected and supervised by reservoir panel engineers. As the enforcement authority for the Reservoirs Act 1975 in England, we ensure that reservoirs are inspected regularly and essential safety work is carried out." (Environment Agency, 2015).

The closest Main River (the culverted Longford Brook) flows through Longford Park, approximately 0.2km to the west of the site. An open drain, possibly part of Longford Brook, dissects the site, although it is currently dry. The drainage of the site is currently unknown. However, there is potential for the site to drain into the Chorlton Ess and Ivy Green LNRs to the south of the site.

Air Quality and Noise

The site does not lie within or adjacent to an Air Quality Management Area (AQMA). The nearest AQMAs lie approximately 350m to the North-West of the site (associated with road traffic along Kings Road), and approximately 400m to the south associated with road traffic along Edge Lane).

According to the Environment Agency website, there are no other significant pollution sources within the vicinity of the site that are considered to significantly affect air quality at the site. No odours are currently detected on the site.

The noise environment at the site comprises a mix of road traffic noise associated with the surrounding local road network, St Johns RC Primary School and the athletics club to the southwest of the site.

Thirlmere Aqueduct

United Utilities have indicated that the route of the Thirlmere Aqueduct runs across the northern boundary of the site. Careful consideration must be given to works or development close to the northern boundary, such as the proposed vehicular access route from the site north into Rye Bank Road. Early engagement with United Utilities is important to understand the technical and financial implications of proposed works in close proximity to the Aqueduct. United Utilities cannot stress highly enough the importance of effective, early communication, as retrospective works will only increase financial implications.

Conclusion

Future design proposals and planning applications will be required to consider the implications of the environmental assessment summarised in this section (2.15).

2.16 Summary of Constraints and Parameters

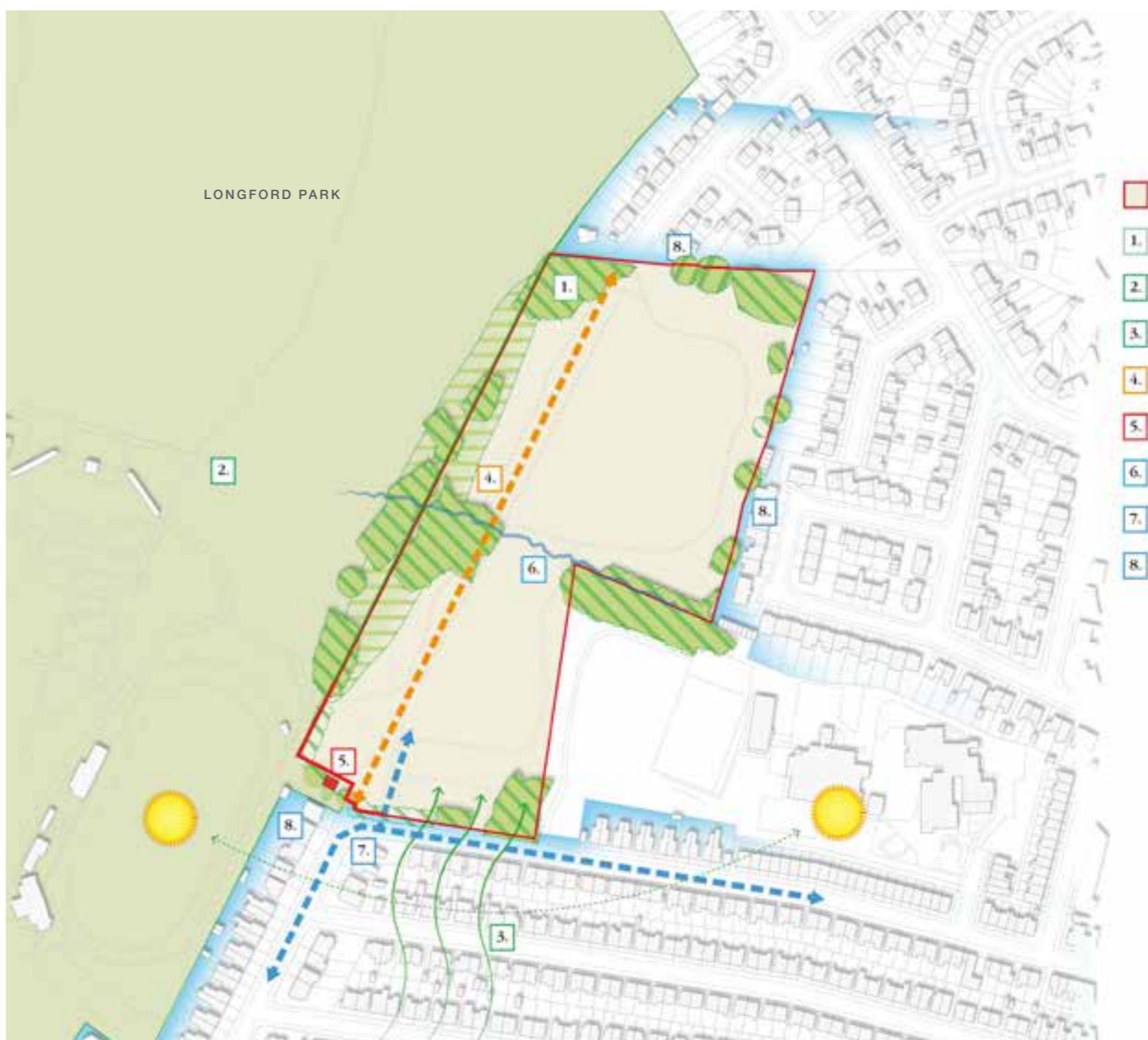
Summary of Constraints

A composite analysis plan has been produced to draw together all of the constraints that are of importance to the site and its immediate environs. These define the parameters that any future development must work within. In doing this the value of the site will be enhanced – environmentally, socially, and economically – leading to a truly sustainable outcome benefitting existing and future residents of Chorlton and the wider city of Manchester.

It is expected that any future design proposals and planning applications will supplement this initial environmental analysis and baseline with detailed technical assessments and surveys that demonstrate the design proposals are deliverable and viable.

