

# Chorlton Cross Shopping Centre Development Framework



July 2017



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Team





# Executive Summary



Greater Manchester's population continues to grow with the latest forecast (Greater Manchester Forecasting Model) figures suggesting that by 2031 there will be a need for some 47,000 additional households across Greater Manchester.

In Manchester City, ambitious plans are underway to accommodate the housing and employment land needs of its growing population. This will be achieved by, amongst other things, accelerating housing growth in the most sustainable locations, aiming to create high quality, successful neighbourhoods of choice across the City where people can live close to employment opportunities, public transport, shops, services and facilities.

While the drive to deliver a range of new homes alongside new employment opportunities places significant strain on existing land and property within Manchester's urban areas, it also presents an opportunity to regenerate key areas of the City, particularly those under-performing sites in the most accessible locations.

The prominent location and size of Chorlton Cross shopping centre presents an opportunity to improve a key area of Chorlton District Centre. Through its redevelopment and by prioritising the delivery of key 'visitor' services, including retail, public and commercial services and food and drink, there is an opportunity to upgrade the appearance and operation of the shopping centre while enhancing the visitor experience.

New residential development as an element of a comprehensive redevelopment scheme will also support the vitality and viability of the shopping centre while assisting wider Council objectives which aim to deliver a range of quality new homes (apartments and family housing) in the most accessible locations, with good access to a range of public services and facilities.

The inclusion of residential development will assist the housing delivery requirements of South Manchester and add towards the mixed and sustainable community in this location, ultimately contributing towards the creation of a thriving, liveable and sustainable city - a key vision laid out in the Manchester Strategy 'Our Manchester'.

The current landowner GMPVF is therefore seeking to undertake a comprehensive redevelopment of the site to include retail provision, residential development and car parking.

This Development Framework, prepared by 5 Plus Architects and GVA on behalf of GMPVF in consultation with Manchester City Council and the local community, guides future land uses and sets the parameters for redevelopment within Chorlton Cross Shopping Centre.

Drawing on retail, leisure and residential market demand evidence, the Framework includes details of the mix of uses, scale, massing and densities of development sought through redevelopment.

It is intended that this Framework will guide and form the basis of assessment for future planning applications at the site. Design and Access Statements and masterplans submitted in support of future redevelopment proposals at Chorlton Cross Shopping Centre must clearly detail how the proposed development reflects the land uses, densities and design and layout principles laid out in this Framework.

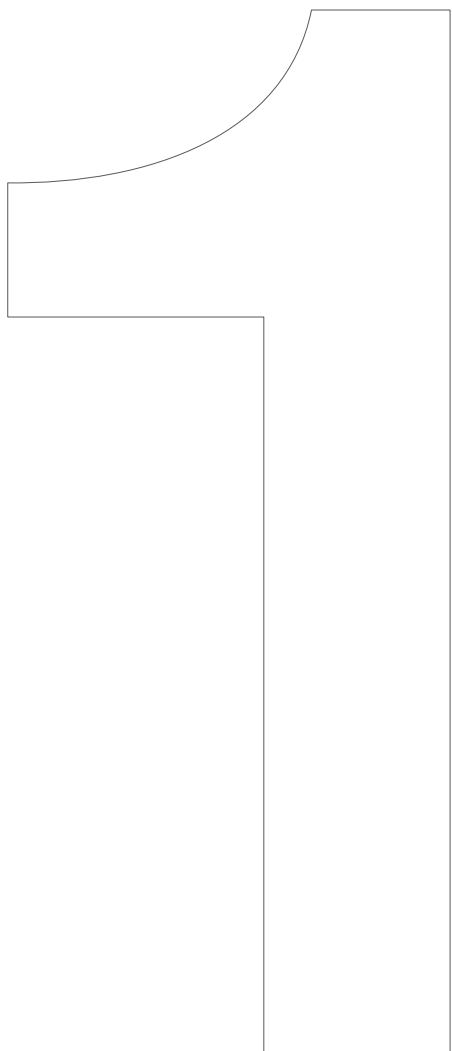
**Design Principles & Masterplan Options**

The Development Framework design principles and illustrative masterplan options provide guidance and a clear demonstration of how new development can be managed to realise the site's opportunities in a manner that maximises the development's contribution to Manchester's strategic objectives. In summary the key principles include:

- + Enhancing the District Centre retail core. Repairing the lack of retail activation to the eastern boundary of the site that fronts Manchester Road. The current development turns its back to the street and breaks the ground floor retail activation that exists along Manchester Road and around the Four Banks. Any new development coming forwards should seek to maximise the positive ground floor activation to this retail street through the provision of new retail opportunities and front doors to apartments above.
- + Repairing the residential grain. Restoring and completing the residential grain to the west of the site through the provision of new appropriately scaled town houses. Creating a back to back private garden configuration whilst establishing a new town house frontage and pedestrian friendly street extending through the core of the site. Through the creation of contextually scaled and proportioned streets a sense of place is established.

- + A permeable development promoting strong north south pedestrian connections through the site and with adjoining areas by repairing the existing urban grain. Re-purposing an existing vehicular north-south route through the site and existing car park with a new positive pedestrian friendly street activated by town houses and human scale activation at ground. The existing vehicular access through the site should be limited to access from a single direction only to prevent 'rat running' and promote a pedestrian friendly residential street. Car parking should be minimised to the street with new shared residential and retail parking located within a covered 2 storey podium skinned with retail, apartment and town house activation. Positive ground floor activation, removal of the car from the street and place-making is maximised to enhance the delivery of a high quality residential led mixed use development.
- + The development should be focused on delivering new resident amenities offering a mix of well managed and maintained landscaped areas. The second floor residents podium deck provides the opportunity to create a distinctive and appealing development that affords a sheltered and southerly aspect.
- + In response to orientation and existing built context, the scale and massing of blocks should be modulated and offset to promote daylight penetration into the public realm and roof top amenity areas whilst responding appropriately to the scale and built rhythm of Manchester Road. This should create a sense of enclosure and successful, human scale relationship to the site's open spaces.

- + The site is uniquely positioned at the core of the Chorlton District Centre. There is an opportunity to use scale to define the site as a Gateway to the retail core. Graeme House, the existing 8 storey office is unique to the scale of the surrounding context and establishes a maximum height parameter for any new development. Any new tall development should be appropriately located in response to orientation and context and be modulated to optimise daylight penetration and visual connections.
- + Given the site's unique position at the heart of the retail core, the Framework presents an opportunity to provide new and improved car parking that will support both the new residential and retail demand on the site whilst also making provision for the wider retail core. The provision of new car parking on this site will assist in the promotion and further regeneration the retail core. This will also assist in addressing the loss of existing surface car parking directly from the site.





# 1.0 Introduction

## 1.0 Introduction

### Chorlton Cross Development Framework

The suburb of Chorlton is located in south Manchester, 3 miles south of Manchester City Centre. The area is served by excellent public transport links, including a range of bus services and the Metrolink tram, making the area a highly accessible and thus sustainable location for new development.

Chorlton Cross District Centre is the largest of the 17 District Centres in Manchester outside the City Centre. The shopping centre is located on Wilbraham Road, the primary retail core of Chorlton, with frontage also along Barlow Moor Road.

The existing accommodation on site comprises:

- + Graeme House - The building comprises a 7 storey office constructed in the 1970's with an NIA of 50,715sqft. The property is of steel frame construction with brickwork elevations beneath a flat roof. The building is let to an independent occupier.
- + Units 1 to 23 - There are 22 retail units within the centre and one kiosk unit with a NIA of 34,633sqft. The units are of brick build construction. The first floors are used for storage only.
- + Car parking - The car park comprises a flat open tarmacadam car park accessed from Wilbraham Road to the south and Nicolas Road to the north. The car park provides 202 spaces.

The immediate area predominately consists of older retail and leisure accommodation with a mix of residential housing and apartments. The retail tenants in the immediate area are a mix of independent occupiers and national operators. The mix of occupiers has created a distinct character in the area.

While Chorlton is generally performing well, and is recognised for its significant independent retailing sector, the Shopping Centre has a mix of occupiers and suffers from a layout which connects poorly with the surrounding streets. The prominent location and size of the Shopping Centre site present an opportunity to improve its attractiveness and overall performance.

Manchester City Council has therefore identified Chorlton Cross Shopping Centre as an important redevelopment opportunity, both for the regeneration of the District Centre, and for the provision of new retail, leisure, services and residential accommodation. By encouraging a mix of development, there is an opportunity to build on the centre's existing strengths and respond to the needs of the catchment.

### Report Purpose & Planning Status

The purpose of this Framework document is to guide the future redevelopment of the Chorlton Cross Shopping Centre ensuring opportunities for residential and retail development are brought forward in a holistic manner to complete the creation of a distinctive and successful District Centre neighbourhood.

Although not forming an element of the statutory Development Plan, this Framework document is consistent with the planning policy objectives set out in the City Council's Core Strategy and those guiding principles laid out in the Manchester Strategy 'Our Manchester'. The Framework document is a material consideration in the determination of future planning applications at the site.





# 2.0 Development Framework Context

## 2.1 Development Rationale

### Housing

The Greater Manchester region has seen significant population growth in recent years, and this is set to continue.

The Greater Manchester Spatial Framework (Draft for Consultation, October 2016) sets out an ambitious plan for Greater Manchester to deliver 227,000 new homes by 2035. This means the City of Manchester will proactively seek to deliver 55,300 new homes over this period in order to meet the housing demands of Manchester's growing population, which is predicted to increase to 581,300 by 2027 (Greater Manchester Forecasting Model 2010).

Manchester has set out how it intends to meet those housing demands through the recent Residential Growth Strategy, which aims to deliver 25,000 new homes across the City by 2027. Of this total, around 3,240 new homes will be built in the South Manchester area (Core Strategy Policy H6).

Within the South Manchester area there is a lack of available development land for housing. To deliver the level of housing growth required there is therefore a very strong focus on the regeneration of its urban areas, aiming to maximise the reuse of previously developed land in the most sustainable locations.

South Manchester's District Centres, including Chorlton Cross Shopping Centre, provide a good range of accessible key services, including retail, health facilities, public services and leisure activities. Their accessible nature close to public transport stops with high frequency services allow people to live, work and access a range of facilities and services in the most accessible locations.

Chorlton District Centre is a thriving location, however the redevelopment of Chorlton Cross provides a significant opportunity to contribute towards its sustainable future.

This part of the District Centre, which is based on a 'precinct' concept, appears tired and dated with many of the precinct buildings having reached the end of their economic lives. There is also limited civic and community provision currently within the Centre.

There is therefore an opportunity to redevelop the Shopping Centre land, building on the

Centre's existing strengths while aiming to improve its overall operation and performance through the delivery of a wide range of high quality retail, commercial and leisure accommodation, supported by new residential development.

While almost half of household growth anticipated in Greater Manchester is forecast to be in the form of single person households and therefore a range of apartment types and sizes will be suitable at the site, planning policy and guidance promotes a mix of accommodation in Chorlton with a focus on good quality family housing. Redevelopment proposals must therefore provide a range and mix of unit types and sizes including accommodation for families.

As well as supporting the primary retail function of the Shopping Centre, a range of house types and sizes will contribute towards creating an attractive, safe and useable mixed use environment, adding to the high quality neighbourhood and the sustainable community at this location.

These objectives must be delivered in conjunction with the right mix of amenities and facilities within the District Centre. New housing will only be suitable at the site where it supports the vitality and viability of the Centre.

### Retail & Ancillary Services

Chorlton District Centre's mix of retail services currently perform well, operating at a higher level than the other Centres in South Manchester and retaining more people for non-food shopping than any other centre in Manchester (excluding the City Centre). While commercially viable as a District Centre, there is still a considerable leakage of expenditure, particularly to larger foodstores (The City Wide Retail Study (2010)).

The Manchester Core Strategy identifies that the South Manchester's District Centres, including Chorlton, will deliver approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace up to 2027. The Retail Study further identifies a qualitative need for both food and non-food retailing in Chorlton.

A comprehensive redevelopment scheme, providing a substantial mix of high quality retail space to retain and attract small independent businesses, possibly including a food store, alongside improvements to other commercial services, will contribute towards the key objectives of the Core Strategy and the key principles set out in 'Our Manchester'.

In order to deliver a more varied range of uses in the Centre, the provision of ancillary services will also be appropriate, including for example food and drink uses, health facilities, public services, leisure activities and financial and legal services which aim to enhance the vitality and viability of the Centre.

New development should also make a positive contribution to the character and environment within and around the Shopping Centre. By seeking significant environmental improvements brought forward through creative high quality and inclusive design, the character and quality of the shopping area and the way it functions can be enhanced. This will require high quality design and layout principles to be applied, together with consideration of local character and distinctiveness.



Key

- 1. Chorlton Shopping Destination
- 2. Chorlton Public Library
- 3. Chorlton Metro Link



Key

- 1. Chorlton Cross
- 2. Chorlton Precinct
- 3. Chorlton Street  
Character
- 4. Chorlton Cafe and Bar  
Culture
- 5. Oswald Road Primary  
School

## 2.2 Framework Overview

### Development Framework Overview

Whilst being the largest of the 17 District Centres, it has been identified that Chorlton Cross Shopping Centre suffers from an outdated layout that is disconnected from the existing streets and retail frontage extending along Manchester Road and around the 'Four Banks.'

In preparing this Development Framework MCC and GMPVF have recognised the potential for the site to be positively transformed, particularly if the existing site assets such as repairing the retail and residential grain, promoting pedestrian permeability via an existing highway and creation of a new sense of place affording a southerly aspect can be used as a basis upon which a Framework for regeneration can be produced.

The site is well positioned at the core of the District Centre and presents a unique opportunity to provide improved retail and new residential dwellings (designed in accordance with the Manchester Residential Quality Guidance) and in accordance with the long term vision for Manchester guided by the strategies of 'Our Manchester' which promotes regeneration, job creation and growth of a clean, safe, attractive, well-connected, thriving and sustainable City.

Through initial discussions with Manchester City Council it has been agreed that a Development Framework should be prepared to guide the site's future redevelopment. This Development Framework is intended to provide the guiding principles and details of the site's future land use and the key development parameters that includes; density, height, scale and massing.

Through careful analysis of the site's characteristics, technical constraints and existing opportunities a Framework for regeneration has evolved that responds directly to Manchester City Council's policies to deliver regional residential growth, place-making and the provision for increased retail floor space to the South Manchester District Centres. This will further enhance the Council's aspiration to deliver neighbourhoods that are attractive places to live and work both for those who already live there as well as attracting new investment.

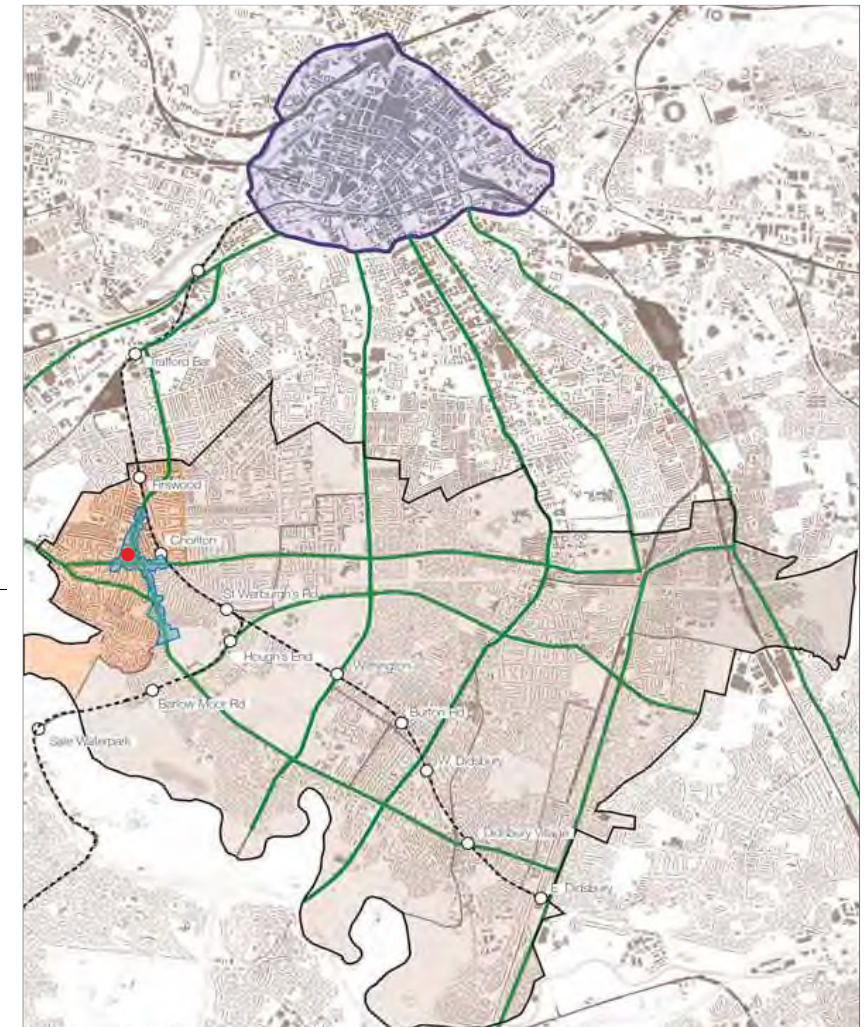
On this basis the framework places the site's existing assets and opportunities at its core as this will provide the character and quality that is expected from any new investment into Manchester and the Chorlton District Centre.

In summary the Framework will propose:

- + The provision of new retail floor space along Manchester Road to the eastern boundary of the site to integrate with the District Centre;
- + The provision of new town houses and promotion of a new, safe and attractive residential street to complete the existing urban grain;
- + The provision of new residential apartments that respond to Manchester's ambitions for quality housing with a range of accommodation whose massing is appropriately arranged and scaled throughout the site.
- + The reuse of an existing access off Wilbraham Road to provide vehicular access into but not through the site;
- + Promotion of safe, clean and attractive pedestrian and cycling friendly permeability through the site extending from Wilbraham to Nicolas Road fronted by human scale town house activation and surveillance of the street;
- + Promotion of sustainable travel encouraging walking and cycling with the provision of compliant cycle storage and safe cycle routes through the site;
- + Whilst the site is in a highly sustainable and well connected location, new and improved retail and residents car parking that consolidates the existing surface car park into a 2 storey podium car park skinned with retail and town house activation and the provision of a high quality roof top resident green space that benefits from a southerly aspect.
- + The reuse of existing trees where possible plus new tree planting to create an attractive landscape that will promote a sense of place and quality of the development.

The framework will consequently support a high quality, medium density development responding to the existing uses, built context and infrastructure whilst supporting a new residential led mixed use scheme that will enhance the existing residential and retail offer to Chorlton and the South Manchester market.