Key

- Site Boundary
- Tree Priority Zone - Substantial development to be avoided
- Longford Park Conservation Area
- Sun Path and Prevailing Wind
- Utilities Corridor (Gas and Electricity Mains)
- Electrical Substation
- Existing Nico Ditch with Associated Biodiversity Corridor
- Potential Traffic Management Considerations to Longford Road
- Existing Residential Context - 2 storey housing







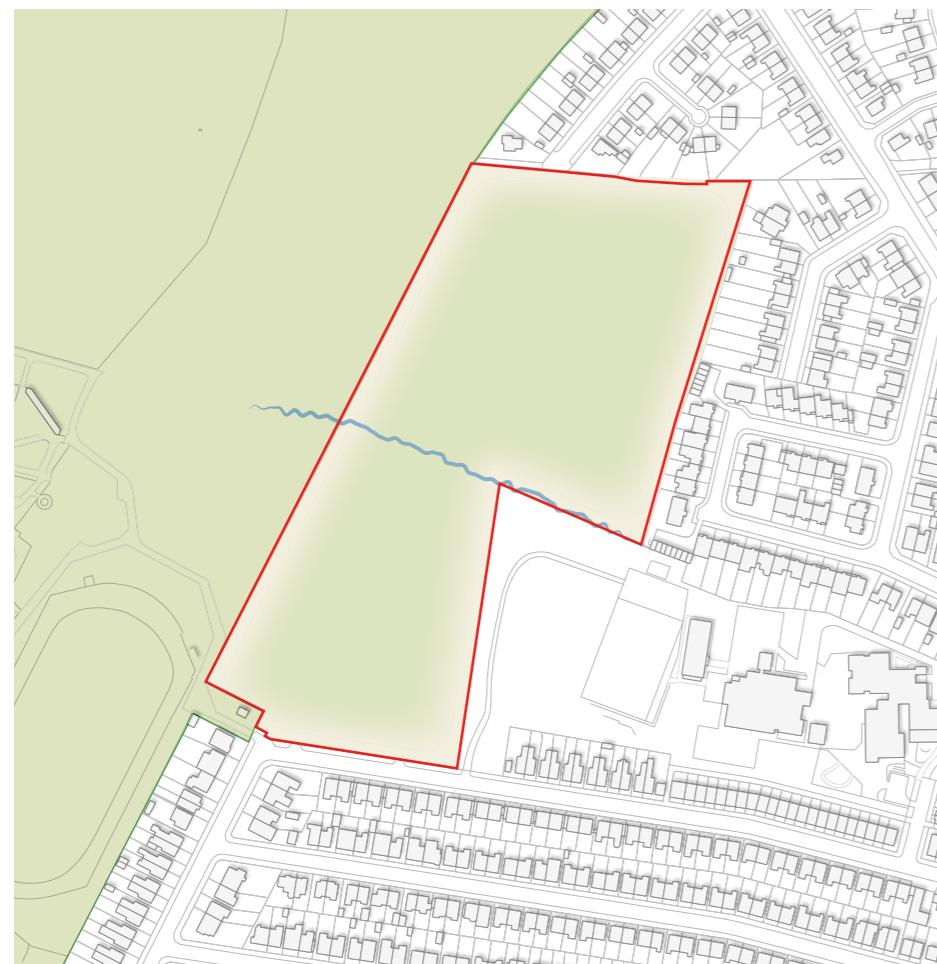
3.0 Site Redevelopment Opportunities & Consultation/Engagement

3.1 Site Redevelopment Opportunities

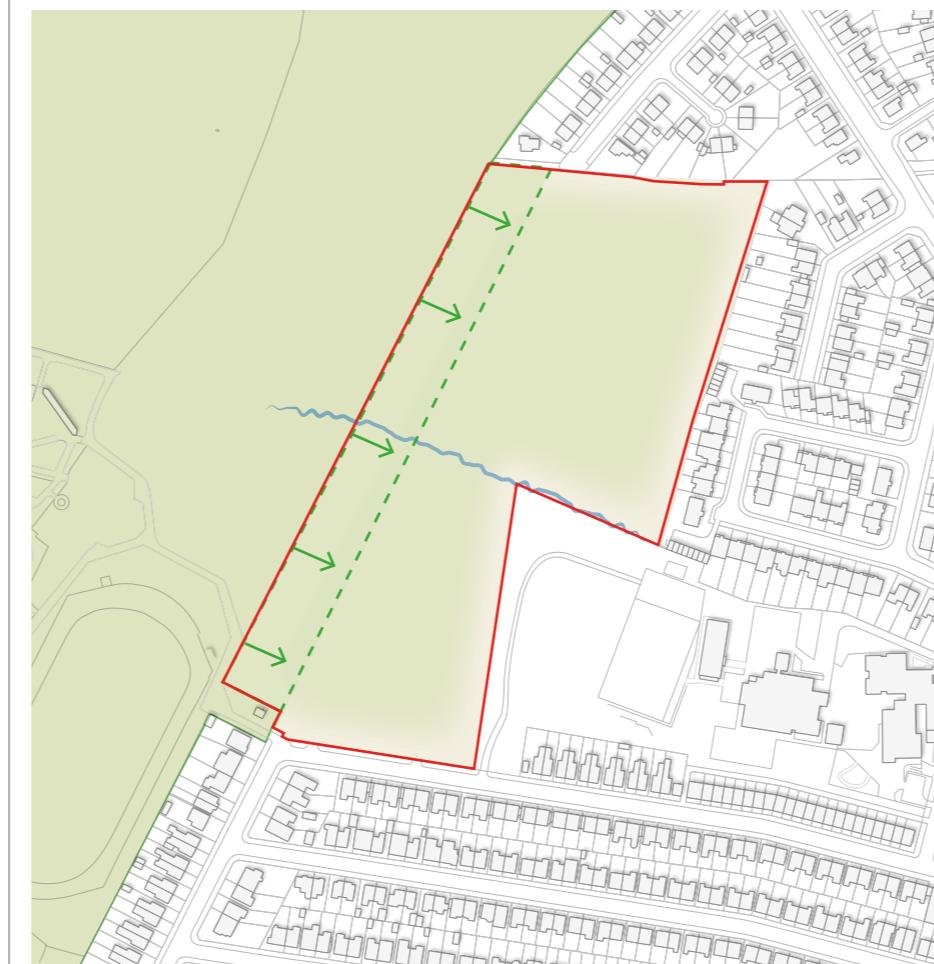
Building on from the detailed site analysis, a series of opportunities that will support the future sustainable re-development of the site and knit it seamlessly into its surroundings have been developed. These opportunities provided the basis for consultation and engagement on the draft Development Framework proposals that took place between October and December 2017.

1. The Site

Total Site Area: 46,263m²

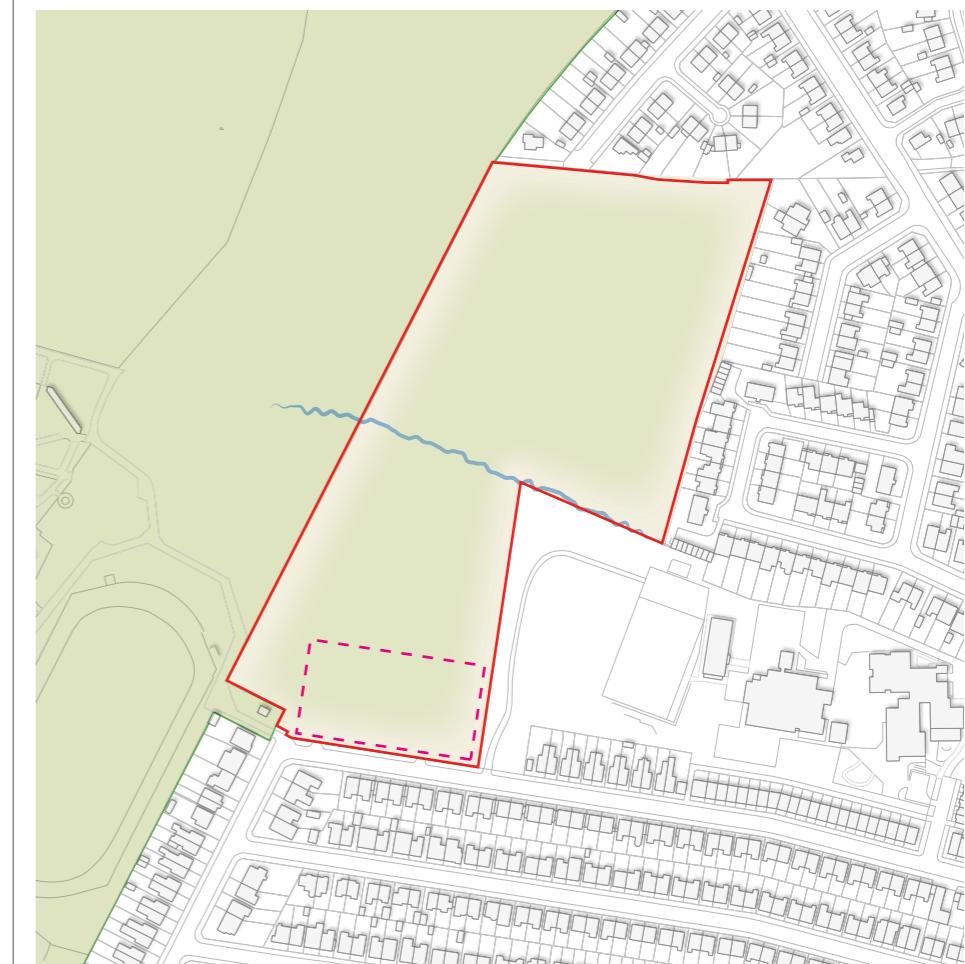


2. Enhance the setting of Longford Park



A positive interface between the site and Longford Park can be established that better connects the character of the park with the site.

3. Complete Longford Road Terrace



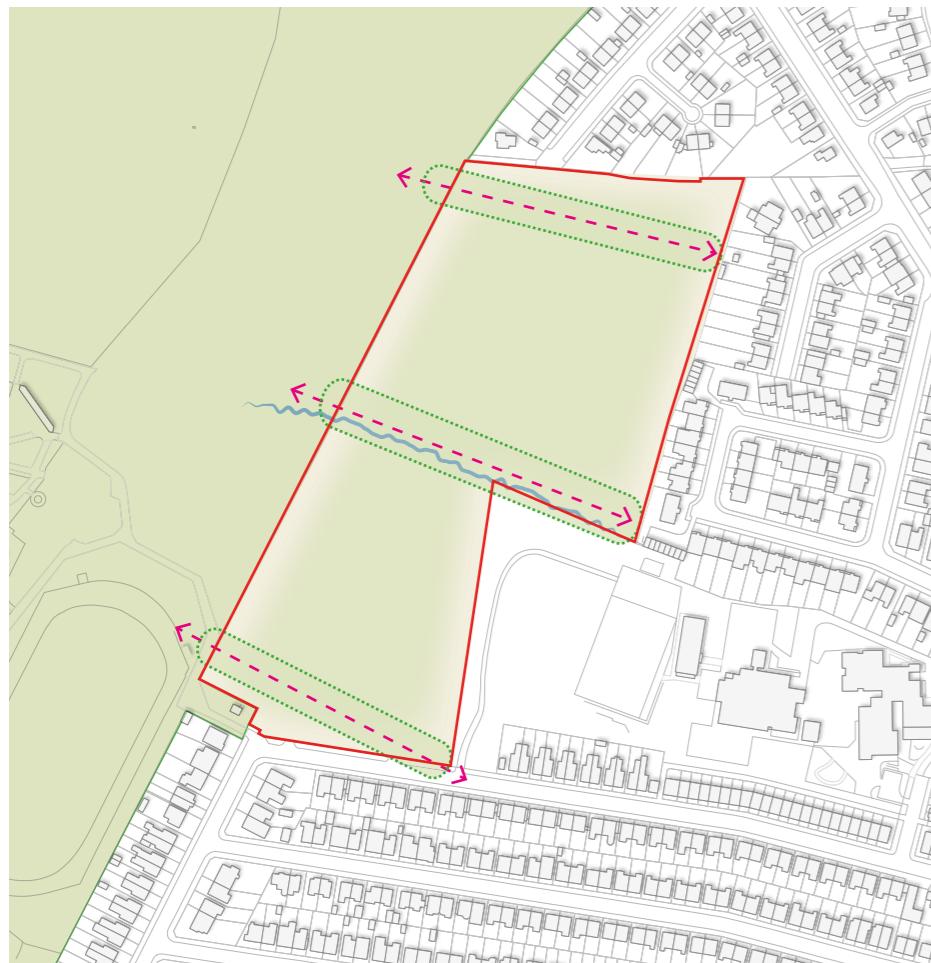
Initial development should consider completing Longford Road with front doors addressing the street enhancing its character, enclosure and natural surveillance whilst promoting improved pedestrian access to Longford Park.

Consideration should be given as to how new development here works with existing on street parking.

3.1 Site Redevelopment Opportunities

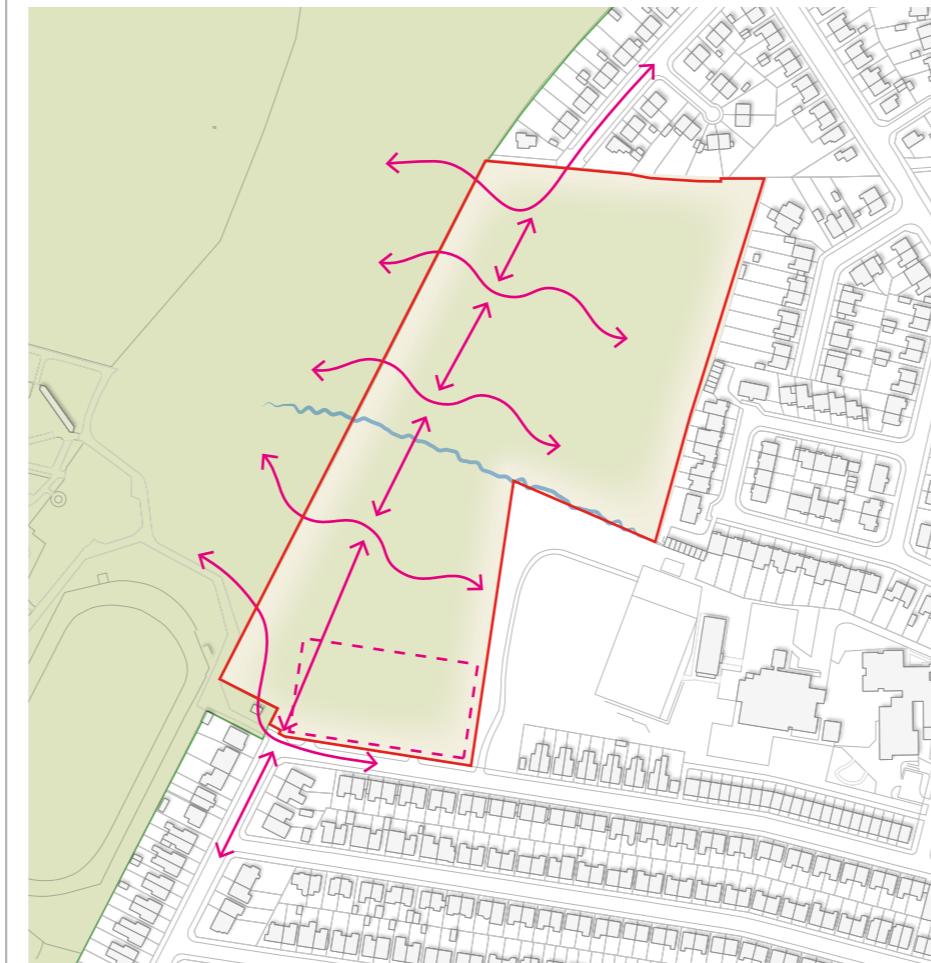
4. Reinforce Existing Green Infrastructure Corridors