Manchester City Context Diagram



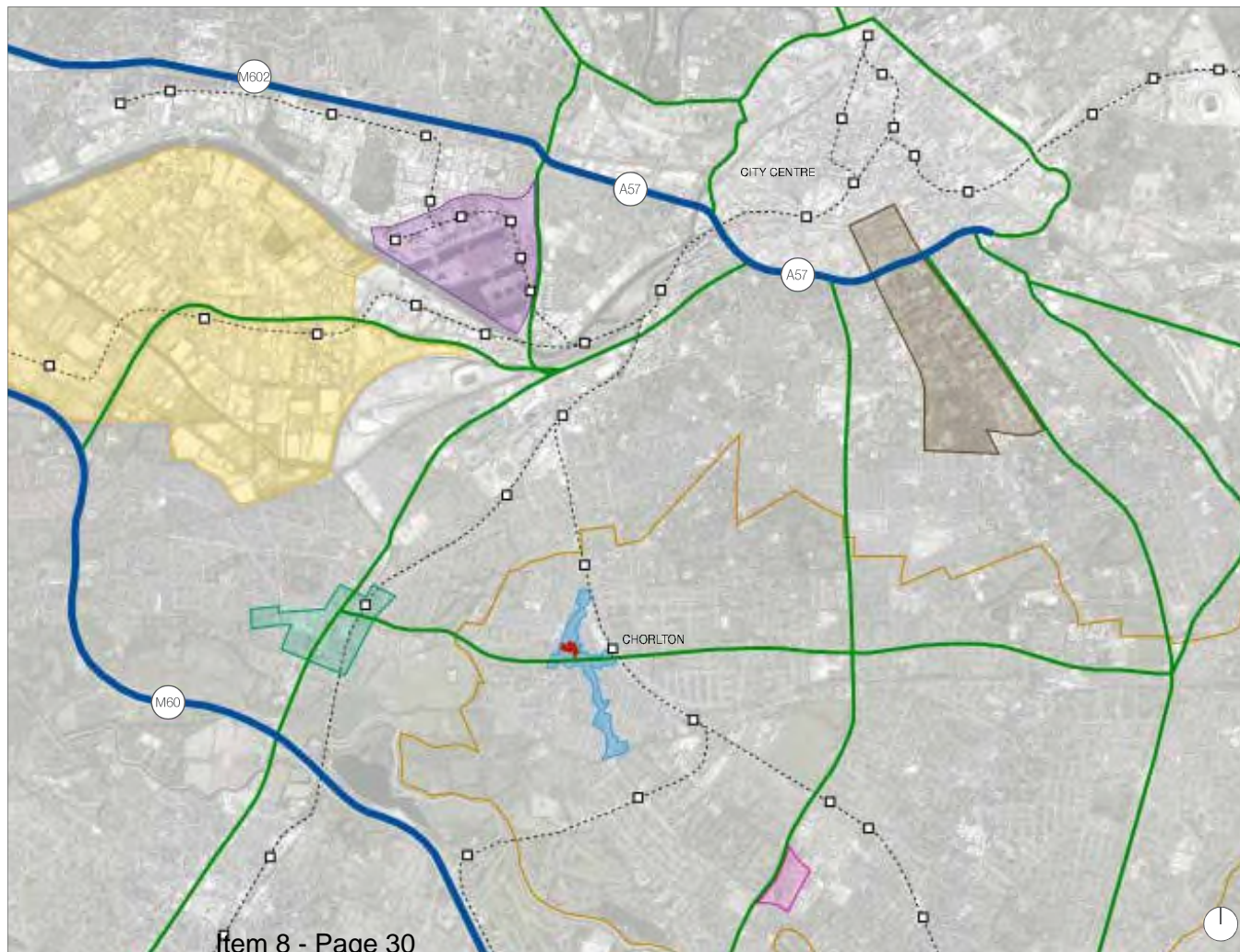
**Key**





- Chorlton District Centre Boundary
- Chorlton
- Site Location
- City Centre/Ring Road
- South Manchester Regional Framework
- Primary Road Network
- Tram Network



2.2 Framework Overview

Site Location Diagram



- Key
-  Chorton District Centre Boundary
  -  Development Framework Boundary
  -  Motorway
  -  Main Road
  -  Tram Line
  -  South Manchester Regeneration Framework
  -  Media City UK
  -  Corridor Manchester
  -  Stretford Masterplan
  -  Trafford Park
  -  Siemens

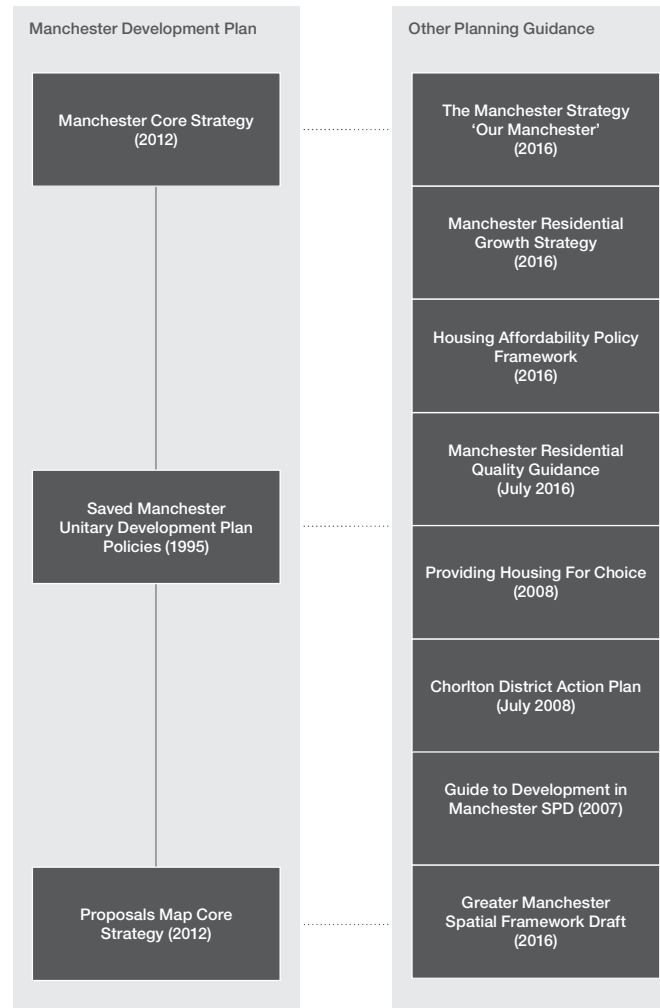
### 2.3 Establishing The Policy Framework

The relevant national and local planning policies and guidance set out in this Section have directly informed the production of this Development Framework. They are material considerations in guiding future development proposals at Chorlton Cross Shopping Centre.

Figure 1 opposite highlights the relevant local planning policy framework and guidance affecting future development proposals at the site.

A summary of the key planning policies and relevant guidance is provided across sub-sections 2.5-2.8.

Figure 1: Planning Framework



Aerial Site Photo



2.4 National Context

**National Planning Policy Framework (NPPF)**

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the Development Plan without delay, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole, or, specific policies in the Framework indicate development should be restricted.

The NPPF contains 12 core planning principles that should underpin the plan making process and decision-taking. In this case, planning should:

- + Be genuinely plan-led;
- + Be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- + proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- + Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- + Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- + Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources;
- + Contribute to conserving and enhancing the natural environment and reducing pollution;
- + Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- + Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas;
- + Conserve heritage assets in a manner appropriate to their significance;
- + Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- + Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
- + Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- + Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources;
- + Contribute to conserving and enhancing the natural environment and reducing pollution;
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- + Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- + Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

**Delivering a Strong, Competitive Economy**

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.

Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.

**Ensuring the Vitality of Town Centres**

The NPPF encourages the positive management and growth of town centre environments promoting positive competition, to provide a diverse retail offer reflective of the areas individuality.

Where there is an existing market the NPPF encourages its retention and enhancement, where appropriate, as well as the creation of new markets to ensure these areas remain attractive and competitive.

Where a town centre is in decline, local planning authorities are encouraged to plan positively for their future to encourage economic activity. The NPPF also recognises that residential development can play an important role in insuring the vitality of centres and encourages the inclusion of residential development where appropriate.

**Promoting Sustainable Transport**

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as local shops should be located within walking distance of most properties.

Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure.

**Delivering a Wide Choice of Quality Homes**

To boost significantly the supply of housing, housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

To achieve this local planning authorities should:

- + Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community
- + Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- + Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified

**Requiring Good Design**

Good design is a key aspect of sustainable development and should contribute positively to making places better for people. New development should:

- + Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- + Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- + Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- + Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- + Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.

**Promoting Sustainable Communities**

Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see, aiming to deliver:

- + Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- + Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- + Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- + Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- + Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- + Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Manchester City Council's adopted Development Plan comprises the Core Strategy (2012) and the saved policies of the Unitary Development Plan (UDP) (1995). The following key planning policies are relevant.



## 2.5 Greater Manchester Context

### Manchester City Region

The site is located just east of the border of Manchester and Trafford, forming an integral part of Manchester and Trafford's shared physical, recreational and cultural identity.

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 residential-based 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

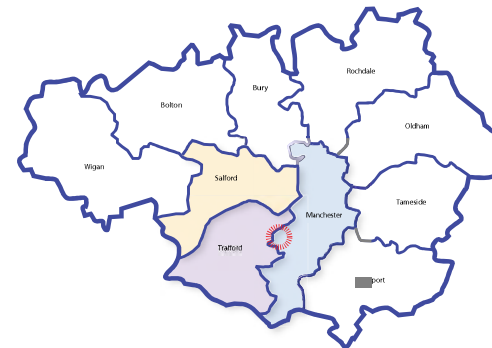
The Greater Manchester Combined Authority (GMCA) is preparing the Greater Manchester Spatial Framework (GMSF), a joint Development Plan Document between the 10 Greater Manchester Authorities which sets out the approach to housing and employment land across Greater Manchester until 2035.

An initial consultation took place in November 2014 on the scope of the plan the initial evidence base, followed by a second consultation in November 2015 on the vision, strategy and strategic growth options as well as a call for sites exercise. The draft GMSF was published for consultation in October 2016, which ran until 6 January 2017.

The draft GMSF identifies the amount of new housing and employment development proposed across Greater Manchester as well as proposed site allocations, a new Green Belt boundary, environmental assets to be protected and enhanced, and the key infrastructure required to deliver the proposed allocations.

The draft GMSF also contains thematic strategic policies on issues such as flooding and carbon reduction. The detail of how these will be applied in practice will be set out in Local Plans.

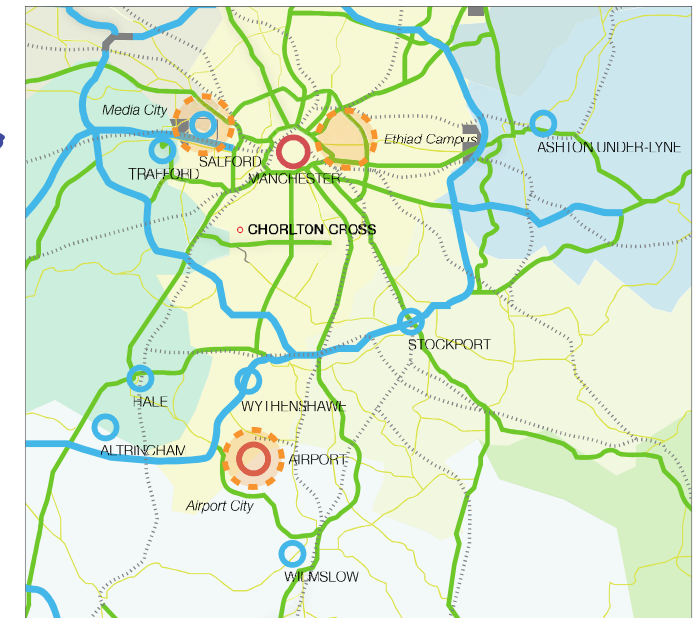
### Regional Diagram



#### Key

-  Study Site
-  Salford
-  Trafford
-  Manchester

### City Context



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

## 2.5 Greater Manchester Context

Manchester City Council's adopted Development Plan comprises, amongst other things, the Core Strategy (2012) and the saved policies of the Unitary Development Plan (UDP (1995)). The following key planning policies are relevant.



**Manchester Core Strategy (2012):**

**Policy C2 'District Centres'**  
Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre. Development in District Centres should:

- + Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active;
- + Promote the development of employment which provides opportunities for local people;
- + Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;
- + Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;
- + Promote choice and competition particularly where development will support the independent sector;
- + Remedy deficiencies in areas with poor access to facilities. New development should respect and enhance the character of centres.

**Policy C6 'South Manchester District Centres'**

Across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027. Identified capacity will be directed to Chorlton centre to support more sustainable shopping patterns. Redevelopment in Chorlton will provide a substantial increase in retail, alongside improvements to other commercial and community services. New development should also make a contribution to the character of the centre, including a range of unit sizes and environmental improvements.

**Policy H6 'South Manchester' (housing)**  
South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development will generally only be appropriate in the District Centres as part of a mixed-use scheme.

**Policy H8 'Affordable Housing' (housing)**  
20% affordable housing will be sought. Affordable housing thresholds apply to all sites of 0.3ha or above or where 15 units are proposed.

**Policy EC9 'South Manchester' (employment)**  
South Manchester is not expected to make a significant contribution to employment provision within the City. The District Centres of Chorlton will be suitable for mixed use development providing local needs and services. Development proposals should consider ensuring efficient use of existing employment space and improving public transport and connectivity.

**Policy T 2 'Accessible areas of opportunity and need'**  
The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Parking and cycle provision should be delivered in accordance with the maximum standards for District Centres, as set out in Appendix B of the Manchester Core Strategy.

**Policy EN 1 'Design Principles and Strategic Character Areas'**

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. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. Within the Southern Character Area the new development must amongst other things, retain the identity and focus of activity associated with the historic District Centres.

## 2.6 Manchester City Context



**Manchester Unitary Development Plan 1995**  
The Unitary Development Plan (UDP) for the City of Manchester was adopted by the council in 1995 as the statutory document which set out guidelines for all development in Manchester and provided a Framework from which to base decisions about planning applications. The Manchester Core Strategy was adopted in July 2012 and replaced significant elements of the UDP.

The relevant saved UDP Policies are as follows:



**Policy DC7.1 – ‘New Housing Development’**  
The design of new developments should take into account the needs of people with disabilities and where family housing is included within a proposal, evidence of safe areas will be expected.



**Policy DC14.1 – ‘Shop Fronts and Related Signs’**  
Applicable to all retail premises, the council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings. Shop fronts should permit full access for people whose mobility is impaired.



**Policy DC26.1 – ‘Development and Noise’**  
Where an existing noise source might result in an adverse impact upon a proposed new development, the applicant may be required to provide an assessment of the likely impact and the measures proposed to overcome this. The council will also control noise levels through the insulation of new developments, as well as noise barriers where this is appropriate.



**Policy S1.2 – ‘To existing shopping provision especially in the City Centre and in the district centres’**  
The improvement and redevelopment of existing District Centres is encouraged. New development will be welcomed where it replaces obsolete shopping floor space and is in keeping with the character of the existing centre.



**Manchester Residential Growth Strategy (2016)**  
The City Council’s Residential Growth Strategy seeks to deliver a minimum of 25,000 new homes in a ten-year period between 2016 and 2025.

The framework aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the city’s residents in terms of housing choice, quality and affordability in order to develop strong communities.



**Housing Affordability Policy Framework (2016)**  
The Housing Affordability Policy Framework seeks to explicitly link household income to the provision of new homes across the city in order to ensure that residents who are on or below the average household income for Manchester have access to decent and secure homes. The policy recommends that the City Council aims to deliver between 1,000 and 2,000 new affordable homes in Manchester each year.



**Manchester Residential Quality Guidance**  
The Residential Design Quality Guidance document provides guidance on the design of residential development in Manchester.

The document provides guidance across nine key areas:

**Accessibility**  
Residential proposals should consider the manner in which they encourage access to the wider public transport network.

A good rule of thumb is for development to be no more than 400m from an existing bus or tram stop, measured along safe, obvious and desirable walking routes. Larger developments will need to consider the capacity of existing infrastructure.

With the exception of areas of existing special character an increase in density should be encouraged in those parts of the city that are well connected to public transport and have greater access to public services, community facilities and recreation provision.

**Car Parking**  
Outside the City Centre new apartment development will be expected to provide 100% parking provision as a starting point. Reduced on site provision may be justified on the basis of:

- + Secure cycle parking in excess of 50% provision relative to apartment numbers, (4 cycle spaces per car park space)
- + Identification of sufficient off-site capacity, within 5 minutes’ walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);
- + Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene.

Provision of robust research and market evidence will be necessary to demonstrate that lower levels of car parking demand will be appropriate for certain schemes.

### Cycle Parking

Cycle storage should actively encourage use; designed, located and managed in such a way that resident’s feel that their bike is in a safe and secure location, and that they themselves feel safe using it.

On street cycle parking should be in obvious, well-overlooked locations and well lit. In higher density blocks, shared cycle parking should be accessed through the main lobby or a dedicated entrance at street level to ensure it is safe and secure.

### Waste Storage

Each individual household must be able to contain a minimum area that would house 4 x 240L bins externally. If possible, bin stores should be located to the rear of properties, or within communal waste storage areas so they are not visible from the street.

### Future Proofing & Adaptability

Manchester is committed to achieving zero carbon by 2050. The design and construction of new homes will therefore be expected to achieve carbon reduction by addressing the energy hierarchy:

- + 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.

**Incorporate Sustainable Design Solutions**  
New developments will be required to meet all relevant national standards and mandatory City Council Core Strategy Policies with regard to energy and water consumption.

### Value Engineering

Value engineering should not be seen as a means of reducing the quality of residential proposals, through for example the substitution of materials with those of inferior quality, or the reappraisal of designs that will lead to the development of a poorer quality scheme.

### Space, Daylight & Entrances

Space standards within dwellings should comply with the National Described Space Standards as a minimum, plus locally described standards.

### Daylight

Maximising natural daylight is important, with floor to ceiling heights at a minimum 2.4m in living and bedroom spaces. A minimum height of 2.5m will be strongly encouraged in all habitable areas. Added to this, there should be larger windows, particularly to living areas, with an aspect of the sky and direct views of external spaces such as gardens, courtyards, streets, parks and open spaces

The quality of daylight is also important. Where possible, there should be direct sunlight into living spaces; single aspect, north facing accommodation, or that is orientated 45 degrees either side of north, should be avoided.