The Nico ditch provides an existing historic and environmental asset that should be both retained and enhanced in any future development. Further East-West "Green fingers" can be introduced to the North and South.



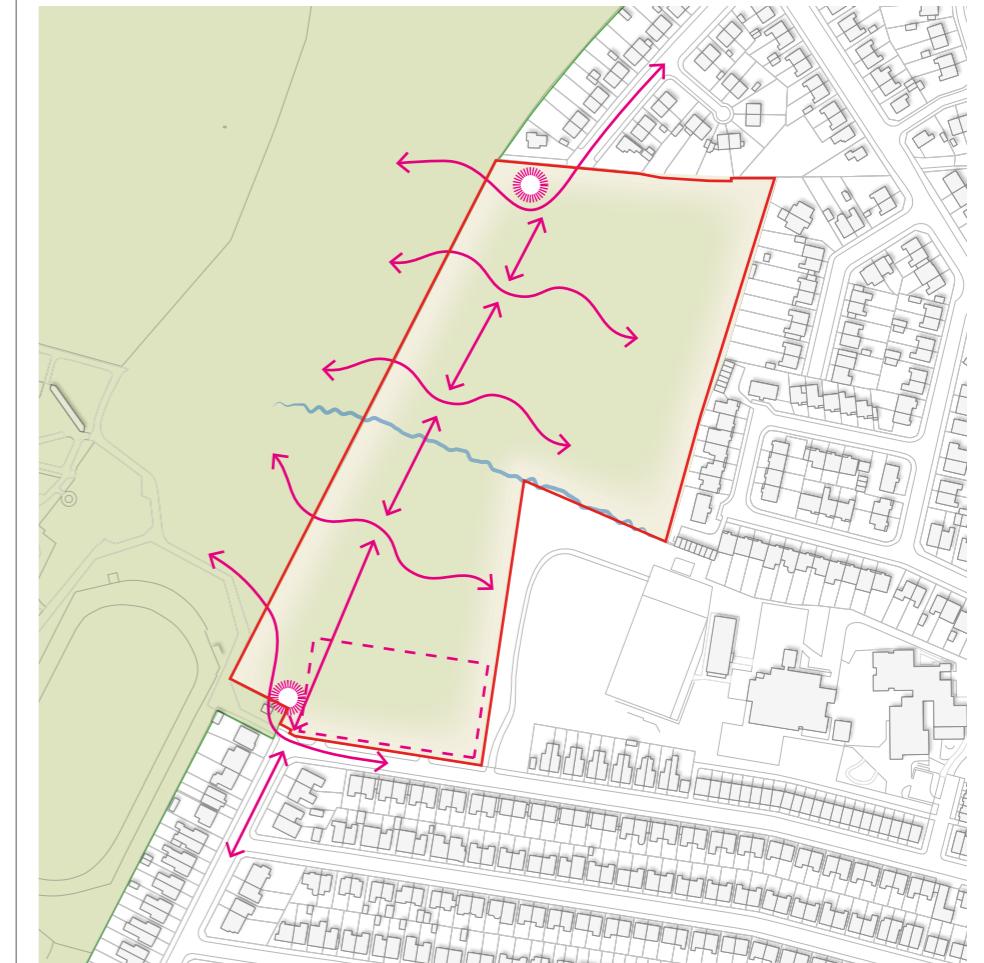
5. Encourage Permeability

In extending the character of the park increased safe and sustainable pedestrian routes can be introduced along the new green corridors improving pedestrian linkages between the site and the park and surrounding residential streets.



6. Gatehouse Structures

Longford Park has an established character of gatehouse structures at its principal entrances. The existing pedestrian park entrance off Longford Road can be improved through the introduction of an additional gatehouse residential building. Any new access that might be considered off Rye Bank Road should follow this principle.



3.1 Site Redevelopment Opportunities

7. Boundaries

New development should address neighbouring properties with a clear hierarchy of fronts and backs. Adequate separation to avoid overlooking and increase natural security and surveillance.