### Entrances

The location of entrances, the position of secondary uses (such as plant rooms or bin storage) should demonstrate an understanding of the area’s street hierarchy, with frontages designed to create a relationship between inside and outside.

Ground floor entrances should present a welcoming environment, and be constructed of robust and good quality materials appropriate to the anticipated number of users.

### Green and Blue Infrastructure

New developments should consider opportunities to provide additional green spaces where area based planning guidance or a schemes underlying urban design and heritage appraisal has deemed it appropriate to do so.

In traditional housing developments, proposals should continue and/or add to the landscape network in a manner that is carefully designed. Where space is limited, smaller scale green spaces or interventions, as well as vertical surfaces and roofs should be considered. Green walls and roofs should be particularly encouraged in high density areas where little existing green space or few opportunities can be provided.

Where loss of trees have been deemed appropriate or unavoidable as part of new development, replacement provision of 2 to 1 equivalent will be required.

The quality of detailing and construction, as well as the choice of materials is of critical importance in determining how well buildings age, which can have a major impact on the perception of streets and neighbourhoods and how the city looks over time.

### Crime and Safety; Active Frontages and Natural Surveillance

Doorways should face towards the street, helping to create a strong degree of enclosure and a clear interrelationship between the building, the street and public realm. Clarifying the front of the development, and ensuring that it faces towards the street will establish and reinforce territory and ownership.

In larger developments with a single point of entrance, consideration needs to be given to the street hierarchy and the need to ensure that the entrance is in the safest, most obvious location in relation to the surrounding street network.

### Natural Surveillance

Public spaces and streets should be well overlooked. Increasing opportunities for natural surveillance, through the introduction of; doors, windows and balconies, helps to reduce anti-social behaviour by providing a strong interrelationship with the surrounding space.

## 2.6 Manchester City Context

### Heritage and Massing

Manchester has a strong history that has left a unique and defining architectural heritage. Appreciating, understanding and respecting this legacy is key to Manchester's future success. This will not simply be about retaining or restoring fit for purpose buildings of historical significance; it will also acknowledge that respectful design can also contrast with historical buildings, amplifying both old and new.

### Massing

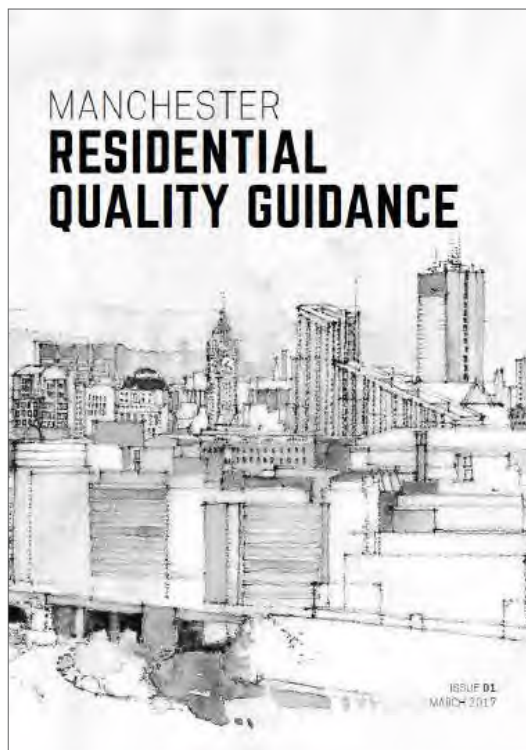
Developers will be expected to demonstrate how the bulk, massing and scale of proposals have been considered in terms of its impact on the neighbourhood, street and block and how it influenced the architecture and design of the building and/or space.

In the case of tall buildings, there will be a need to demonstrate how proposals have addressed the assessment criteria provided within MCC Core Strategy policy EN2 and Historic England's Guidance on Tall Buildings. Also, they should be accompanied by a Townscape & Visual Impact Assessment.

### Creating a Sense of Community

It is imperative that new development facilitates a sense of community, improves quality of life and promote happy and healthy communities.

Residential development requires local amenities such as local shops, community facilities and recreation space, which can act as focal points for residents to come together and interact with one another. Similarly, 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. Within buildings, the lobbies, lifts, stairs and corridors shape the most local experience of a place, with shared access and communal space creating a strong sense of ownership and community.



### Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (SPD)

The Guide to Development in Manchester SPD was adopted in 2007 and aims to expand on and inform the ongoing development of the City. The following excerpts have been deemed relevant to the Saved UDP Policies.

#### Design - Section 2

Each new development should be designed having full regard to its context and the character of the area. This will need to be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages.

It is important that new development should help to sustain local neighbourhoods; this can be achieved through the creation of a unified urban form which blends in with, and links to, adjacent areas.

To successfully promote a sense of place, it will be important to ensure a smooth transition between different development forms and styles; successful integration will be a key factor in the determination of planning submissions.

The design of shop fronts, security measures, forecourts and signage should contribute to the character of the area. Local centres must be fully accessible to ensure inclusiveness, and entrances to shops, services and facilities, and new or improved public realm works should be designed with this in mind.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings. Buildings should recognise the common building line created by the front face of adjacent buildings. It is also important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects.

The location, design and treatment of schemes proposing major commercial, leisure and residential development will need to be carefully considered due to the increasing demand for parking that will be created as a result. A transport assessment may be required if it is found that development may have an impact on the local traffic network and on the nature and number of likely movements arising from it.

A variety and mix of use is encouraged within development proposals. High standards of construction, good space standards, effective servicing arrangements and proactive management practices will be necessary to ensure that the amenity of adjacent residents and users is respected.



### Providing for Housing Choice – Supplementary Planning Document and Planning Guidance

The Providing for Housing Choice SPD provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.

Paragraph 5.3 of the SPD states that, in making planning decisions, the policies set out in Regional Spatial Strategies, saved policies from the UDP and provisions contained in PPS3 will be taken into consideration as well as other material considerations.

It is stated within paragraph 5.5 that the adopted guideline is the national indicative minimum in PPS3 of developments of 15 or more dwellings. Based on an average assumed density of 50 dwellings per hectare, this will also apply to sites of 0.3ha 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 0.3ha because there are less than 15 units, payment of a commuted sum by a developer will be acceptable instead.

Paragraph 5.11 of the SPD proposes a city-wide target for 20% of new housing provision to be affordable housing; where 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 5.5 the council will expect developers to use the 20% target as a starting point for calculating affordable housing provision.

Paragraph 5.29 states that the types and sizes of housing provision should take into account the housing need of the immediate neighbourhood, the location of the site relative to services, facilities and public transport; and the type and form of development appropriate to the character of the area.

Paragraph 5.31 acknowledges that where schemes relate to wider regeneration initiatives, it may be worth consulting with the local community to ensure that local needs are considered.

The Council encourages mixed tenure development stating that development and design should be 'tenure-neutral' i.e. the type of tenure should not be deduced from the design, quality, location within the site, timing of development or by significant difference in the access to services and amenities.

## 2.7 The Manchester Strategy 'Our Manchester' (2016)

“...‘Our Manchester’ will be a bold approach that focuses on people’s strengths and helps unlock the potential that exists in our City. It will take time and commitments but if we get it right ‘Our Manchester’ has the power to radically transform what we achieve together...”

**Sir Richard Leese**

Leader of Manchester City Council and Chair of the Manchester City Leaders Forum

### The Manchester Strategy 'Our Manchester'

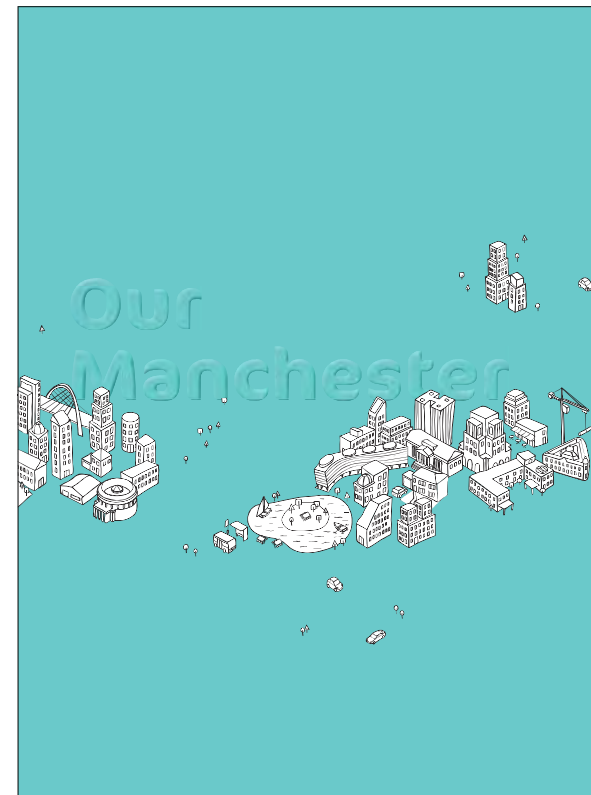
The Manchester Strategy 'Our Manchester' sets out a long-term vision and a framework for actions for Manchester to become a truly sustainable city of the future.

Manchester has made significant steps in creating a sustainable city by investing in its people, infrastructure and businesses. However, to secure its place within the top flight of world-class cities by 2025, it is envisaged that Manchester must by 2025:

- + Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- + 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 feel safe, can aspire, succeed and live well;
- + Be clean, attractive, culturally rich, outward-looking and welcoming.

To achieve the vision, the strategy sets out a number of key priorities for the City over the next 10 years. These high level aims will, amongst other things, ensure Manchester will:

- + Create a strong sense of citizenship and pride in the city;
- + Create new jobs accessible to Manchester residents;
- + Collectively improve the health and wellbeing of its residents;
- + Be a cleaner, litter-free city;
- + Build well-designed, energy-efficient, sustainable and affordable homes to rent and buy
- + Be a city recognised for its high quality of life, with improved green spaces and access to world-class sports, leisure and cultural facilities
- + Be on a path to being a zero-carbon city by 2050; and
- + Be a beacon for sustainable design.





2.7 The Manchester Strategy ‘Our Manchester’ (2016)

South Manchester Context Diagram



**A Thriving And Sustainable City**

To be successful in the long-term, Manchester needs to continue to support and attract good-quality jobs. The strategy recognises that here is a requirement for more people to work in Manchester’s retail, hospitality and food and drink industries. Together these occupations, alongside others, act to support an active, vibrant and growing city.

Manchester will therefore continue to plan the city so that there is a space for businesses to grow. The heritage of the city will also be respected through finding new uses for existing buildings while also designing outstanding new buildings.

**A Progressive And Equitable City**

The Strategy sets out that everyone in the city should have the same opportunities, life chances and potential to lead safe, healthy, happy and fulfilled lives, no matter where they are born or live. This means reducing the disparities between different areas of the city. The most successful societies in the long term are those that are the least polarised.

The strategy therefore acknowledges that Manchester needs to unlock the power and potential that exists in all communities to improve the lives of people and create thriving neighbourhoods where people can have a sense of purpose and belonging. There is a need to foster the important sense of identity and heritage of local neighbourhoods and communities, remembering that these are not always in a single geographical area but can be a community interest dispersed across the city.

Improving the energy-efficiency of existing homes, building new homes to the highest standards, and locally generating increasing levels of affordable, low and zero-carbon energy will assist the delivery a progressive and equitable city.

**A Liveable And Low-Carbon City**

In order to meet the demands of a growing population, the city will need to increase the delivery of good-quality and affordable new homes for sale and rent in neighbourhoods and make sure that they are connected to future employment opportunities.

By delivering high-density housing developments more people accessing jobs can live within the city. Care will be taken to ensure that homes are good quality and that the scale and heights of buildings are appropriate. This will be guided by the planning process.

To further establish Manchester as a liveable and low-carbon city, the strategy seeks to ensure Manchester will:

- + Provides a diverse supply of good quality housing in clean, safe, more attractive and cohesive neighbourhoods across the city;
- + Encourage walking, cycling and public transport use, and continue to invest in the infrastructure this requires
- + Become a cleaner litter-free city
- + Harness the potential of technology to improve the city’s liveability, sustainability and connectivity
- + Be a 100% clean energy city by 2050
- + Continue to encourage the growth of a low-carbon culture; and
- + Ensure communities are protected from a changing climate

## 2.8 Chorlton Context

### The Vision

“...Chorlton will continue to be a successful neighbourhood that is accessible to all and well connected. It will provide an attractive and vibrant district centre with a full range of quality shops and community facilities. A redeveloped core will provide the catalyst for further investment, providing a new destination where people can meet and shop...”

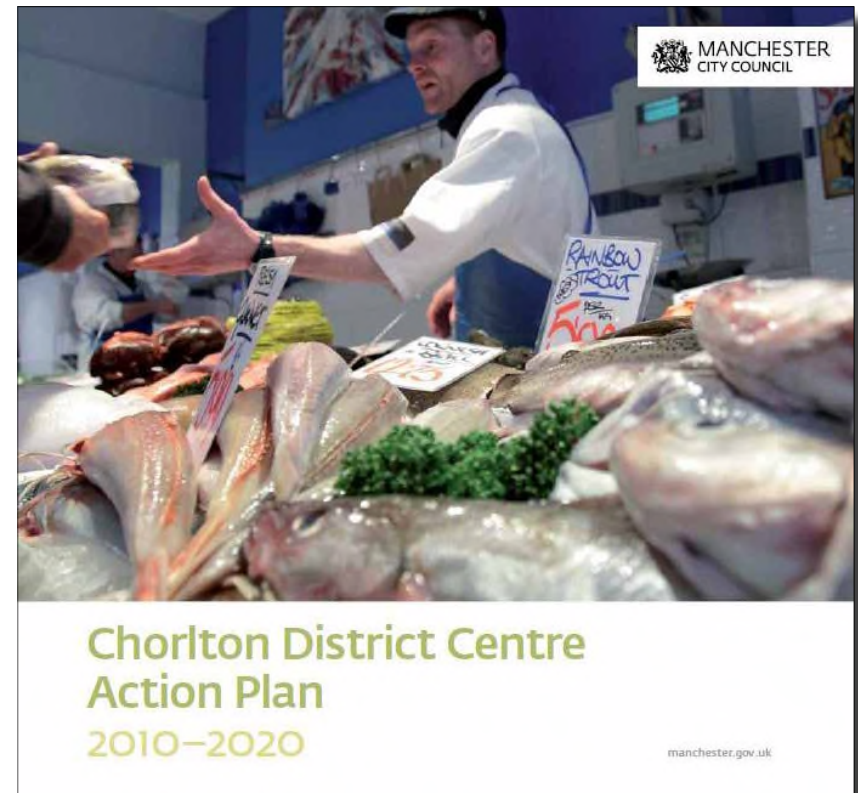
Chorlton District Centre Action Plan 2010-2020

#### Chorlton District Centre Action Plan 2010-2020

The centre of Chorlton is identified as an area with a strong and distinctive identity, with a wide range of issues and needs. As a neighbourhood of choice in South Manchester, many areas are already successful and offer a strong mix of retail, employment and public services. Other areas, however, have been highlighted due to their need for radical change in the quality of its offer, such as the standard of public realm, outdated retail units and unexploited retail opportunities. The Action Plan seeks to assist in the short, medium and long-term improvement of the district.

The opportunity for the Action Plan is to build on the success of Chorlton as a diverse neighbourhood. By improving these assets, and using these as a model to drive forward the future of the area, a new destination where people can meet and shop will be provided acting as a catalyst for further investment in the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The Action Plan focuses on a particular centre boundary, outlined opposite, stemming from Chorlton's vibrant district centre and retail core. It identifies the inward-looking urban condition of The Precinct located at the epicentre of the district as key issue in the area, along with its deteriorating physical condition. A stronger central hub in this location is imperative in order to improve essential public services.



Urban Context Diagram (Chorlton)



2.8 Chorlton Context

Chorlton is one of the most distinctive of Manchester's 17 District Centres.

The Framework site is located in the heart of the Chorlton District Centre Action plan, on the highway intersection between Wilbraham Road and Manchester Road, approximately 5.4km southwest of Manchester City Centre.

The immediate land use around the site consists largely of retail and leisure accommodation with a mix of town houses and apartments. Retailers in the immediate context are a mix of independent occupiers and national operators.

Retail and leisure uses extend almost the entirety of the Action Plan Area along Wilbraham Road and Manchester Road. This is interrupted intermittently with a mix of period town houses and buildings of community significance.

These buildings include Oswald Primary School, Chorlton Library, Chorlton House, Children's Services and Chorlton Leisure Centre to the North and Chorlton Central Church to the South.

- Key
- District Centre Boundary
  - Development Framework Boundary
  - Buildings of Community Significance
  - Retail Buildings
  - Metro Link
  - Metro Station
  - Trees
  - Four Banks





# 3.0 Development Framework Site Analysis

### 3.1 Site Context

#### Site Location Diagram

The site is uniquely positioned at the core of the Chorlton District Centre on Wilbraham Road, the primary retail pitch in Chorlton, with unexploited frontage also along Manchester Road.

The site is currently occupied by an outdated shopping precinct which has street frontage to Wilbraham Road, the primary retail pitch in Chorlton, to its centre a 8 storey office and to the west a surface car park providing 202 parking spaces for both the office tenants and retail customers. To the easterly boundary frontage to Manchester Road is very poor and there is a significant opportunity to provide improved retail activation to the boundary of the site.

The site is dissected north south by an existing highway providing 2 way access to the surface car park and service access to the rear of the retailers along Wilbraham Road

Pedestrian access from both major streets lead to a central courtyard within the existing 2 storey retail precinct. There are 22 small retail units within the centre with first floor accommodation used for storage only.

Graeme House, the 7 storey 1970s office building is located at the centre of the site. It is currently occupied by a government department. The height of this building establishes the scale parameter within this Framework. Its scale is unique to the immediate built context and provides the opportunity for a pivotal gateway building for any new development being brought forward.

The westerly boundary is largely populated by semi-detached town houses fronting Oswald Road with generous back gardens overlooked by the site.

The site is well connected with excellent transport links and the nearest tram stop (Chorlton) is located approximately 300m to the east of the site.

Within the district centre, there is a proportionately high number of retailers, with a total of 270 units. 129 of these units account for retail shopping whilst 71 account for eateries and drinking establishments. The site benefits from being in the heart of this, and thus, has a responsibility to enhance the amenity provisions and encourage the growth of independent retailers; as consistent with the rest of Chorlton.

The topography of the site and the surrounding landscape is generally flat.

Initial site analysis identifies 2 distinct characters to the site dissected by the existing north south highway; retail and leisure to the east and late 19th / early 20th C housing to the west. As illustrated later in this document this has largely informed the Design Principles and indicative masterplan layouts.