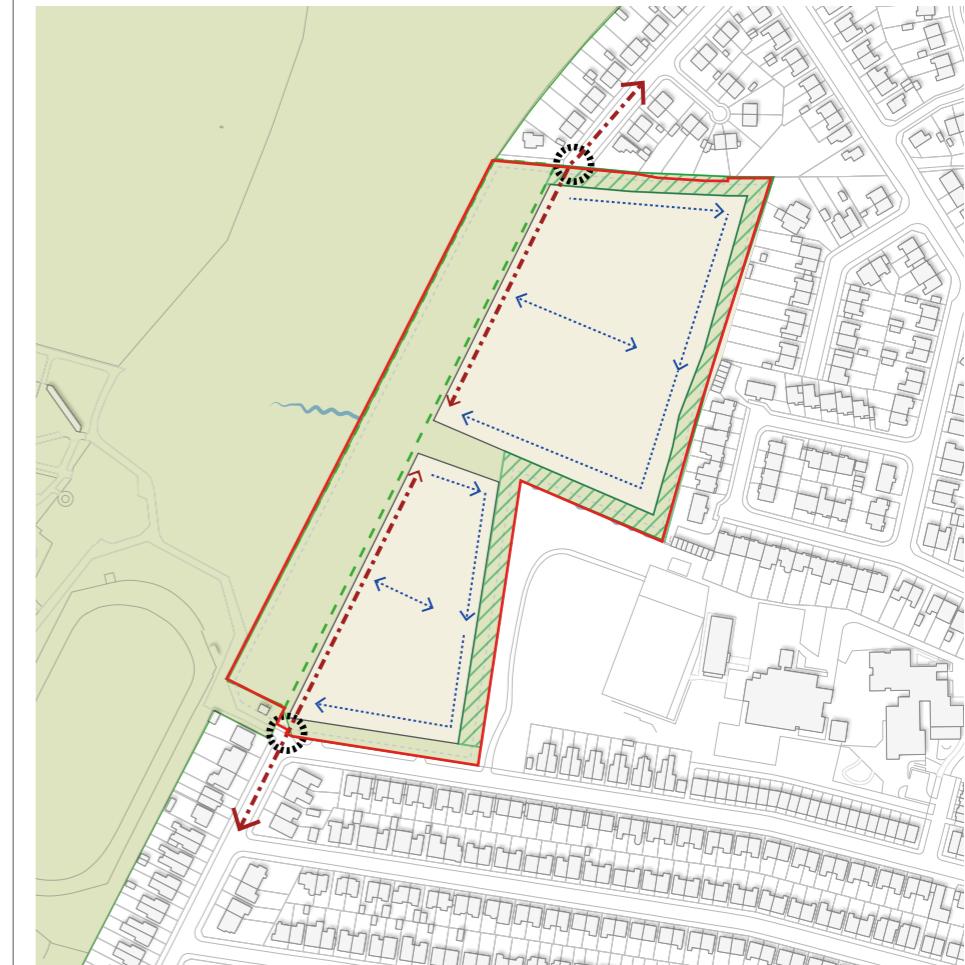


8. Development Plots



Two separate development plots naturally result from the extension of the park's character into the site and the reinforcement of the green corridors and inclusion of the separation distance in each boundary location. This reflects a maximum of 71% developed area.

9. Car Access



Vehicular access to the development could be provided by two independent entrances to the site, one from Ryebank Road/Longford Road to the South, and one from Rye Bank Road to the North. The two vehicular entrance points would not be connected to ensure that no through traffic and 'rat running' is created.

There will also be a need to introduce a resident car parking zone across the site that will be managed and enforced in perpetuity.

3.2 Summary of Opportunities



3.3 Public Consultation on the Draft Development Framework

An extensive process of public consultation on the draft Development Framework was launched online on 16th October 2017 and ran until the 15th December 2017. In this period five public exhibitions were also held in different venues across Chorlton. The exhibitions summarised important information contained within the draft Development Framework with the University inviting residents to review the information and provide feedback. Members of the University and their consultant team were in attendance at the events to provide further clarification on the proposals contained within the draft Development Framework.

The main form of feedback was an online questionnaire accessed via a project specific web page hosted on Manchester City Council's website:



www.manchester.gov.uk/info/200024/consultations_and_surveys/7576/consultation_on_new_housing_and_redevelopment_in_chorlton

Completed hard copies of the questionnaires could also be sent to:



The South Neighbourhood Team
C/O Etrop Court
FREEPOST PO BOX 532
Town Hall
Manchester M60 2LA

Over 438 questionnaires were completed and returned to Manchester City Council who have collated the responses in a separate Consultation Report. In addition to the completed questionnaires a number of independent submissions were made by local interest groups, organisations, businesses and local residents. These have also been captured within the City Council's consultation report. This report can be accessed as follows:



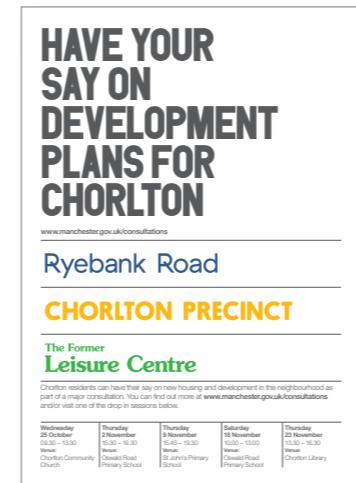
www.manchester.gov.uk/download/meetings/id/23349/8_-chorlton_%E2%80%93_new_residential_growth_opportunities

The University's consultant team have carefully studied the consultation responses and consultation report as an integral part of the process of reviewing, refining and revising the draft Development Framework, specifically in arriving at the final Development Framework that is set out in Chapter 4.0 of this document.

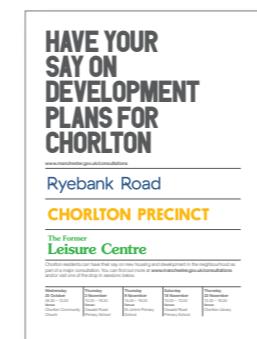
Posters & Flyers

Posters and flyers were produced to advertise the five consultation events, these were displayed in local shops and posted to local residents.

Posters



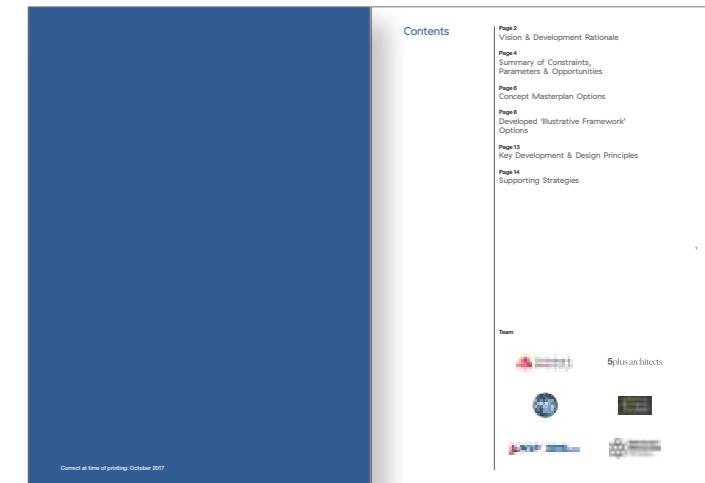
Flyers



Consultation Brochure

These were handed out during the course of the five consultation meetings and were available on the councils consultation website.

A4 Brochure



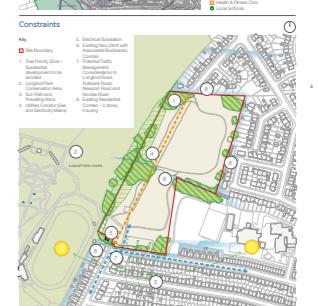
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Page 2 Summary of Constraints, Parameters & Opportunities
Page 3 Concept Masterplan Options
Page 4 Developed 'Illustrative Framework' Options
Page 5 Key Development & Design Principles
Page 6 Supporting Strategies

Team



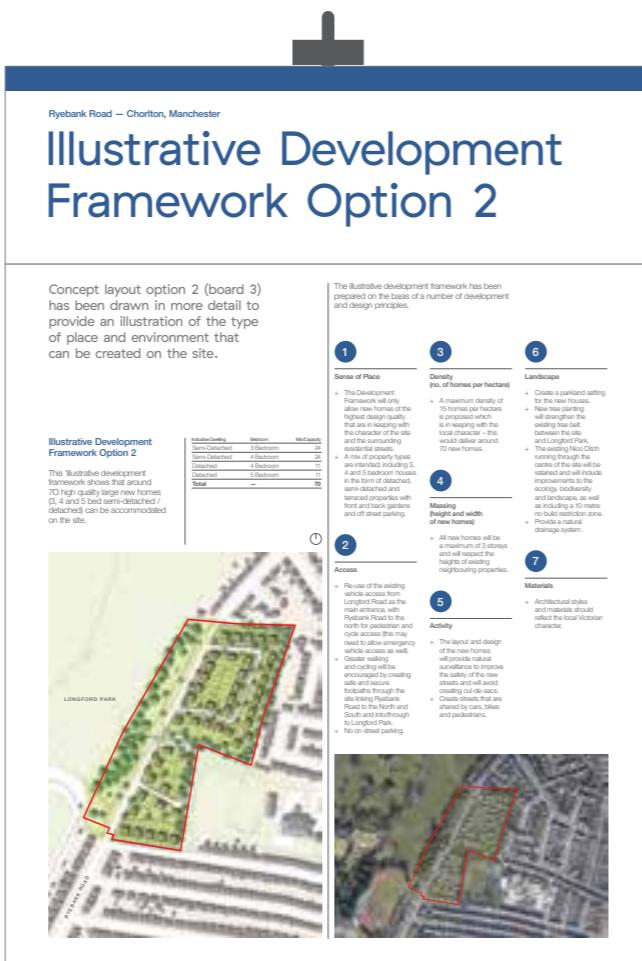
Site Analysis
The existing conditions and character of the site have been assessed to identify the elements that are important in creating a great place to live that provides a high quality of life. These are summarised on the opportunities and constraints plan.