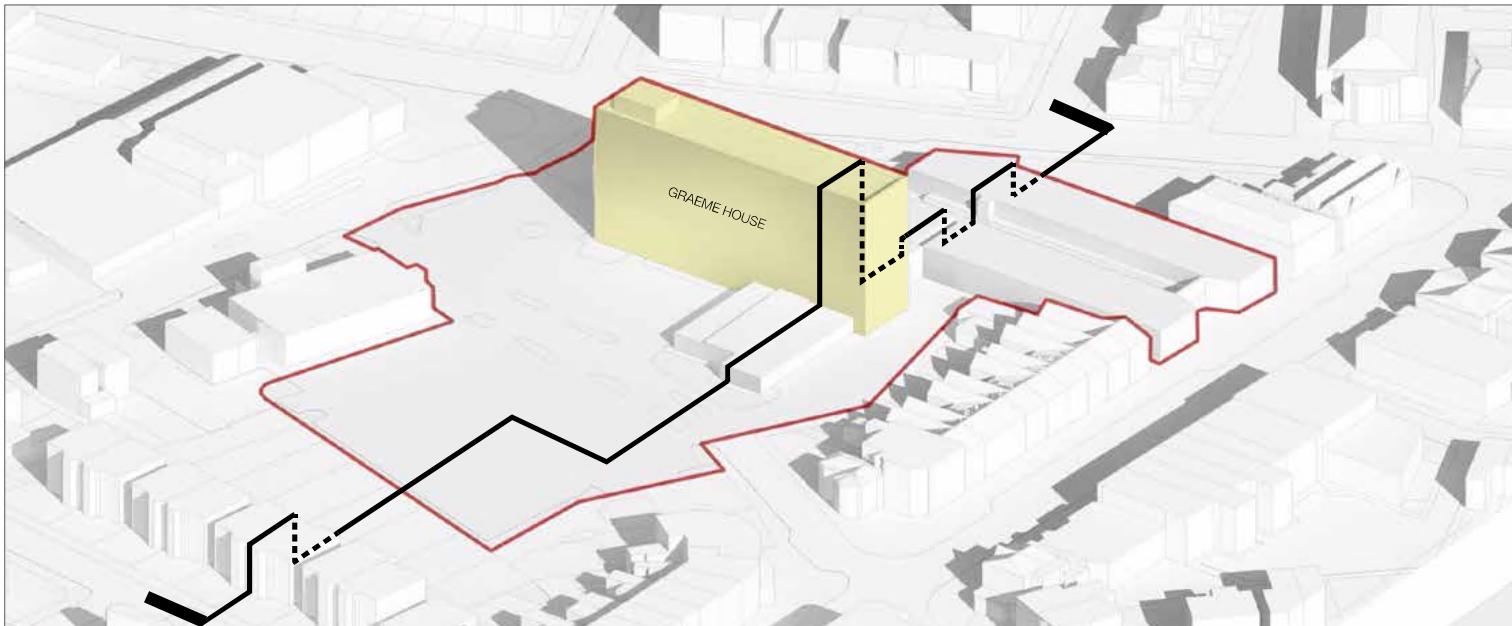
Through this analysis and identification of constraints it has been identified that the existing buildings and retail layouts have reached the end of their economic lives, are no longer fit for purpose and do not fully utilise the opportunity for integration with the District Centre and promotion of growth.

It is therefore proposed that a Framework Development be developed that supports and guides new development of the site.

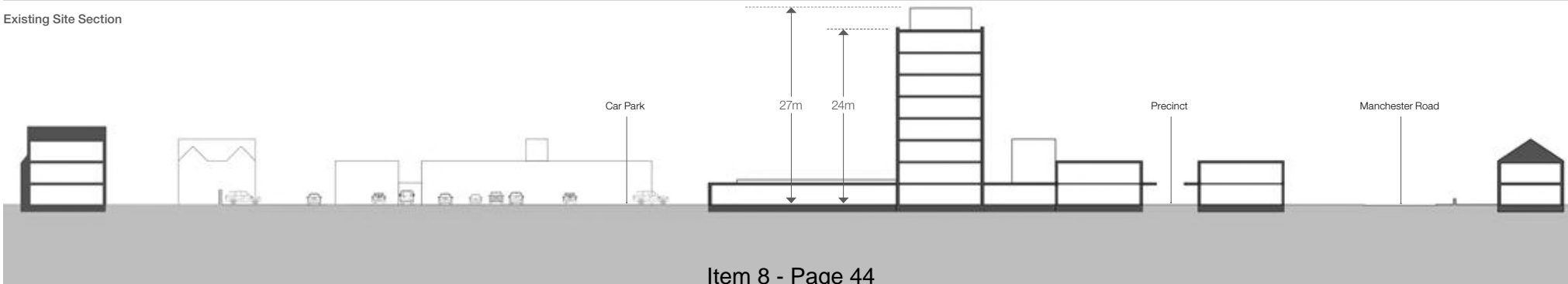
- Key**
- Development Framework Boundary
  - Chorlton Conservation Area Boundary
  - 1 Existing Precinct
  - 2 Costa Coffee Unit
  - 3 Precinct Courtyard
  - 4 8-storey Commercial Block
  - 5 Service Access
  - 6 Car Park



Existing Site Massing



Existing Site Section



### 3.2 Site Context: Character

The site's surrounding character is typical of the Chorlton District Centre that has been developed over 100s of years with a rich and varied context of architectural styles and housing types.

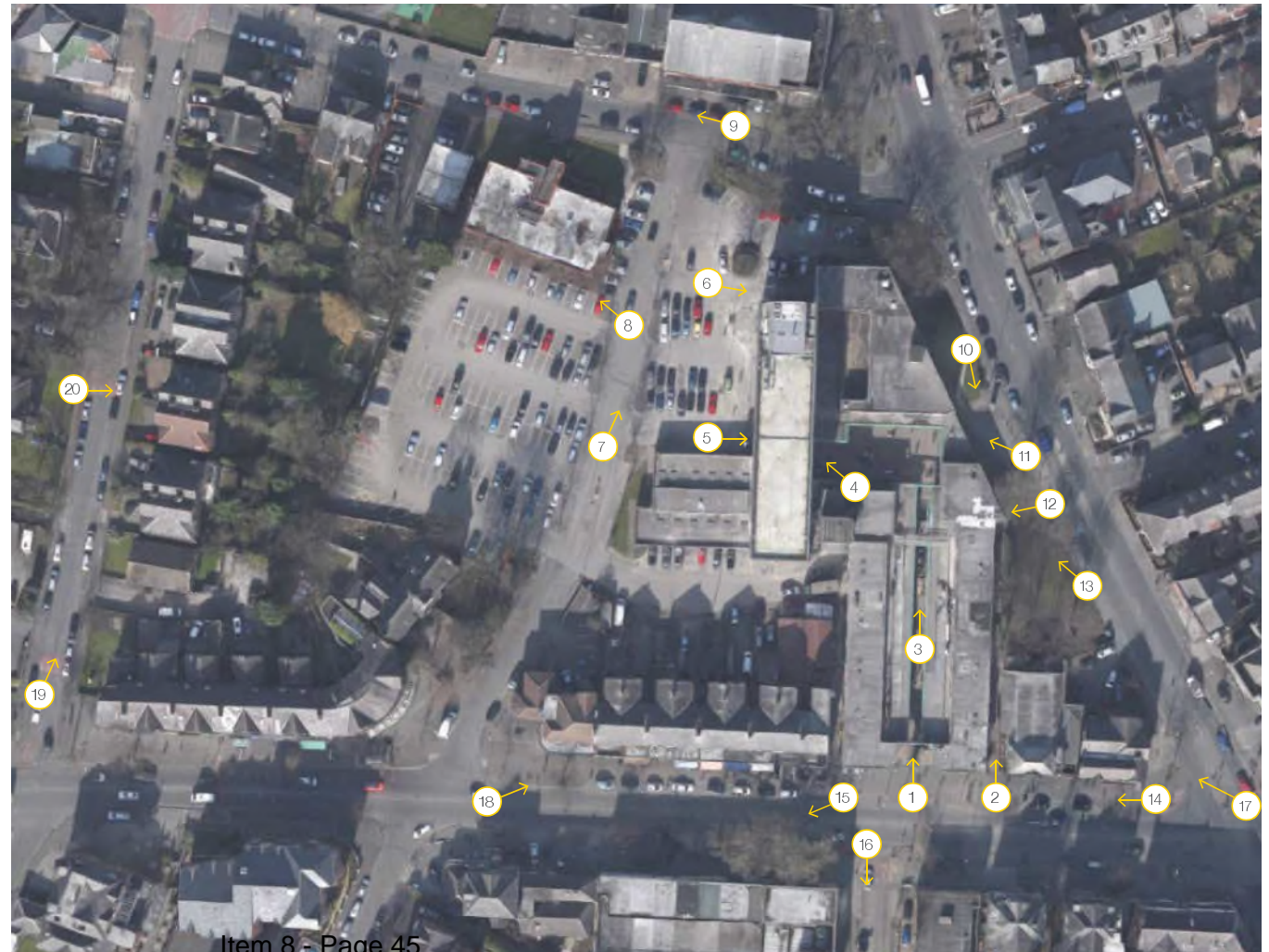
The vibrancy of Chorlton is reflected along Manchester Road and Wilbraham Road with a bustling mix of retailers, cafes and bars activating the street. This however is not fully captured within the site where the existing precinct and central courtyard is introverted and offers very little in terms of ground floor positive engagement with Manchester Road whose easterly edge is void of retail activation.

Beyond the site's immediate retail and leisure core the character is dominated by late 19th and early 20th C housing reflecting the expansion of the Manchester conurbation as depicted in the historical maps later in this section.

Much of the housing is of a similar style with generous front and rear gardens to semi-detached and detached properties. The red-brick housing is predominately 2 & 3 storeys and is of the Garden City Movement prevalent during the early 20th Century. This is typical of the site's westerly boundary where existing back gardens and the grain of the urban block are interrupted and overlooked by the surface car park.

Images 10-13 shown opposite clearly illustrate the loss of retail opportunity that currently exists along Manchester Road. As illustrated later in this document in its current state this is a key development constraint and offers a significant opportunity for positive retail activation with the retail core and is a key design principle that will guide any new development proposal.

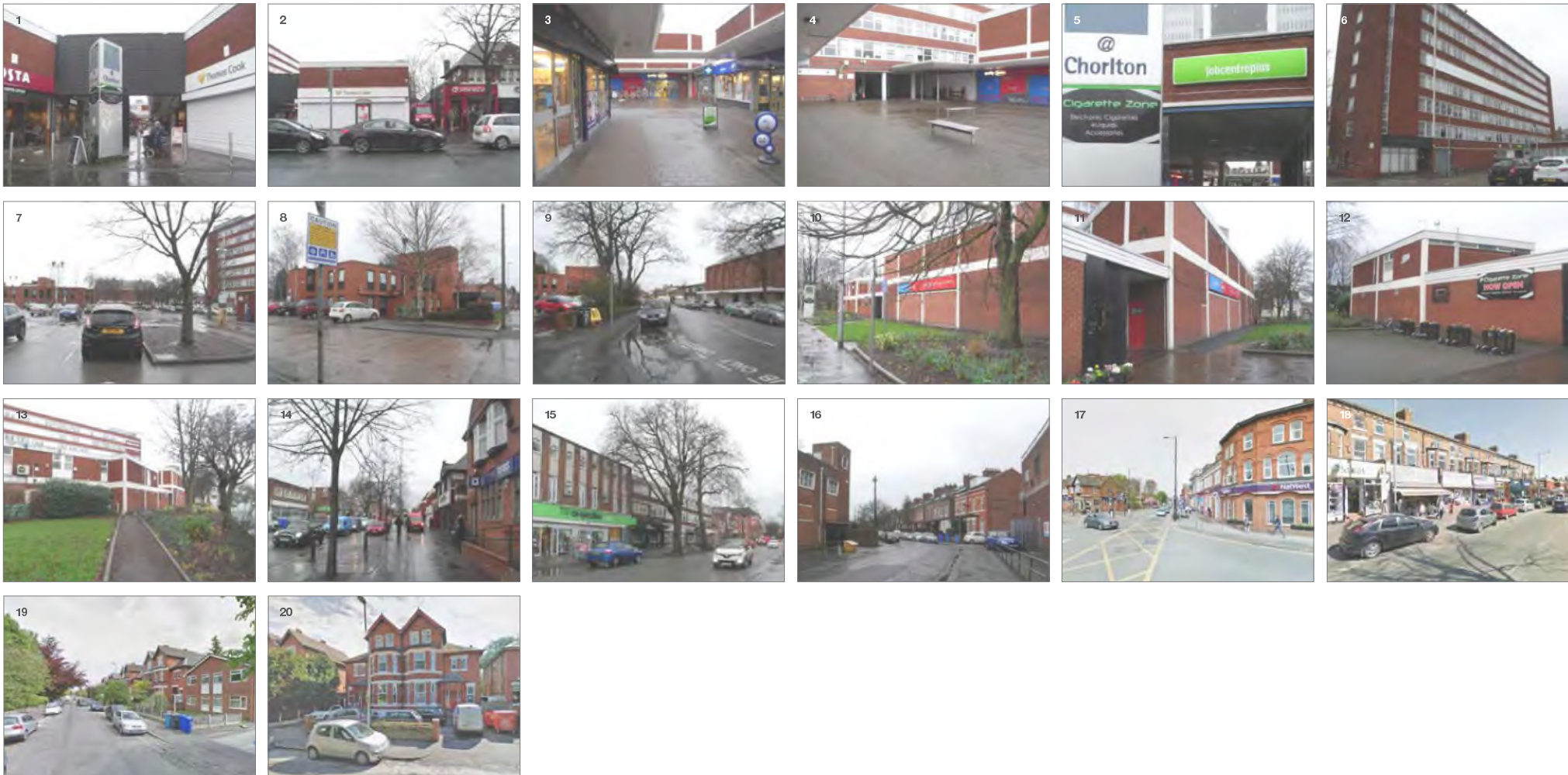
Site Aerial





3.2 Site Context: Character

Site Visit Photos



### 3.3 Site Context: Strategic Transport Connections

#### Local Highway Network

The site is bounded by Wilbraham Road to the south and Manchester Road extending into Barlow Moor Road to the east. The site is dissected by a road providing surface car park and service access into the site with 2 way access both from Wilbraham and Nicolas Road. Presently this secondary road provides a 'rat run' to avoid negotiating the major junction between Wilbraham and Manchester / Barlow Moor Road.

To the east of the site Manchester Road provides onward connections to Old Trafford and Manchester City Centre to the north and Didsbury to the south.

All of the surrounding roads offer a good level of footway provision and street-lighting.

#### Sustainable Access

Paragraph 29 of the National Planning Policy Framework (NPPF) states that: "The transport system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel".

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.

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 the immediate 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, cafes and restaurants along and around Manchester Road. Chorlton library is also located immediately to the north of the site within a very short walking distance.

There are also numerous sports facilities within a 1KM walking distance including the Health and Fitness Club in Longford Park, Turn Moss Playing Fields and St Lawrence's Gaelic Football Club.

The site is located at the centre of the Chorlton District Centre and within the immediate walking catchment there are 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 walking catchment there are also several primary and secondary schools.

With respect to local bus services, there are several which can be accessed from stops close to the site on either Wilbraham or Manchester Road. They offer regular connections to destinations including Manchester City Centre, Stockport, The Trafford Centre, Urmston, West Didsbury and Bolton Pendlebury.

The Metrolink tram system serves the local area; with Chorlton Metrolink station located 300 metres east of the site (less than a 5 minute walk). The Metrolink provides direct and regular services to Manchester City Centre. It also provides connections across Greater Manchester.

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.

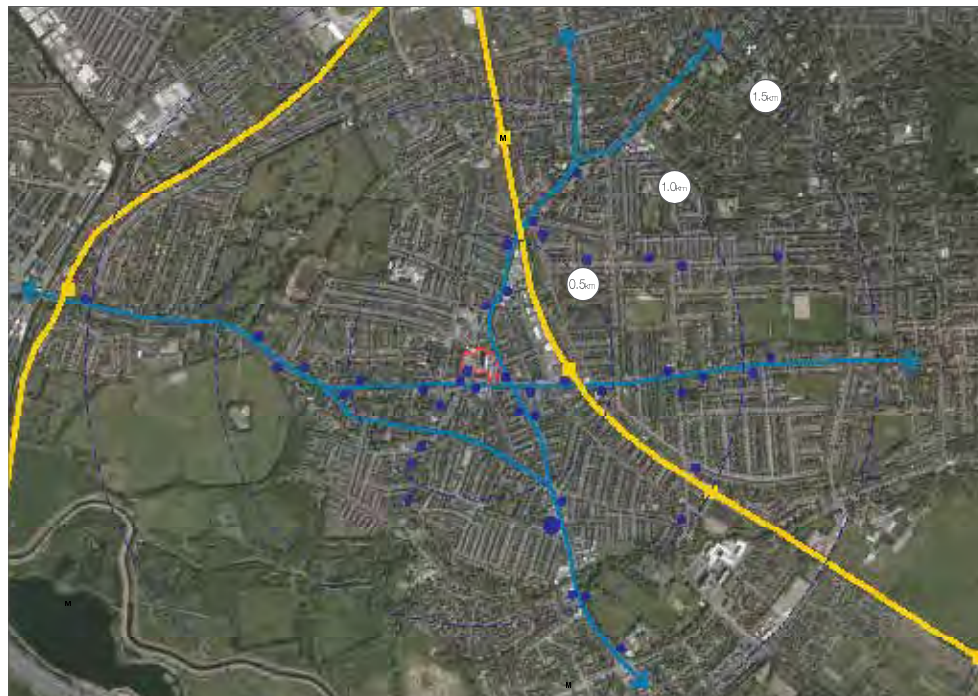


#### Key

- 1. Chorlton Metrolink tram station
- 2. Chorlton Central District
- 3. Part of the Greater Manchester bus network

### 3.3 Site Context: Strategic Transport Connections

Major Roads / Metro link / Bus Stops



- Key
- Development Framework Boundary
  - Major Road
  - Bus Stop
  - Bus Station
  - Metro Link
  - M Metro Station

Walking Distances / Cycle Routes



- Key
- Development Framework Boundary
  - 5 Mins Walking
  - 10 Mins Walking
  - 15 Mins Walking
  - On Road Cycle Route - Signposted with cycling facilities
  - On Road Cycle Route - Signposted but no facilities
  - Traffic Free Cycling Route
  - Canal Townpaths - Cycling Permitted



3.4 Site Context: History

1840



During the mid 19th Century the site and its surrounding area was overwhelmingly rural. Although Manchester's Industrial Revolution was reaching its peak, it had yet to expand as far south as Chorlton. The existence of Wilbraham Road and Manchester Road arguably implies that Manchester at the time anticipated major economic and industrial growth.

1890



During the 50 year period between 1840 and 1890 there was a rapid growth in urbanisation. This urbanisation predominantly consists of residential dwellings; possibly a result of the population boom and migration into Manchester that the City experienced at that time.

Manchester Road, fronted with dwellings now dissects the site.

1900



Within the 10 years that followed, Chorlton saw a continued development of residential dwellings. In addition to this, 2 chapels were built to the west of the site, and the first of the 'Four Banks' was constructed.

3.4 Site Context: History

1920



The urban grain remains relatively unchanged between 1900 and 1920. The key developments are the addition of tram lines to Barlow Moor Road and the construction of schools, Hall and Public Library on the former Redgate Farm.

1950



Further residential development continues to see growth along Manchester Road towards a newly constructed cinema on the junction between Manchester Road, Barlow Moor Road and Nicholas Road. The tramlines that were built during the 1920's have now been removed.

Present Day



Today, the site is positioned at the crossroads (The Four Banks) of two key arterial routes that are sited at the core of the Chorlton District Centre. The urban grain of the area remains largely unchanged but between 1950 and 2000's, sees the addition of the Chorlton Shopping Centre precinct, Graeme House and an accompanying car park which are located where terrace housing stood 50 years earlier. The area has evolved from residential dwellings to a retail centre.

It is the historic residential grain along the previously named Manchester Road that still dissects the site that sets a key Design Principle for the reinstatement of town houses and a residential street as part of this Development Framework illustrated later in the document.



### 3.5 Site Context: Site Analysis







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The foundation of any Development Framework study is informed through a thorough investigation and understanding of a site's physical, historical, commercial and environmental context. From macro to micro we have sought to understand the specific contextual constraints and opportunities which make the Chorlton Cross Shopping Centre site unique and from which any guiding Design Principle within this Development Framework is established.

A rigorous understanding of these issues must be demonstrated in order to achieve a contextually responsive proposal that is site specific, unique and beneficial to the overall urban condition.

Any proposal on this site has a responsibility to address the existing retail provision in the area, the Chorlton urban grain and the unique context of the site.

### 3.5 Site Context: Site Analysis

 <p><b>Environment</b> Any placement of building blocks, their scale and modulation should respond directly to orientation to maximise daylight penetration into the scheme.</p> <p>The orientation of the site provides opportunity for sunlight penetration from morning, afternoon and evening if the arrangement of scale and massing is guided appropriately.</p> <p>Its proximity to 2 main arterial highways creates the potential for noise and air source pollution which must be considered.</p> <p>Where possible the existing trees within the site should be retained and/or re-used. The quality and suitability of these should be assessed via an arboricultural report.</p>	 <p><b>Frontages and Backs</b> While the site is located in a District rich in positive retail and leisure active street frontage, the current arrangement of frontage to the site is largely introverted and offers very little in terms of positive engagement and activation to the Manchester Road.</p> <p>Within the core of the site the existing highway is again fronted by the backs of buildings, service access and is dominated by a surface car park.</p> <p>The lost opportunity for positive engagement with an existing rich retail and leisure core is perhaps the most unexploited issue this site possesses.</p> <p>Addressing this constraint offers the most significant opportunity for regeneration and investment in the site.</p>	 <p><b>Transport &amp; Access</b> One major benefit of the site is its location at the key node within the Chorlton District Centre - the Four Banks which is the at intersection of Wilbraham Road and Manchester Road. These arterial routes also provide good pedestrian links to and around the site.</p> <p>Despite an existing vehicular route dissecting the site there is little pedestrian permeability through the site.</p> <p>This access into the site from both Wilbraham and Nicolas Road currently provides a 'rat run' route for traffic trying to avoid the Four Banks junction. In the interest of improving the sense of place and the environment of the street any new development should promote a singular point access in and out.</p>	 <p><b>Building Use</b> Benefitting from its position at the core of the Chorlton District Centre, the site is surrounded by a mix of retail and leisure uses.</p> <p>The area also contains large proportion of late 19th - early 20th C residential dwellings as well as mix of community facilities.</p> <p>With the exception of Graeme House there is very little commercial accommodation.</p>	 <p><b>Building Height</b> The majority of the built form context in Chorlton is scaled between 2-3 storeys creating a largely consistent roof line throughout the District.</p> <p>This site however offers a unique opportunity for scale with the 7 storey Graeme House providing a precedent for height as guided in this Framework.</p>	 <p><b>Conservation &amp; Listed Buildings</b> The site is located east and outside of the Chorlton Conservation Area.</p> <p>There are a limited number of listed buildings in the vicinity of the site. Both the Chorlton Library and The Sedge Inn public house are immediately north of the site.</p>
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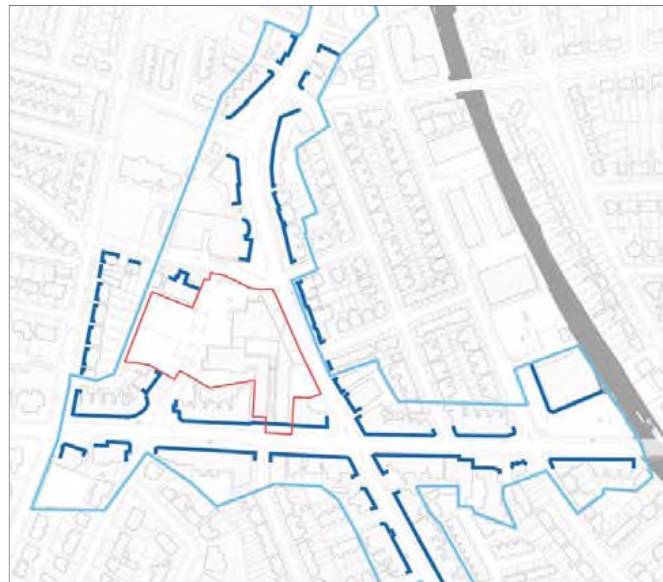
### 3.5 Site Context: Site Analysis

Environment



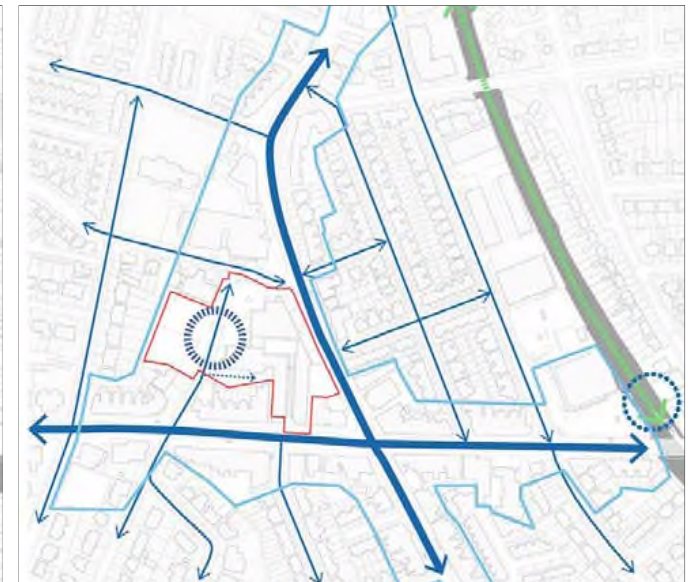
- Development Framework Boundary
- District Centre Boundary
- Noise Pollution
- Sun Path
- ↖ ↗ ↘ ↙ Prevailing Winds
- Existing Tree

Frontages



- Development Framework Boundary
- District Centre Boundary
- Frontage
- Rear

Transport & Access



- Development Framework Boundary
- District Centre Boundary
- - - - -> Primary Pedestrian Movement
- |||||> Metro
- - - - -> Primary Vehicular Movement
- > Secondary Vehicular Movement
- - - - -> Service Road
- Car Parking
- Metro Stop



### 3.5 Site Context: Site Analysis

Building Uses



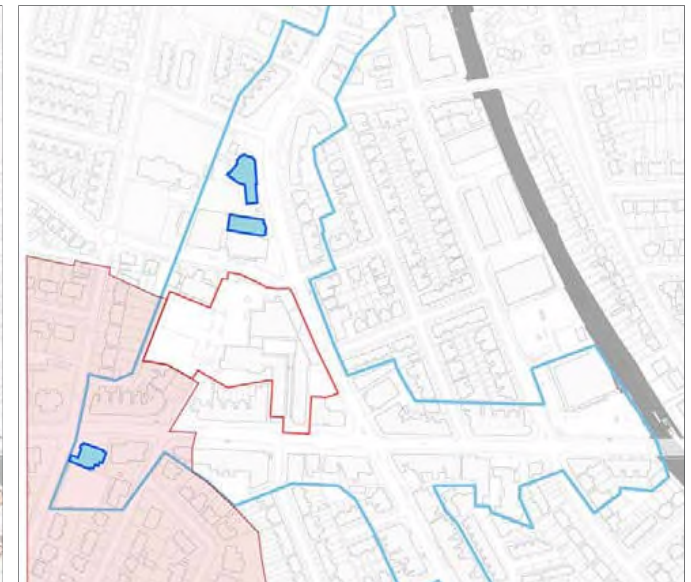
- Development Framework Boundary
- District Centre Boundary
- Retail
- Leisure
- Commercial
- Office
- Residential
- Education
- Health

Building Heights



- Development Framework Boundary
- District Centre Boundary
- 7-9 storeys
- 4-6 storeys
- 1-3 storeys

Conservation Area & Listed Buildings



- Development Framework Boundary
- District Centre Boundary
- Chorlton Conservation Area Boundary
- Listed Building

### 3.6 Site Context: Constraints & Opportunities

**Constraints**













A constraints and opportunities analysis plan has been produced to draw together all of the site's physical and environmental issues that define its character and its immediate context. Each constraint must be carefully considered and opportunity capitalised upon and the Design Principles later in this document are directly informed by these.

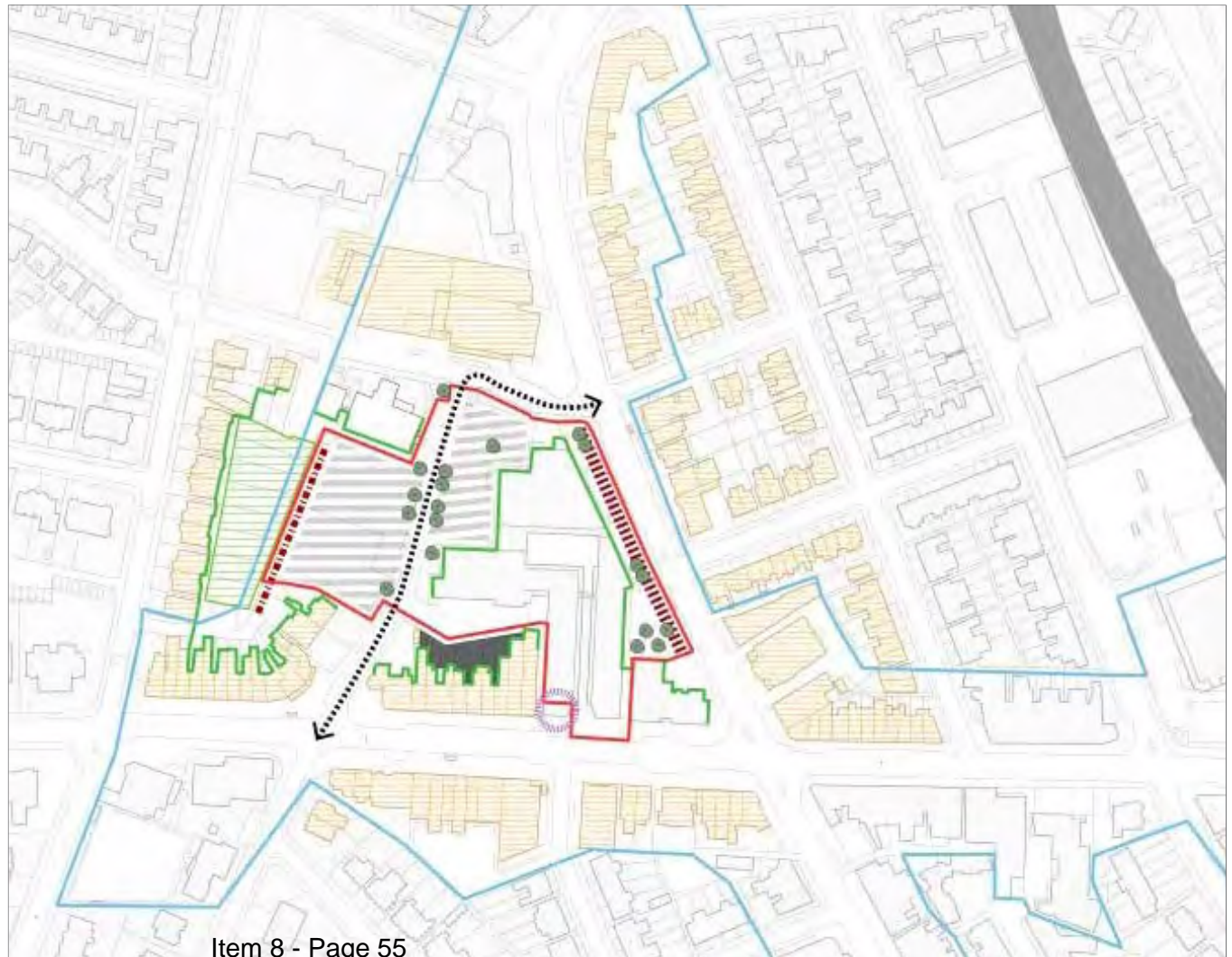
These define the parameters that any future development must work within and where possible seek to enhance. In doing this the value of the site will be enhanced – environmentally, socially, and economically – leading to a truly sustainable outcome benefiting existing and future residents of the site, Chorlton and the wider Chorlton District Centre.

The key constraints unique to the site can be summarised as follows:

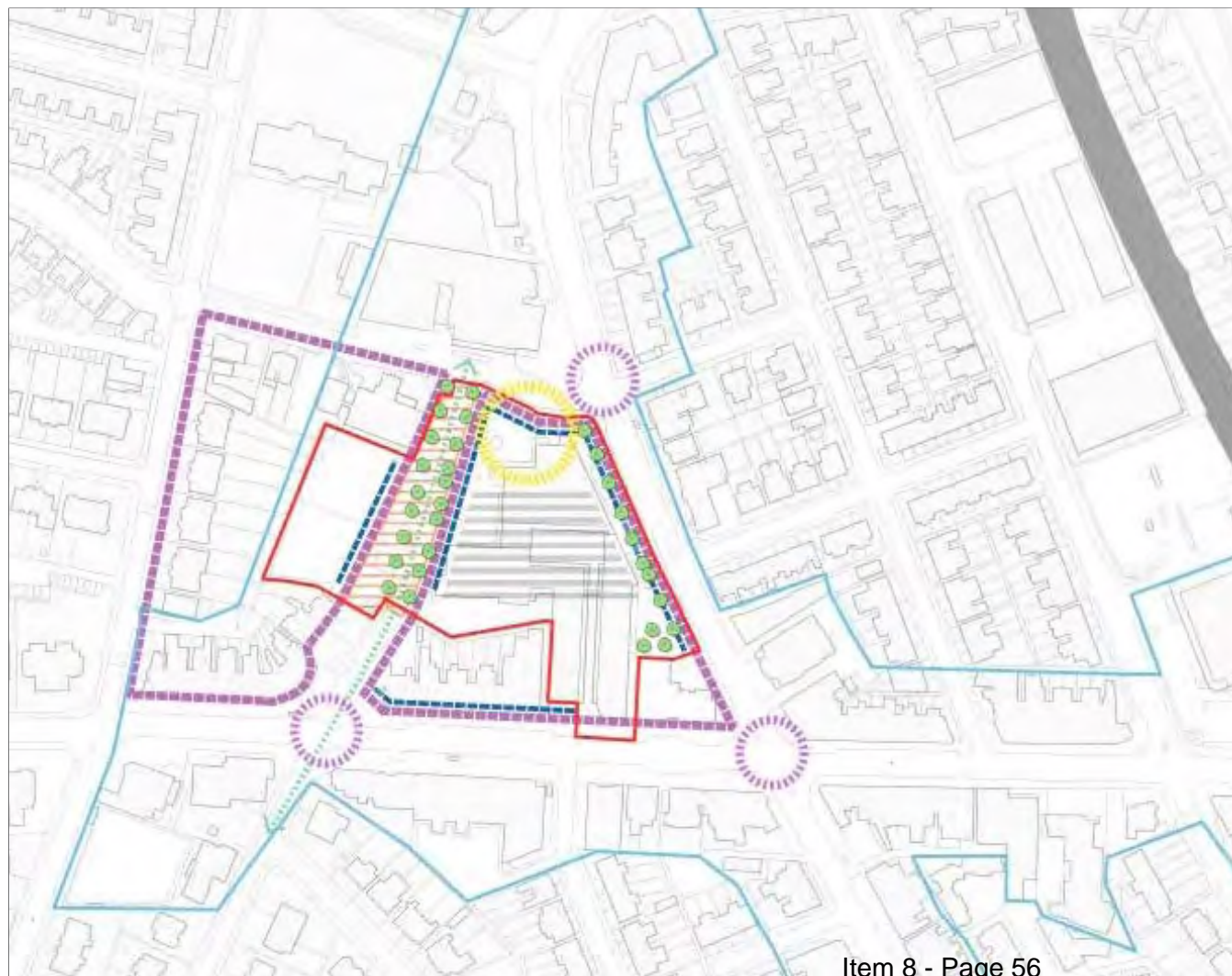
- + Perhaps the most defining constraint is the lack of active retail frontage to Manchester Road;
- + Sensitive residential / back garden boundary to the west overlooked by the car park;
- + The existing service access and back of buildings overlooking the site from buildings fronting Wilbraham Road;
- + Lack of pedestrian friendly permeability through the site;
- + The existing Costa Coffee unit outside of the ownership boundary;
- + The 2-3 storey built context surrounding the site.