3.3 Public Consultation on the Draft Development Framework

Consultation Boards
Six boards were produced and used at the five consultation meetings to present the key information from the draft development framework.

A1 Boards



Consultation Feedback Summary
The feedback received directly by the University's consultant team is summarised as follows and has been considered as the Development Framework has been refined:

- Additional traffic onto the local highway network exacerbating severe congestion at the morning and evening peaks.
- Specific traffic management mitigation / strategies to demonstrate how the additional traffic can be accommodated on the local highway network.
- Evidence to demonstrate how the additional traffic generated by the new homes will not further exacerbate an already challenging on-street car parking situation.
- The Framework should consider a drop off area for St John's Primary School.
- The Framework should consider traffic management proposals for St Oswalds School.
- The Framework needs to have a greater promotion of sustainable travel opportunities.
- The Framework should be definitive in terms of maximum number of new homes.
- 70 homes is too many, a much lower density is required.
- There should be a better mix of homes, including 'affordable' homes and homes for older people.
- The Framework should promote the highest quality of sustainability for the new homes, for example energy efficiency, positive use of 'passive' design (sun/wind), climate change, zero carbon, Homes for Life, Modern Methods of Construction, minimum Space Standards.
- The Framework should be promoting a socially and environmentally responsible development.
- The homes should be for owner occupiers not foreign investors.
- 3 storey homes are not appropriate – all homes should be 2 storey.
- Contemporary design responses will be more appropriate.
- The ability to adequately drain the site will be key to its success.
- The need to investigate the underlying ground conditions in greater detail is critical in determining whether the site is suitable for buildings.
- What plans are there for dealing with the construction impact associated with the building of the new homes?
- Increased air pollution and noise needs to be considered properly.
- The cumulative impact and phasing of this site needs to be considered alongside that of the Precinct and Leisure Centre site.
- Protecting and enhancing the on-site wildlife, biodiversity, open space and recreation is critical.
- The approach to Longford Road frontage is not consistent with the remainder of the street – the street trees need to be retained with no direct on-street access.
- Has the capacity of the existing utility infrastructure (water, gas, electricity etc) been considered?
- The Thirlmere Aqueduct runs across the northern boundary of the site – how does this impact on the proposals?
- More detail is required in terms of the impact of 70 new homes on the capacity of doctors, schools, and other community services and infrastructure.
- Investment in the streets around the proposed development site is required.
- The site was gifted to MMU by the City Council for recreational use so it should be protected for this or a similar use (e.g. recreation / school use / park) not new homes.
- Policy EN10 of the Core Strategy needs to be considered properly.
- There has been no consultation with Trafford residents, particularly with regard to the options to have a vehicle access to the north onto Rye Bank Road.
- Due to the adjacency of the site to the boundary with Trafford, ongoing dialogue with Trafford Council is required related to the proposals for new homes.
- Consideration of improvements to Longford Park is required due to the increase in use by Chorlton residents.
- Consideration of the proposals for a BMX track in Longford Park adjacent to the proposed development needs to be given.

3.3 Public Consultation on the Draft Development Framework

Manchester City Council Formal Consultation Feedback

A report on the broad outcomes of the consultation on the two draft Development Frameworks within Chorlton that were consulted upon in late 2017: the Chorlton Cross Shopping Centre Development Framework and the Ryebank Road Development Framework was presented to Manchester City Council's Executive on 25th July 2018. This also included the outcome of the consultation on the future use of the site of the former Chorlton Leisure Centre.

The report summarised the feedback received during the consultation period for all three proposals that were consulted upon and presented key themes that emerged across all three sites as a result:

- the development of new homes in Chorlton;
- the impact of housing growth on school places and on access to primary care services;
- the impact of residential development on the highways system and car parking; and
- the need to secure a vibrant retail offer that sustains and enhances the functioning of Chorlton as a place to live, work and visit.

The report also put forward an approach that responds to the consultation responses / themes, with a view to addressing the significant issues raised in the consultation associated with:

- the development of new homes in Chorlton, and in particular affordable homes;
- the impact of housing growth on school places and on access to primary care services;
- the impact of residential development on the highways system and car parking; and
- the need to secure a vibrant retail offer that sustains and enhances the functioning of Chorlton as a place to live, work and visit.

The approaches within the report that have an influence on the Ryebank Road site are summarised on this page and the next page of the document.

New Homes and Affordability

In relation to housing affordability the city council's ownership of the Leisure Centre site offers an opportunity to bring forward new homes for predominantly social rent. The site value will be ring fenced and re-invested into the Council's Housing Affordability Fund to subsidise the provision of a social rent housing offer. Other sources of grant from Homes England will be sought as well as any Section 106 contributions that can be secured from other housing development in the local area.

Whilst the Leisure Centre site has the potential to help bring forward an affordable housing offer for Chorlton both the Precinct site and the Ryebank Road site have the potential to broaden the housing offer and deliver a midmarket priced offer on the former and a high quality home priced offer on the latter.

Notwithstanding the final positioning in the market both sites are anticipated to be capable of delivering contributions via Section 106 into the Council's Housing Affordability Fund and help maximise the number of homes available for social rent on the Leisure Centre site. Such outcomes will, of course, be the subject of a decision by the Planning & Highways Committee. Both the GMPVF (Landowner of the Precinct) and Manchester Metropolitan University (Ryebank Road Landowner) acknowledge this position.

Housing Growth and School Places

In future proofing the impacts of population growth on key place making services it is proposed that the land at Withington Road, previously approved by Manchester City Council's Executive in November 2015 for extra-care housing, is now set aside for a primary school. This site will only be brought forward for a new school if Manchester City Council's Director of Education is satisfied that there is an anticipated shortage of schools places in the Chorlton / Whalley Range network of schools sufficient to warrant investment in a new primary school. The site will not be released unless that conditionality is met.

Access to Primary Care Provision

With regard to the provision of new primary care and, potentially, other community services in the Chorlton area, it is proposed that the redevelopment of the Leisure Centre site makes provision for a health related ground floor use in a new building. Having an active ground floor use facing onto the street that provides health related services would strengthen the offer to all Chorlton residents.