**Key**

-  Development Framework Boundary
-  District Centre Boundary
-  Rears
-  Scale: 1-3 Storeys
-  Back Gardens
-  Sensitive Boundary
-  Inactive Facade
-  Costa Coffee
-  Servicing
-  Car Parking
-  Two-way Vehicular Access
-  Existing Tree



### 3.7 Site Context: Constraints & Opportunities



- Key**
- Development Framework Boundary
  - District Centre Boundary
  - Repairing the Grain
  - New Active Frontage
  - Pedestrian Friendly Street
  - Pedestrian Permeability
  - Gateway
  - Landmark Building
  - Consolidated Car Parking
  - Retained & New Trees

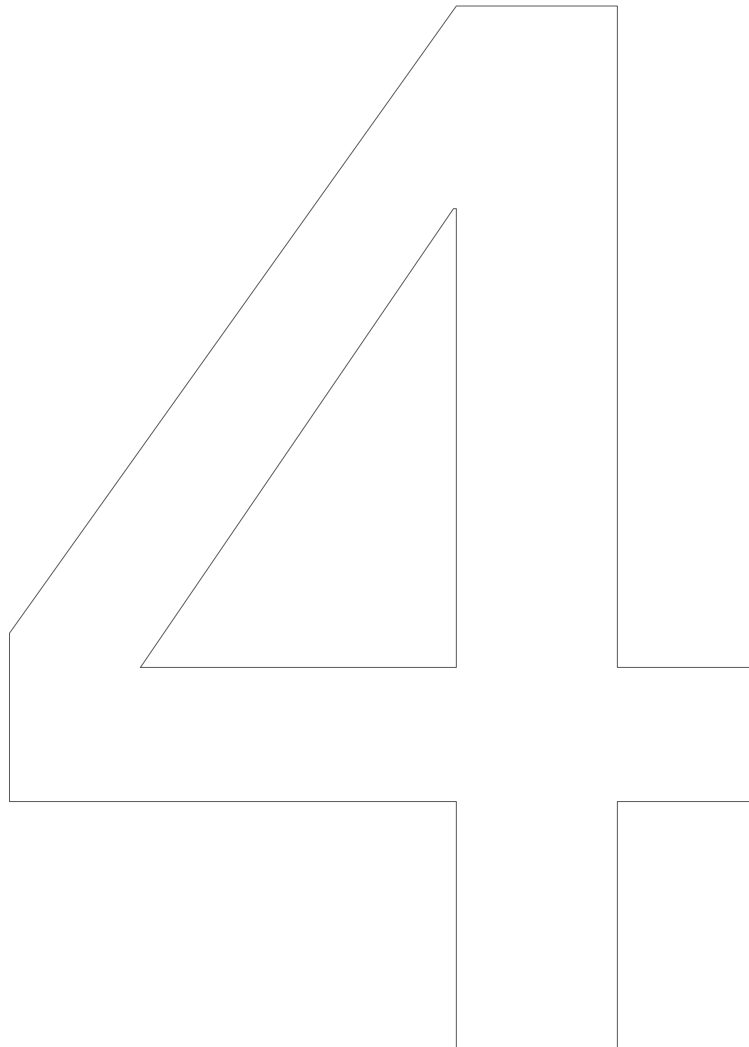
**Opportunities**

A series of opportunities unique to the site must also be considered in the delivery of any successful and contextually responsive development.

The key opportunities unique to the site can be summarised as follows:

- + Creating a new retail frontage that positively engages with Manchester Road and creates a visible and attractive retail link between the site and the existing retail and leisure uses extending north and south;
- + Completing the residential void to the west of the site and creating new positive residential frontage to the historic Manchester Road dissecting the site;
- + Consolidating the current surface car park within a new 2 storey car park skinned by retail, leisure and residential activity to respond to the needs of the residents whilst including the use of more sustainable forms of transport;
- + Promoting increased pedestrian permeability through the site and provision of a new clean and attractive residential street with vehicular access into but not through the site;
- + Creating a new pivotal Gateway building appropriately positioned within the site in response to orientation and built context - capitalising on the height parameter set by Graeme House.





# 4.0 Design Principles

## 4.1 Design Principles

Through a detailed site analysis and contextual appraisals a series of urban design and development principles have been created to ensure that the site as a whole comes forward in a cohesive and comprehensive manner as well as in a form that maximises the strategic regeneration, economic and place-making opportunities that this site offers. The principles are not intended to be prescriptive in terms of detailed design, and the Framework proposals should therefore be viewed as illustrative and representative of one scenario of how appropriate development on the site could come forward. Future detailed planning applications will be required to fully address the adopted principles; however it is acknowledged that the detail of the response will need to be tested through the planning process and will reflect prevailing market conditions.

On this basis, the following guiding development principles will need to be addressed in developing detailed proposed for the site to form the basis of future planning applications:



### Complete The Urban Block

Initial development should refer to the site's historical morphology and consider completing the urban block. This resolves the disjointed interface between the surface car park and the sensitive boundary between the private back gardens and the publicly accessible areas of the site.

The redevelopment of the site along Manchester Road and Nicolas road should also aim to increase the sense of enclosure of the site with retail and leisure uses plus residential front doors activating the street.

The small gap site along Wilbraham Road requires a sympathetic infill that deals with the existing Costa Coffee whilst respecting the scale and rhythm of the existing streetscape.



### Pedestrian Permeability

Replace and consolidate the existing surface car park with a new safe, clean and attractive well landscaped pedestrian route through the centre of the site creating high quality public realm and a sense of place.

Doorways should face towards the street, helping to create a strong degree of enclosure and a encouraging route for pedestrians to take as well as a clear interrelationship between the building, the street and public realm.

Vehicular access into the site should be one way only from Wilbraham Road to provide access to the shared podium car park, parking in curtilage to town houses and service access to new and existing retailers.



### Complete The Retail Grain - Retail Frontage

Introduce ground floor retail and leisure active frontages, wider pavements, soft & hard landscape and short-stay parking to Manchester Road to integrate with the District Centre.

This provides a defining opportunity to positively engage with Manchester Road and creates a visible and attractive retail link between the site and the existing retail and leisure uses extending north and south of the site.

The current level of retail space is consistent with the existing provision at the shopping centre. Future provision remains to be confirmed and will draw upon further market testing and analysis.



### Complete The Residential Grain - Resi Frontage

Create a new streetscape of townhouses and that positively engage with the street at a human scale whilst completing the grain of the residential urban block. Ground floor occupation provides both activation and natural surveillance to the street. Creating a safe pedestrian and cycling friendly asset will promote increased permeability through the site.

Townhouses with active ground floors and natural surveillance to street will establish a sense of territory and ownership of the street. Public spaces and streets should be well-overlooked to reduce anti-social behaviour and provide a strong interrelationship with the surrounding space.



### Landscape & Daylight

New and existing trees and appropriate hard and soft landscaping should be incorporated into the development to promote positive place making and the creation of an attractive neighbourhood.

The provision of attractive and well maintained landscape will promote the number of people walking and cycling as a means of sustainable travel contributing to a much wider vision for a low-carbon City ambition.

Maintenance of the landscape and maintaining clean streets should follow best practice.

Living spaces and external terraces should be orientated to allow direct sunlight into these spaces. There should be larger windows, particularly to living areas, with an aspect of sky and direct views of gardens, courtyards, streets and open spaces.



### Service, Cycles & Intelligent Parking

Whilst new car parking will be consolidated within both a 2 storey podium car park fronted with active retail and residential frontage and within the curtilage of the new town houses to the west, the site benefits from being a highly sustainable location with excellent transport connections to the City. Car parking numbers are indicative and will be subject to further analysis on demand and usage.

Sustainable modes of transport should be promoted through the provision of compliant cycle storage and safe, attractive and clean accessibility into the site. Electric charge points should be implemented to promote further modes of sustainable travel.

Waste collection and the promotion of recycling should be efficiently delivered through any new development accommodating the needs of both residents and retailers. Appropriate bin storage, waste compaction and refuse strategies would need to be carefully considered and measured against the City's ambition for cleaner, more sustainable neighbourhoods.



### Designation of Scale

Any proposal should respect the existing scale of buildings in Chorlton to determine a sympathetic and appropriate streetscape.

Scale and massing should also be arranged and modulated in response to orientation and promote views from and into the development.

There is the opportunity to use scale to define the site as a pivotal destination within in the District Centre. Graeme House establishes the height parameter at 27M which is unique to the typically low rise streetscape throughout Chorlton.



### Comprehensive Masterplan

Currently the north-west and south-east corners of the Framework boundary do not extend to include the full extents to the urban blocks. Furthermore the Costa Coffee unit is not included in the legal ownership.

A more comprehensive masterplan that seeks to safeguard the future of a cohesive development of the whole block and capitalise on the wider opportunity of the site should include these key areas in any development proposal.

4.1 Design Principles

1. Complete The Urban Block



-  Development Framework Boundary
-  Indicative Footprint
-  Completed blocks extents

2. Pedestrian Permeability



-  Development Framework Boundary
-  Key Gateways
-  Connections through Site
-  Main Vehicular Routes
-  Front Doors

3. Repair the Retail Grain - Retail Frontage



-  Development Framework Boundary
-  Indicative Retail Footprint
-  Retail Active Frontage
-  Main Retail Street



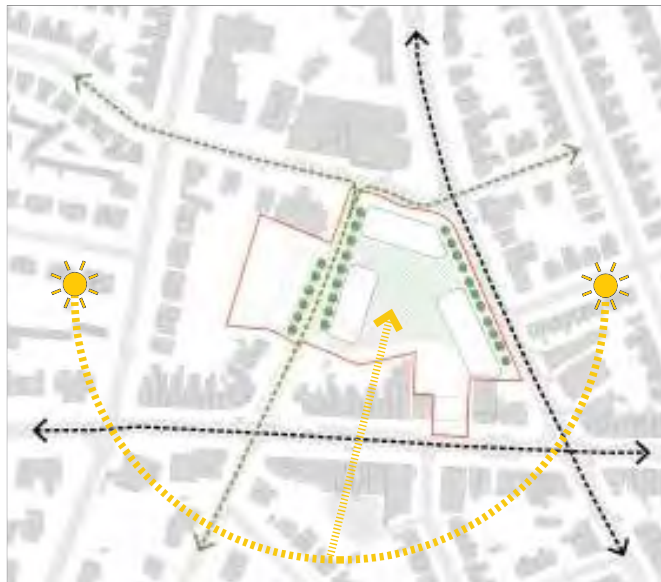
### 4.1 Design Principles

#### 4. Repair the Residential Grain - Residential Frontage



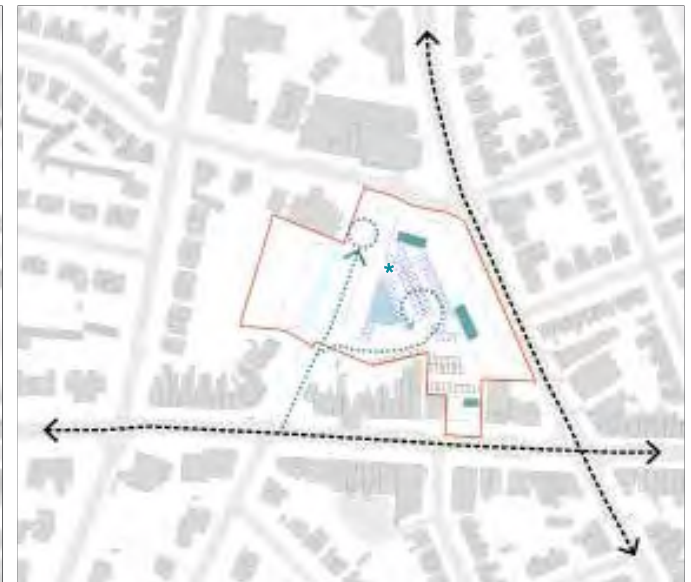
- Development Framework Boundary
- Indicative Townhouse Footprint
- Active Frontage & Natural Surveillance
- Pedestrian Permeability
- Service/Car Park Access

#### 5. Landscape & Daylight



- Development Framework Boundary
- Green Boulevard & Connections through
- Main Vehicular Routes
- Tree
- Podium Terrace Landscaping
- New Attractive & Clean Landscaping
- Sun Path
- South Light to Scheme & Podium Terrace

#### 6. Service, Cycles & Parking



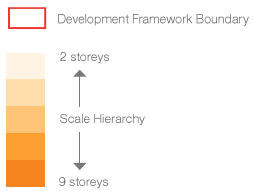
- Development Framework Boundary
- Main Vehicular Routes
- Secondary Vehicular Routes
- No Through Route
- Cycle Store
- Refuse Store
- Parking - Podium
- Parking - On Street
- Parking - In Curtilage
- ★ Electric Charge





4.1 Design Principles

7. Designation of Scale

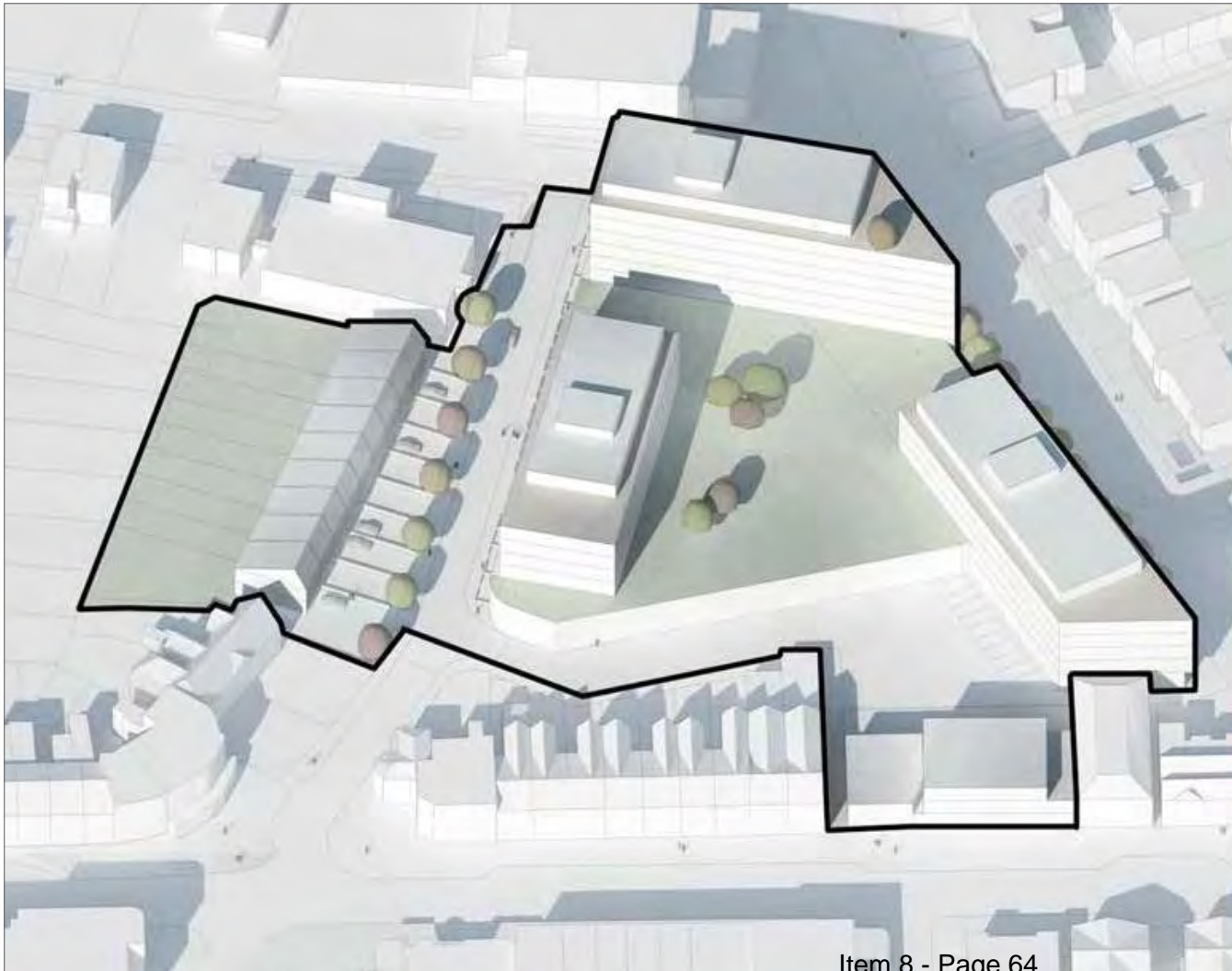


8. Comprehensive Masterplan





## 5.0 Illustrative Masterplan Option 1



Option 1 is arranged via 3 podium blocks with a centralised 2 storey car park skinned on its north, east and western edges with a mix of retail, leisure and town house ground floor activation.

A new pedestrian friendly residential street promoting permeability is established through the middle of the site with the provision of new town houses completing the residential grain to the west and 2 storey town houses skinning the parking podium.

A carefully landscaped street with activation on all sides will create a sense of place unique to the site.

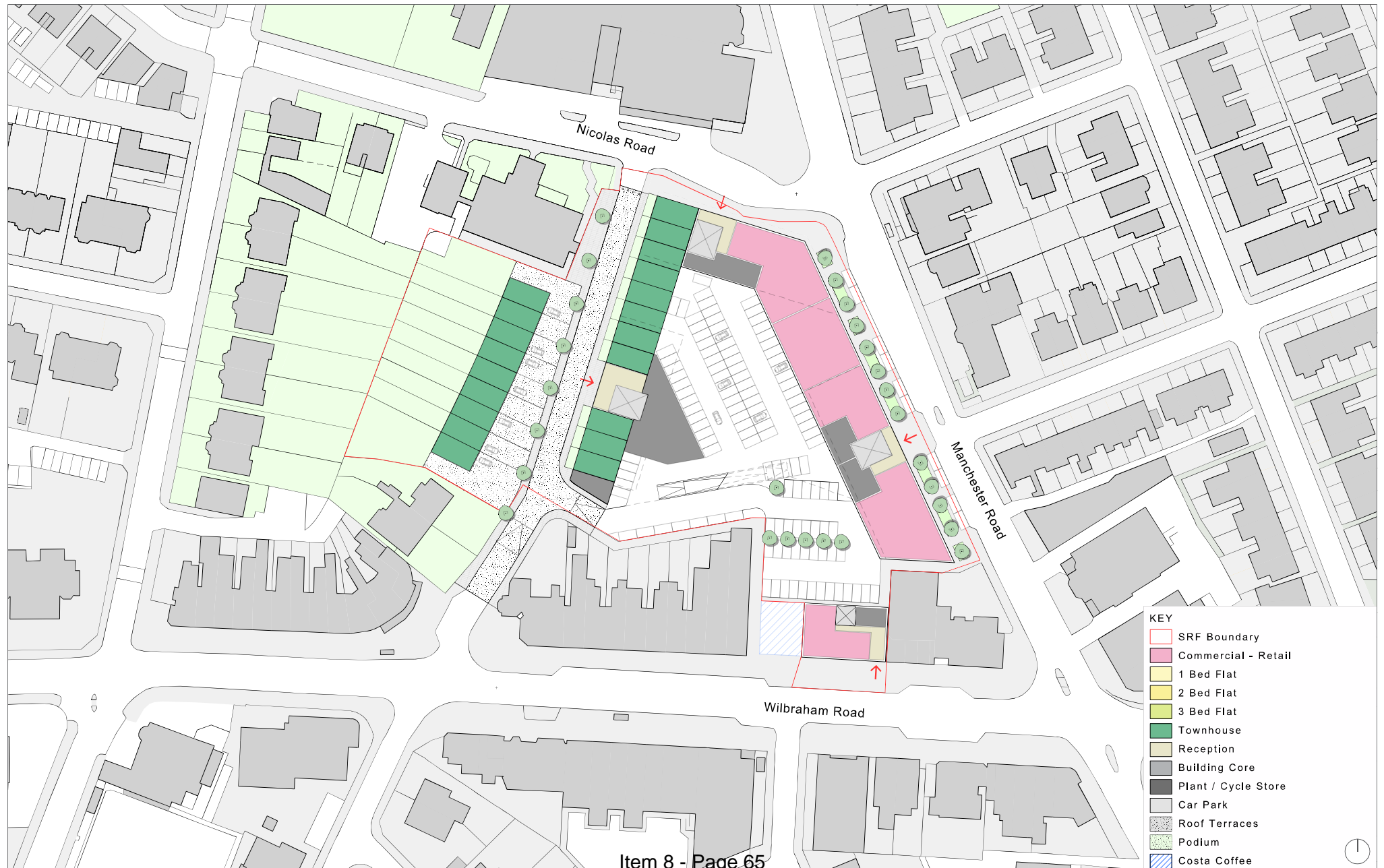
Residential and retail parking is consolidated within a new parking podium that provides a new south facing and sheltered residents landscaped amenity at second floor.

Building blocks are scaled and modulated to maximise sunlight penetration into the site whilst responding to the surround built context and shielding the podium rooftop deck from Manchester Road.

A sympathetic insertion scaled to follow the existing streetscape is included along Wilbraham Road with ground floor retail and upper floor apartments.

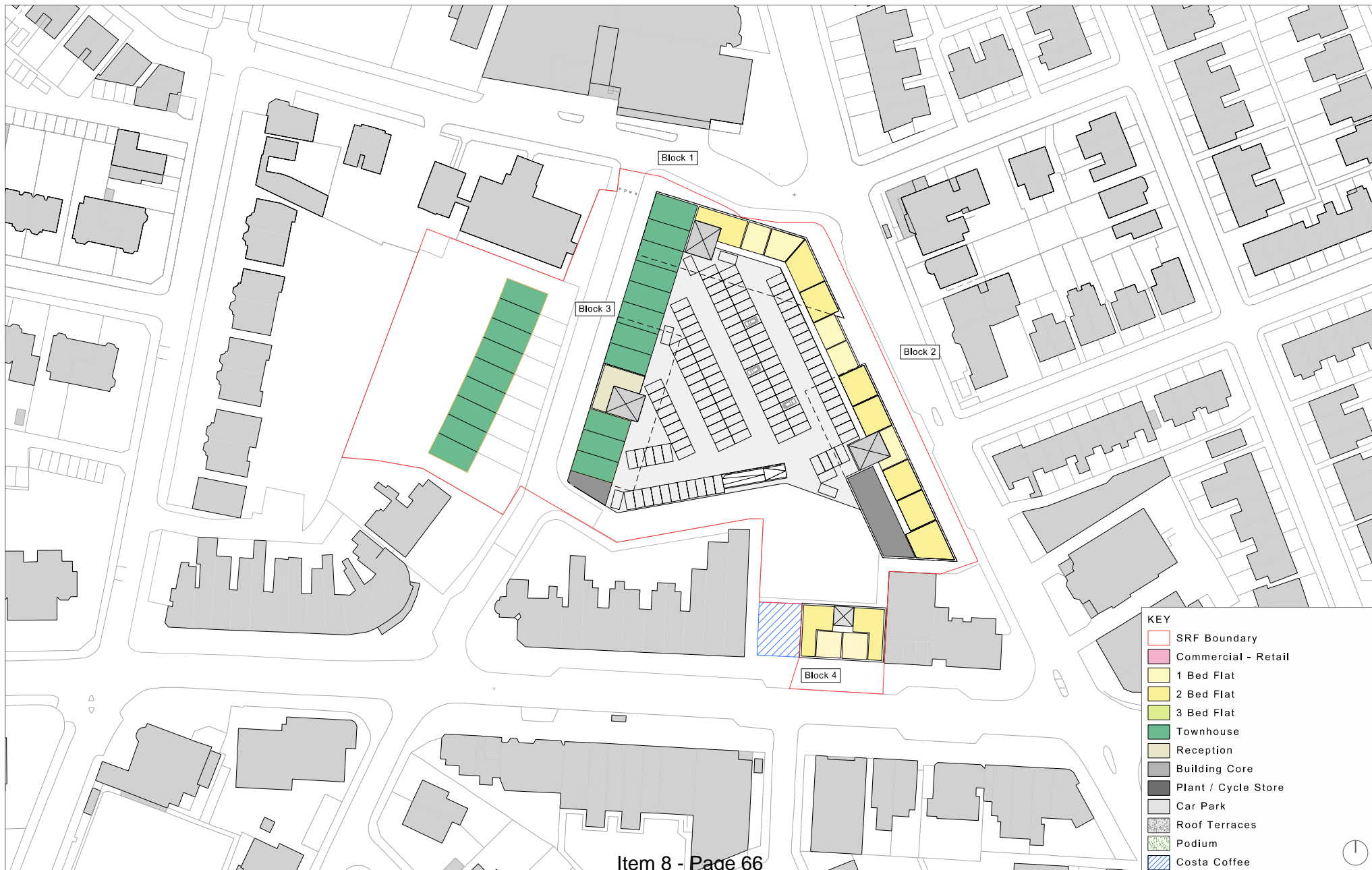
### 5.1 Illustrative Masterplan - Ground Floor Plan

Scale 1:1000 (A3)



### 5.1 Illustrative Masterplan - First Floor Plan

Scale 1:1000 (A3)



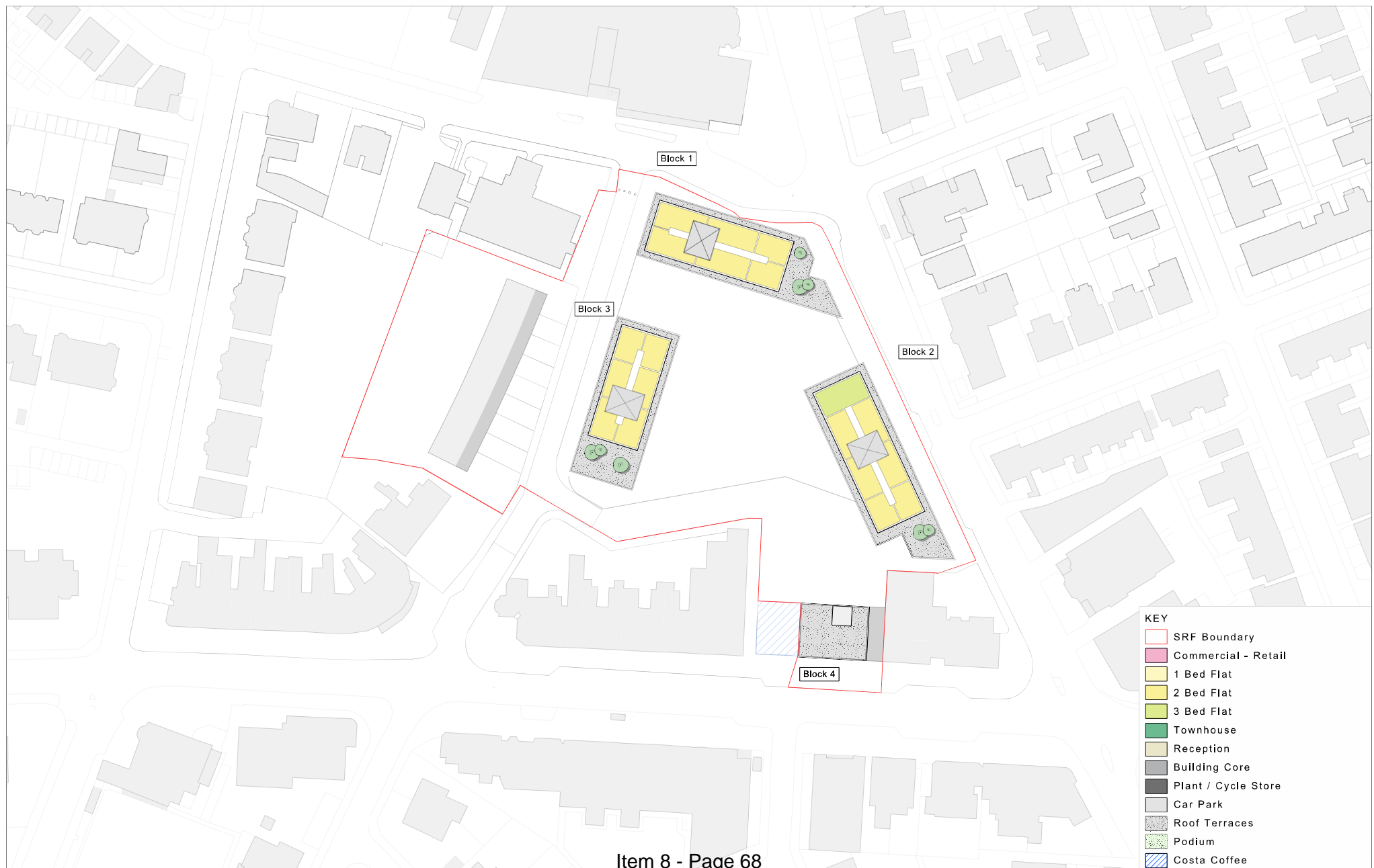
### 5.1 Illustrative Masterplan - Typical Floor (Podium) Plan

Scale 1:1000 (A3)



### 5.1 Illustrative Masterplan - Top Floor Plan

Scale 1:1000 (A3)



### 5.1 Illustrative Masterplan - Roof Plan

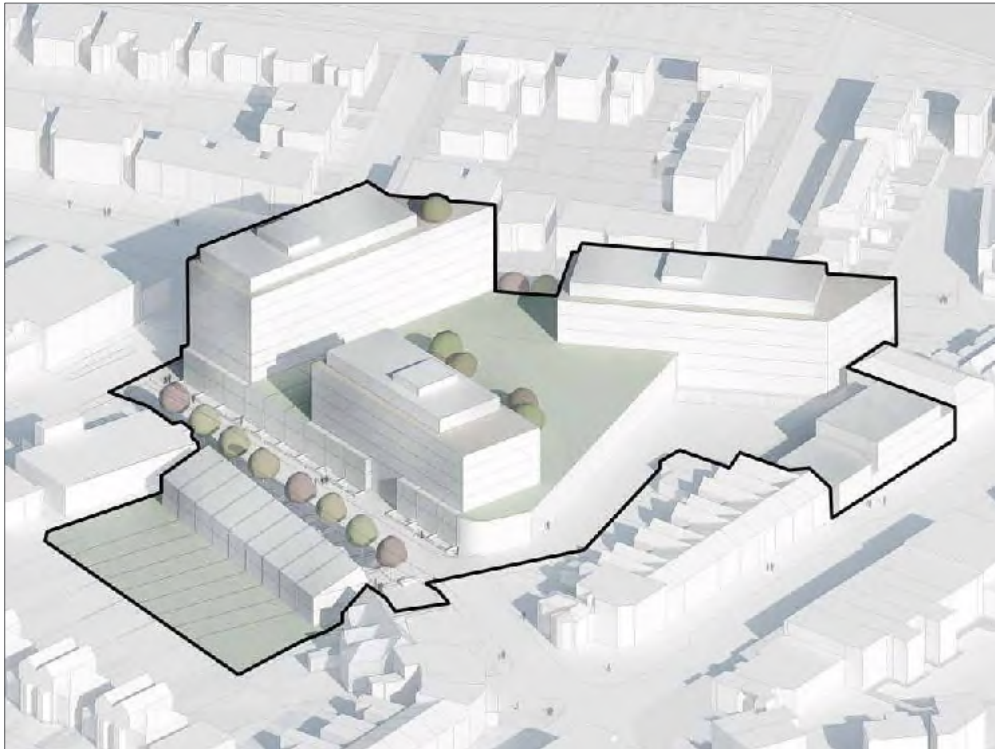
Scale 1:2000 (A3)



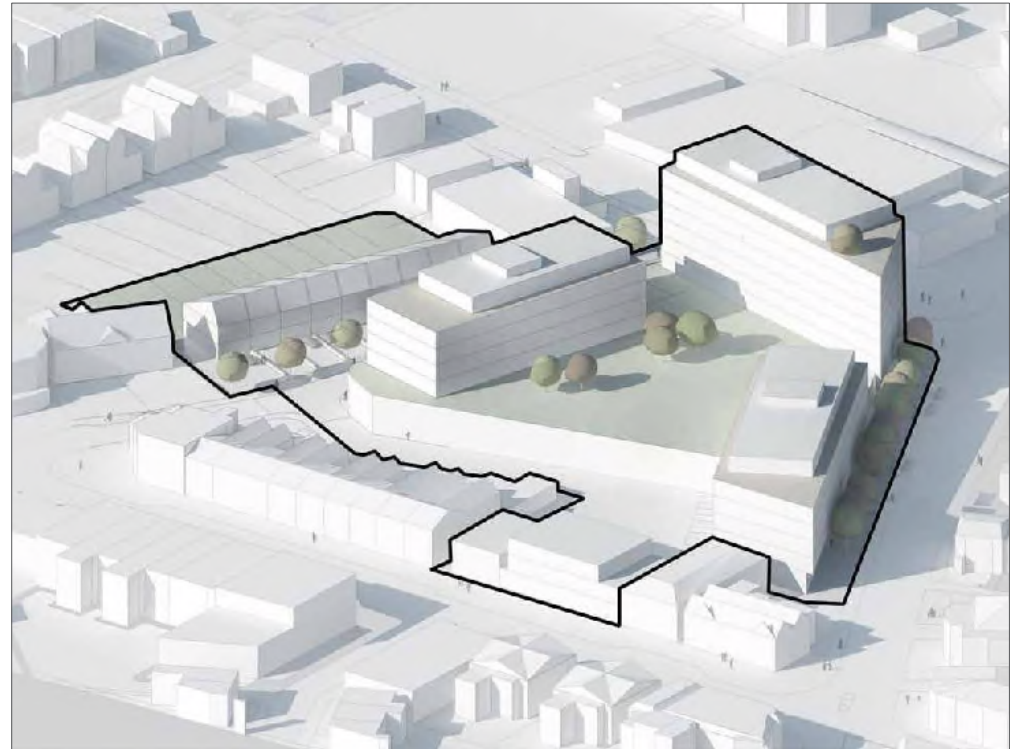


5.2 Illustrative Massing

Aerial View 1



Aerial View 2



### 5.3 Illustrative Street View

Manchester Road (View North From Four Banks)



5.3 Illustrative Street View

Manchester Road (View South Toward Four Banks)



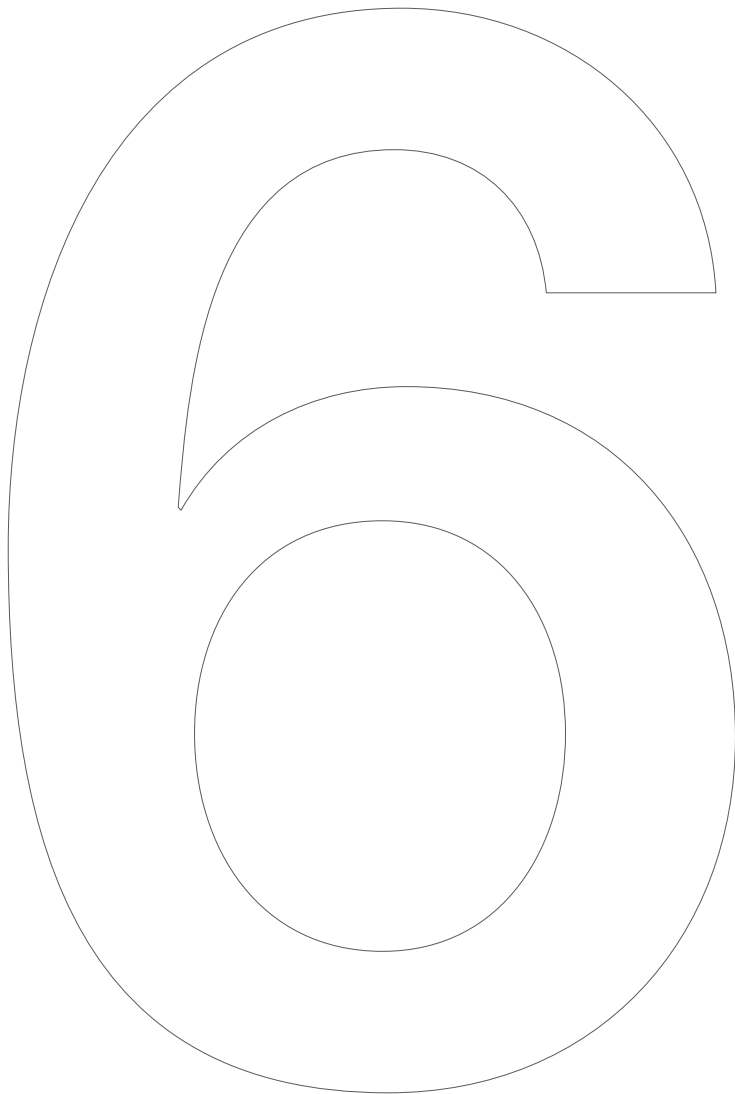
### 5.3 Illustrative Street View

New Residential Street (From Wilbraham Road)



5.4 Illustrative Accommodation Schedule

Level	No. of Floors	Car Park Spaces	Retail	Apartment Types				NIA Residential (m2)	NIA Commercial (m2)
	No. of Floors		No. Units	1 Bed	2 Bed	3 Bed	Townhouses		
<b>Block 1</b>									
Ground Floor - Podium	1		2				3	450	759
1st Floor - Podium	1			2	3			345	
2nd to 7th Floors - Typical	6			23	42			4286	
8th Floor - Penthouse	1				6			404	
<b>Block 01 Total</b>			<b>2</b>	<b>25</b>	<b>51</b>	<b>0</b>	<b>3</b>	<b>5,465</b>	<b>759</b>
Net / Gross				79					
Mix				32%	65%	0%	4%		
<b>Block 2</b>									
Ground Floor - Podium	1		2						671
1st Floor - Podium	1			3	5			520	
2nd to 4th Floors - Typical	3			5	27			2268	
5th Floor - Penthouse	1				6	1		318	
<b>Block 02 Total</b>			<b>2</b>	<b>8</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>3,106</b>	<b>671</b>
Net / Gross				47					
Mix				17%	81%	2%	0%		
<b>Block 3</b>									
Ground Floor - Podium	1						8	1200	
1st Floor - Podium	1								
2nd to 5th Floors - Typical	4			15	24			4476	
6th Floor - Penthouse	1				6			318	
<b>Block 03 Total</b>			<b>0</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>8</b>	<b>5,994</b>	<b>0</b>
Net / Gross				53					
Mix				28%	57%	0%	15%		
<b>Block 4</b>									
Ground Floor	1		1						190
1st Floor	1			2	2			270	
2nd Floor	1			1	2			158	
<b>Block 04 Total</b>			<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>428</b>	<b>190</b>
Net / Gross				7					
Mix				43%	57%	0%	0%		
<b>Terraced Townhouses</b>									
Total				9				1,350	
<b>Option A Scheme Total (blocks 1,2 &amp;3 + townhouses)</b>									
Mix totals			5	51	123	1	20	16,343	1,620
Total No. Residential Units				195					
Podium Car parking	212								
Mix Totals (%)	109%			26%	63%	1%	10%		
Total No. of Car Park Spaces Provided	276								
Percentage of Parking to Residential Units	142%								



## 6.0 Illustrative Masterplan Option 1a



Option 1a follows the governing principles of Option 1 but extends the development boundary to include the Costa Coffee unit and corners of both urban blocks to provide a more comprehensive illustrative masterplan.