Residential Development and the Highways System and Car Parking

Whilst all three schemes (Ryebank Road, the Precinct, Former Leisure Centre) will be expected to make a contribution to supporting the Council's ambitions to reduce car use in the city specific mitigation measures are required to address the impacts of new residential growth on the highways in and around the Ryebank Road site.

The report sets out that the proposals for the redevelopment of this site continue to sustain a low density approach to new homes as set out in the original draft Framework, however, the preferred approach put forward through the consultation process is proposed to be incorporated into the final version of the Framework. This is a proposal to promote a dual entry to the site off Longford Road and off Rye Bank Road to the north of the site. The two access points would not be connected for vehicle traffic. Cycle and pedestrian access will also be facilitated. These proposals will require further discussion with Trafford Metropolitan Borough Council as the access onto that part of Rye Bank Road was a concern raised in their response to the Framework. Other highways mitigation measures will be considered by the City Council as part of the any planning application process.

Embracing Longford Park

A strong emphasis will be required to create an external environment that embraces Longford Park. The proposals in the final version of the Framework must seek to protect, enhance and create a parkland setting for the new homes. Measures to protect mature tree planting and introduce a new layer of vegetation to enhance the existing must be delivered as part of any development. The quality of the public realm on-site along with the how development on the site relates to and responds to the surrounding area, including the physical relationship with Longford Park, must be reflected in the final version of the Framework and any subsequent planning application.

3.3 Public Consultation on the Draft Development Framework

A Participatory Planning Application Approach

Given the sensitivities associated with the Ryebank Road site Manchester Metropolitan University has committed through their procurement process to select a Development Partner for this site who will engage with local resident groups to bring forward a participatory based approach to the development of any planning application for this site.

At the Executive meeting Councillor Hacking, on behalf of the Chorlton ward councillors, welcomed the University's proposal for a participatory development process, but stated that there should be a rethink of the type and tenure of the housing proposed for the Ryebank Road site and that residents and local housing groups should be involved as early as possible in the development of the plans, with the University and ward councillors having a meeting early on the process.

Executive Report Conclusion

The report to Manchester City Council's Executive concludes by stating that specific concerns that residents have outlined in relation to the impact of housing growth on school places and on access to primary care services along with the impact of residential development on the highways system and car parking have been responded to with a series of concrete proposals that have been set out in this report.

Furthermore, it states that the proposals to bring forward new residential development on the sites of Chorlton Leisure Centre, the Chorlton Cross Shopping Centre and on Manchester Metropolitan University's Ryebank Road sites have the potential to broaden and deepen the housing offer in Chorlton with significant opportunities to develop affordable, mid-market and high quality large homes for families, couples and single people.

These schemes also have the opportunity to work with local resident groups through a participatory based engagement process to achieve not only this mix of housing but also to achieve the clearly expressed views in the consultation of these developments contributing to a significant number of other Council supported agendas such as Age-friendly Manchester, the Manchester Residential Quality Guidance, the Manchester Green and Blue Infrastructure Strategy and the Manchester Climate Change Action Plan.

Manchester City Council's Executive confirmed the following decisions specific to the Ryebank Road Development Framework:

- To note the comments received from stakeholders and delegate authority to the Strategic Director (Development), in consultation with the Executive Member for Housing & Regeneration, to approve the final version of the Ryebank Road Development Framework with the intention that it will become a material consideration in the Council's decision making as a Local Planning Authority.
- To approve the approach set out in the report that the Chorlton Leisure Centre site should be brought forward for affordable housing predominantly social rent and that consideration should be given to a primary and community healthcare facility being incorporated into the development.
- To approve that the City Council owned land on Withington Road be held for a new Primary School.



4.0 Ryebank Road Development Framework

4.1 Development Framework Introduction

As stated in section 2.1 of this document, the role of the Development Framework is to define the broad parameters (constraints and opportunities) that future development will be set within, supported by strategic development and design parameters that will act as a guide for the more detailed design of specific proposals.

The Development Framework is therefore presented in the penultimate section of this document as a Framework diagram that visually defines the broad parameters (constraints and opportunities) that future development will be set within. It is supported by a set of development and design parameters that all future development proposals must demonstrate that they meet.

The Development Framework diagram and Development and Design Parameters have been revised to respond directly to the requirements of the City Council's Executive as set out in the report of 25th July 2018 and summarised in section 3.3 of this document.

Further refinement has also taken place in consultation with senior City Council officers and Chorlton Ward Members in line with the delegated authority provided by the Council's Executive to the Strategic Director (Development), in consultation with the Executive Member for Housing & Regeneration at its meeting on 25th July 2018.

4.2 Development Framework Diagram



The Development Framework diagram is illustrated opposite.

It is supported by the guiding development and design parameters that are set out section 4.3.

4.3 Development and Design Parameters

Placemaking	Mix & Type	Density & Quantum	Access & Car Parking	
<p>Placemaking</p> <ul style="list-style-type: none"> A new residential development of the highest design quality is expected. <p>This means that applicants must demonstrate how proposals:</p> <ul style="list-style-type: none"> Fully consider and appreciate the existing context and character; Are distinctive and rooted in a sense of place; Are well considered and use a high-quality material palette; and Properly consider architectural detailing to safeguard the future quality of proposals. <p>Development should anticipate and encourage healthy and sustainable activities, providing an environment that promotes a sense of belonging but also, walking, social activity and being outdoors in communal spaces.</p> <p>To respond to the character of the surrounding area dwelling heights should predominantly be 2 storey, however, a maximum height of 3 storeys may be justified where appropriate and where respectful of the heights of existing neighbouring properties.</p> <p>The site layout and individual dwellings will promote activity and natural surveillance avoiding, where possible, cul-de-sacs and with habitable rooms overlooking streets and a clear hierarchy of fronts and backs.</p>	<p>Mix & Type</p> <ul style="list-style-type: none"> Proposals will demonstrate how useable back gardens and an area of defensible space to the front of each property can be provided. Communal and semi-private spaces, such as front gardens, provide the perfect opportunity to meet and interact with neighbours and passers-by, facilitating safer and more cohesive places. Proposals will be expected to demonstrate how this objective can be achieved. Proposals will demonstrate how the site is sustainably connected with its local neighbourhood, providing a range of opportunities for residents to meet and interact. Proposals must seek to exceed the Nationally (Manchester) Described Space Standards, providing sufficient storage space, maximising opportunities for daylight, and providing sufficient private amenity space in the most appropriate location. 	<p>Density & Quantum</p> <ul style="list-style-type: none"> Proposals must deliver an appropriate range of housing types and tenures that anticipate and fulfil the needs of existing and future demographic groups. Applicants must therefore demonstrate in their proposals that the final mix of housing types and tenures is consistent with Manchester City Council's Residential Growth Strategy. It is anticipated that this will result in a mix of properties, including 2, 3, 4 and 5 bedroom houses in the form of detached, semi-detached and terraced properties. On-site affordable housing will be provided in line with Core Strategy policy H8. Proposals must consider how the development will become adaptable in the future, taking into consideration changes in population that might take place in years to come as well as the life cycle of its residents. 	<p>Access & Car Parking</p> <ul style="list-style-type: none"> Vehicular access to the development will be provided by two independent entrances to the site, one from Ryebank Road/Longford Road to the South, and one from Rye Bank Road to the North. These two vehicular entrance points will not be connected; ensuring that no through traffic route is created. All roads and footways will be designed to MCC Highways adoptable standards. The site layout will promote increased levels of pedestrian and cycle permeability creating footpaths/cycle paths through the site linking Rye Bank Road to the North and Longford Road to the South and affording new, secure pedestrian and cycle access into Longford Park. Proposals will be expected to investigate the creation of inclusive streets that prioritise pedestrians and cyclists over cars, as well as introducing a resident car parking zone across the site that will be managed and enforced in perpetuity. In accordance with Manchester's Residential Quality Guidance proposals must meet existing car parking policy and standards as set out in the Core Strategy; Appendix B. Any reduction in these standards must be demonstrated using robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate in this specific context. Proposals will be expected to create a streetscape that reduces or negates the need for on-street parking. Proposals must provide the opportunity to easily connect new homes on site with the existing public transport network in order to encourage more sustainable movement choices, facilitating clear and obvious connections to bus, tram and rail services. 	<ul style="list-style-type: none"> Proposals should help to make cycling an everyday activity, providing opportunities to cycle to local facilities, employment and cultural and recreational attractions, as well introducing sufficient cycle parking and effective and safe storage. In keeping with the Mayor of Manchester's cycling initiative the proposals should aim to integrate with the GMCA adopted Beelines scheme – "Greater Manchester's cycling and walking Infrastructure Proposal". Beelines are routes that get people from A to B connecting up communities across the whole of Greater Manchester. This approach will open up communities and neighbourhoods, making them much more accessible and pleasant places to be. It is estimated that the entire network for Greater Manchester could be completed as early as 2023. During the Construction Phase the contractor as part of their Considerate Contractors Scheme should give careful consideration to their construction access management plan to minimise and eliminate any adverse impacts on local residents. A management plan will be required that covers not only the environmental impacts but also noise, air quality and traffic impacts and mitigates or eliminates these to the satisfaction of the planning authority and any local resident or community groups. The exporting or importing of material should be minimised. Applicants will be expected to work with St John's RC Primary School to explore opportunities to improve traffic flow along Longford Road in particular during morning and afternoon drop off and pick up times. Applicants will be expected to work with St John's RC Primary School alongside local ward councillors and properly constituted local resident groups to explore opportunities to improve traffic flow along Longford Road. Particular attention will need to be paid to the morning and afternoon drop off and pick up times.

4.3 Development and Design Parameters

Environmental Sustainability	Biodiversity & Landscape	Participation
<p>The design and construction of new homes will be expected to achieve carbon reduction by addressing the energy hierarchy:</p> <ul style="list-style-type: none"> · to reduce the need for energy through design features that provide passive heating, natural lighting and cooling; · to reduce the need for energy through energy efficient features such as improved insulation and glazing; and · to meet residual energy requirements through the use of low or zero carbon energy generating technologies. <p>Applicants will be required to demonstrate that their proposals comply as a minimum and/or exceed Statutory Regulations and in particular Building regulations AD Part L1A (New Dwellings – 2013) in relation to Conservation of Fuel and Power. Limiting heat gains and losses through thermal elements and other parts of the building fabric – with a designed ‘Fabric First’ approach and providing fixed building services which are energy efficient.</p> <p>In proposing the most appropriate solutions for reducing carbon emissions, it will be necessary to consider the long term feasibility of the solutions proposed, in terms of management, running costs and responsibilities. Recognising the importance of securing longer term solutions will help to deliver an exemplar housing development that makes a significant contribution towards the City Council meeting its 2038 zero carbon target as recommended in the Playing Our Full Part on Climate Change – Updating Manchester’s Commitment report (Manchester City Council’s Executive, November 2018).</p>	<p>Applicants will be required to demonstrate that they have considered what contribution the type and methods of construction will make to deliver a more sustainable development.</p> <p>All materials should be carefully considered and selected based on their embodied energy/carbon as well as recycled content. Ideally locally sourced materials should be used</p> <p>Manchester City Council’s requirements for local labour, training and apprenticeships should be adopted as minimum targets during the construction process.</p> <p>Orientation and aspect of all new build homes should be carefully considered to ensure that sunlight and daylight are optimised for all residential units</p> <p>Development will use sustainable urban drainage solutions to deal with surface water runoff, and, where possible, integrate the existing Nico ditch into the site wide drainage solution.</p> <p>Opportunities to embrace technology should be considered throughout the design and construction processes. By embedding appropriate technologies into design and building fabric, the maximum benefits can be captured. New construction that take advantage of the latest technologies to improve building quality and the amenity of existing residents during construction (for example off-site or modular systems); comfort and sustainability will be considered favourably.</p> <p>Proposals will need to demonstrate that they have mitigated for a higher risk of extreme weather events, both new and in relation to future modelling.</p>	<p>Proposals will demonstrate how they integrate into the surrounding landscape and support biodiversity and natural ecosystems to create an attractive, sustainable environment and unique parkland setting for development.</p> <p>Proposals shall seek to deliver a net biodiversity gain (development that leaves biodiversity in a better state than before).</p> <p>Proposals should extend the character of Longford Park into the new proposed development, including a woodland buffer that retains existing trees between the site and Longford Park.</p> <p>The existing Nico Ditch will be retained and include the enhancement of ecological and landscape features including a 10 metre no build restriction zone along this historical feature.</p> <p>Proposals will protect and enhance the existing established mature trees on the site. Reference should be made to the Tree Survey plan in section 2.15 Site Context: Environmental Characteristics.</p> <p>Bin storage should be carefully considered so that it is easy to understand and integrated into the design without having a negative impact on the surrounding environment and yet remains easy to collect.</p> <p>Proposals must provide sufficient bin storage to accord with MCC’s standards and that is conveniently located with minimal impact on the street scene.</p>



5.0 Delivering the Framework

This document sets out the Development Framework for the University's landholdings off Ryebank Road in Chorlton, South Manchester. It outlines a set of proposals for the future regeneration of this important site, which has been the subject of extensive stakeholder and public consultation.

Manchester City Council's Executive has endorsed the Framework to guide and assist the assessment of future planning applications for the site. Further to this, the Framework has been approved by the Council's Executive Member for Housing & Regeneration.

Design and Access Statements, together with other supporting information provided as part of a formal planning submission will need to show how development proposals comprehensively reflect and respond to the Framework and other material considerations. This includes land use, densities, design and layout principles, and site wide infrastructure, services, and development plots.

The purpose of the Development Framework is to set a clear overarching spatial framework for the site that defines the broad parameters (constraints and opportunities) that future development will be set within. It is supported by strategic development and design principles that will act as a guide for more detailed design proposals. This will assist a future development partner to prepare a high quality and sustainable proposal for the site.

The Development Framework has been informed by a number of separate technical reports and assessments to fully understand the opportunities, constraints and parameters in bringing forward the site forward for sustainable development.

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