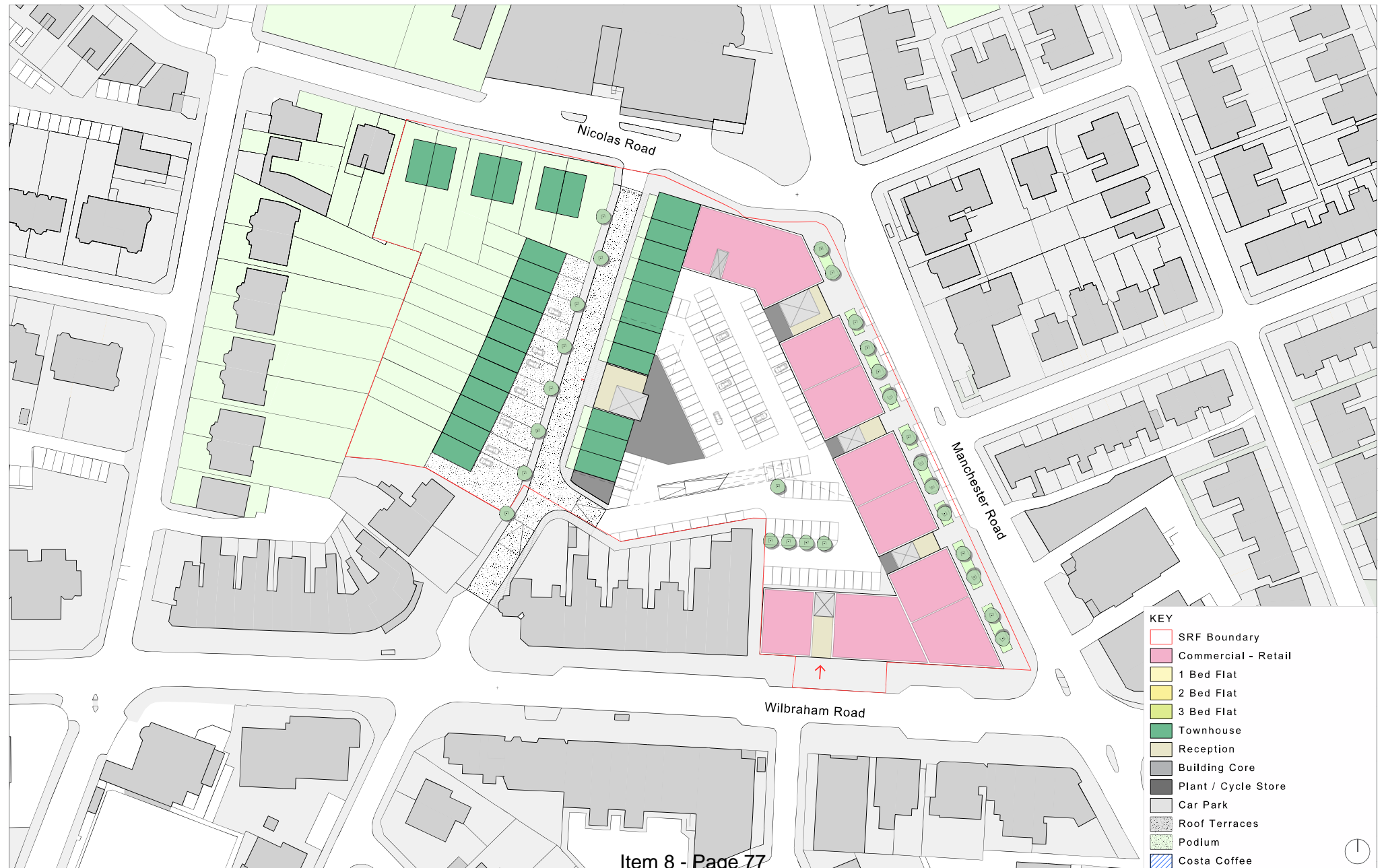
It is composed of 6 smaller podium blocks again arranged around a centralised 2 storey car park skinned on its north, east and western edges with a mix of retail and leisure and town house ground floor activation.

The pedestrian friendly town house street promoting permeability is maintained through the middle of the Site but the provision of town houses is extended to include the existing healthcare unit to the corner of the block.

The modulation of blocks is further increased along Manchester Road to better follow the rhythm of the retail street.

### 6.1 Illustrative Masterplan - Ground Floor Plan

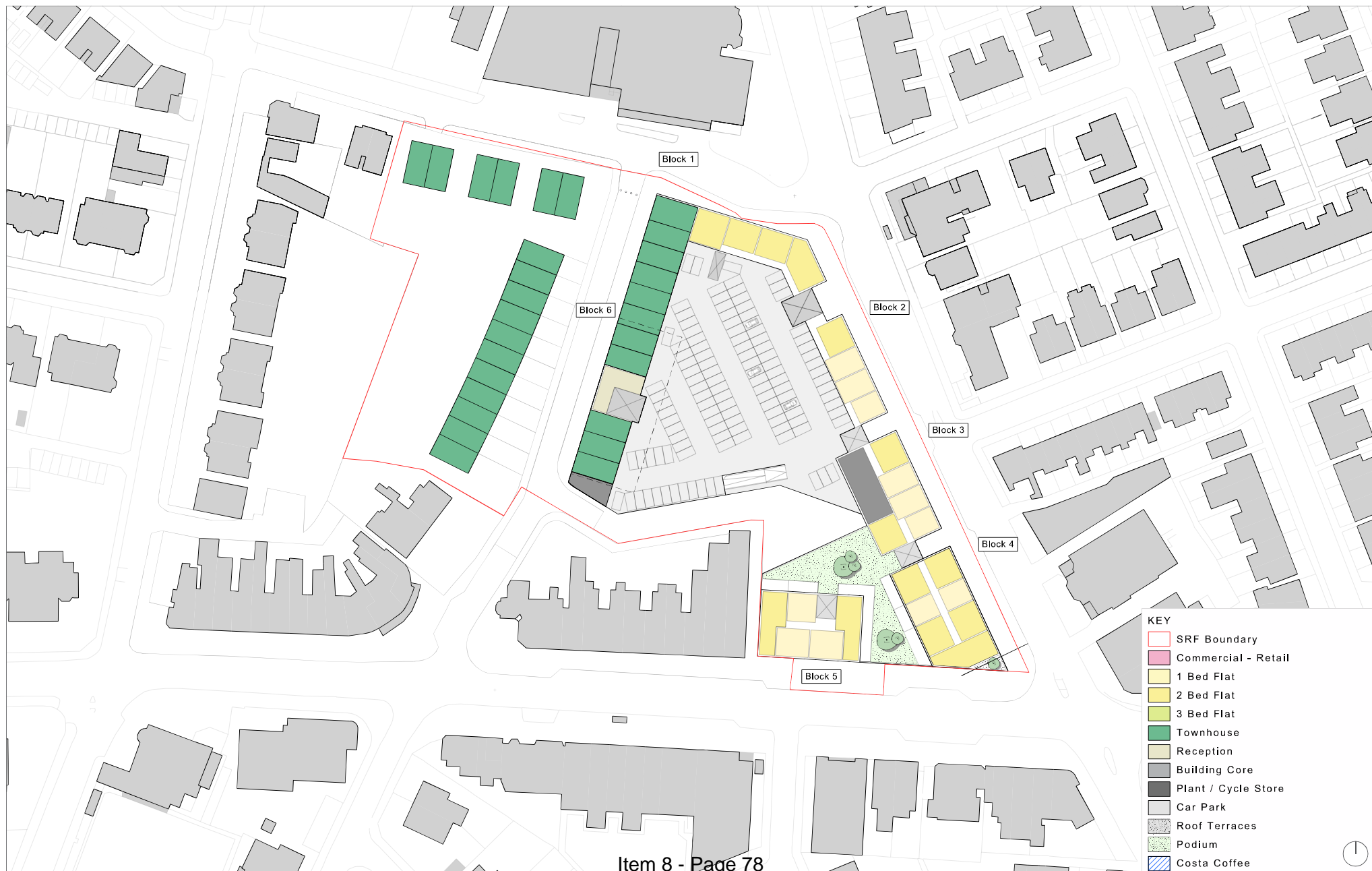
Scale 1:1000 (A3)





### 6.1 Illustrative Masterplan - First Floor Plan

Scale 1:1000 (A3)



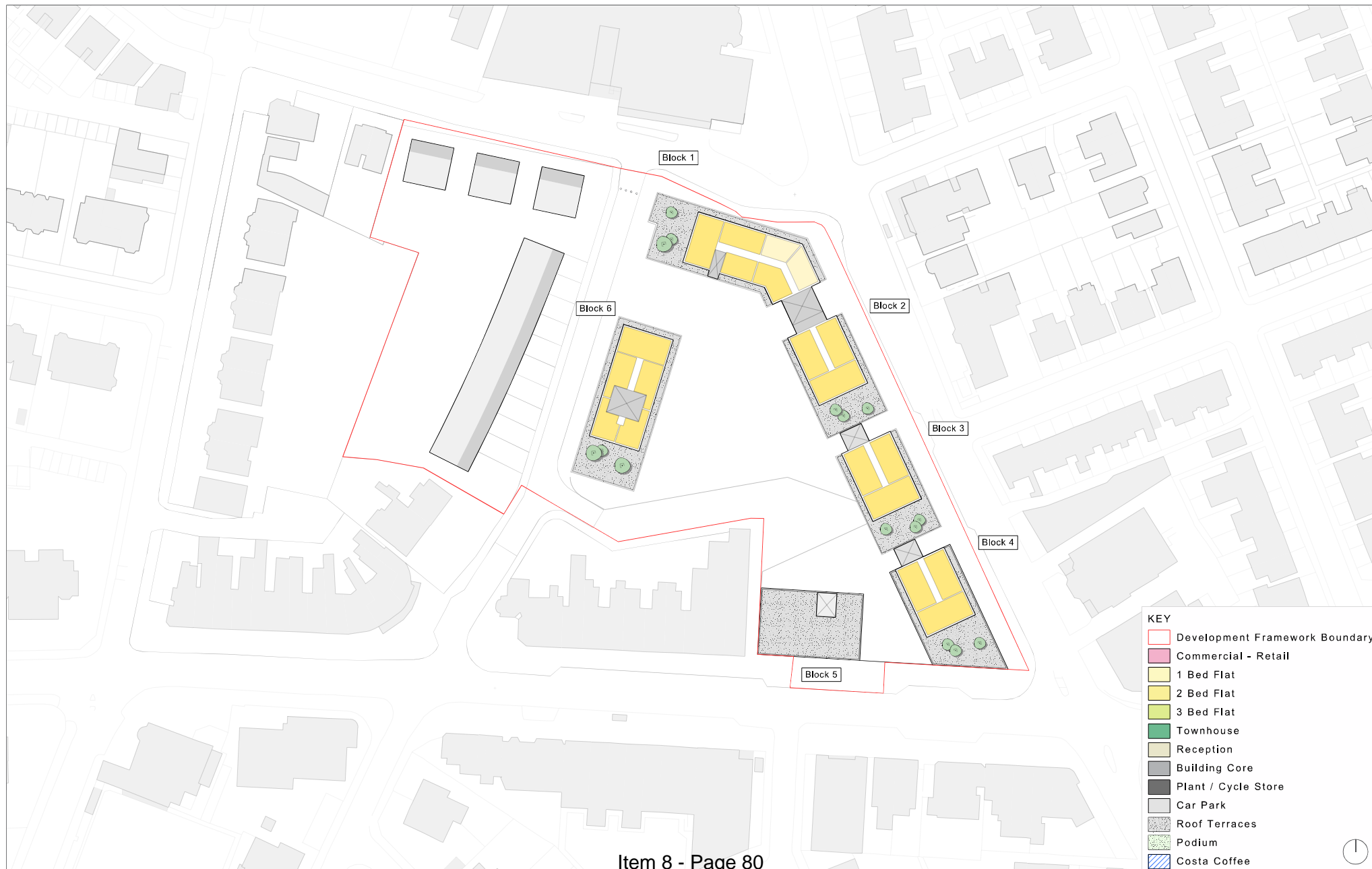
### 6.1 Illustrative Masterplan - Typical Floor (Podium) Plan

Scale 1:1000 (A3)



### 6.1 Illustrative Masterplan - Top Floor Plan

Scale 1:1000 (A3)



### 6.1 Illustrative Masterplan - Roof Plan

Scale 1:2000 (A3)



6.2 Illustrative Massing

Aerial View 1



Aerial View 2



6.3 Illustrative Street View



6.4 Illustrative Accommodation Schedule

Level	No. of Floors	Car Park Spaces	Retail	Apartment Types				NIA Residential (m2)	NIA Commercial (m2)	
	No. of Floors		No. Units	1 Bed	2 Bed	3 Bed	Townhouses			
<b>Block 1</b>										
Ground Floor - Podium	1		1				3	450	606	
1st Floor - Podium	1				4			314		
2nd to 7th Floors - Typical	6			18	42			4156		
8th Floor - Penthouse	1			2	4			392		
<b>Block 01 Total</b>			<b>1</b>	<b>20</b>	<b>50</b>	<b>0</b>	<b>3</b>	<b>5,314</b>	<b>606</b>	
Net / Gross				73						
Mix				27%	68%	0%	4%			
<b>Block 2</b>										
Ground Floor - Podium	1		2						508	
1st Floor - Podium	1			3	1			239		
2nd to 5th Floors - Typical	4				24			1832		
6th Floor - Penthouse	1				3			250		
<b>Block 02 Total</b>			<b>2</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>2,321</b>	<b>508</b>	
Net / Gross				31						
Mix				10%	90%	0%	0%			
<b>Block 3</b>										
Ground Floor - Podium	1		2				8	1200	508	
1st Floor - Podium	1			3	2			312		
2nd to 4th Floors - Typical	3				18			1374		
5th Floor - Penthouse	1				3			250		
<b>Block 03 Total</b>			<b>2</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>3,136</b>	<b>508</b>	
Net / Gross				34						
Mix				9%	68%	0%	24%			
<b>Block 4</b>										
Ground Floor	1		2						549	
1st Floor	1			2	5			292		
2nd - 3rd Floors	2			4	10			960		
4th Floor - Penthouse	2			0	3			250		
<b>Block 04 Total</b>			<b>2</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1,502</b>	<b>549</b>	
Net / Gross				24						
Mix				25%	75%	0%	0%			
<b>Block 5</b>										
Ground Floor	1		2						620	
1st Floor	1			3	2			401		
2nd Floor	1			3	2			401		
<b>Block 05 Total</b>			<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>802</b>	<b>620</b>	
Net / Gross				10						
Mix				60%	40%	0%	0%			
<b>Block 6</b>										
Ground Floor - Podium	1						8	1200		
1st Floor - Podium	1							2512		
2nd to 5th Floors - Typical	4			16	24			2512		
6th Floor - Penthouse	1				5			327		
<b>Block 06 Total</b>			<b>0</b>	<b>16</b>	<b>29</b>	<b>0</b>	<b>8</b>	<b>4,039</b>	<b>0</b>	
Net / Gross				53						
Mix				30%	55%	0%	15%			
<b>Terraced Townhouses</b>										
Total				17				2,550		
<b>Option B Scheme Total (blocks 1,2 &amp; 3 + townhouses)</b>										
Mix totals			9	54	152	0	28	19,664	2,793	
Total No. Residential Units			234							
Podium Car parking	203									
Mix Totals (%)			67%	23%	65%	0%	12%			

5plus architects

Architecture  
Masterplanning  
Interiors  
Graphics  
Branding



# Ryebank Road, Chorlton, Manchester

Confidential  
Draft Development Framework





Contents

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# 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 2030 and 46,000 jobs will be added to the Manchester economy in the next 10 years.

To support this significant growth Manchester anticipates that over the next decade a minimum of 25,000 homes will be built across the City<sup>1</sup>. This growth will be alongside the objectives 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 and in turn attract more investment and jobs.

Manchester is clearly such a city, something that is strongly evidenced in The Manchester Strategy<sup>2</sup> that begins with the idea that Manchester is and will continue to be a "A liveable city - clean, safe and attractive".

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 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.

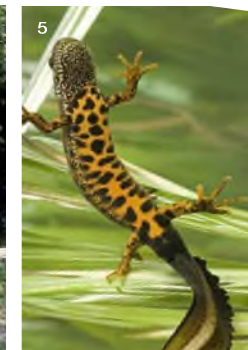
In this respect, the Ryebank Road asset has the opportunity to meet the City's need for high quality executive housing, whilst simultaneously investing in its immediate parkland context. The overall benefit will be the ability of the University and City Council to reinvest the value created from this 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

Footnotes  
 1. [http://www.manchester.gov.uk/directory\\_record/91165/residential\\_growth\\_strategy/category/763/homes\\_and\\_property](http://www.manchester.gov.uk/directory_record/91165/residential_growth_strategy/category/763/homes_and_property)  
 2. <http://www.manchester.gov.uk/mcrstrategy>



- 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. 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 which, at the present time is difficult to pick out as a landscape feature due to the sites unmanaged state, but represent assets that will add strong character to proposals on the site.

Through a careful analysis of the site characteristics, its technical constraints, and undoubted opportunities, a framework for its 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.

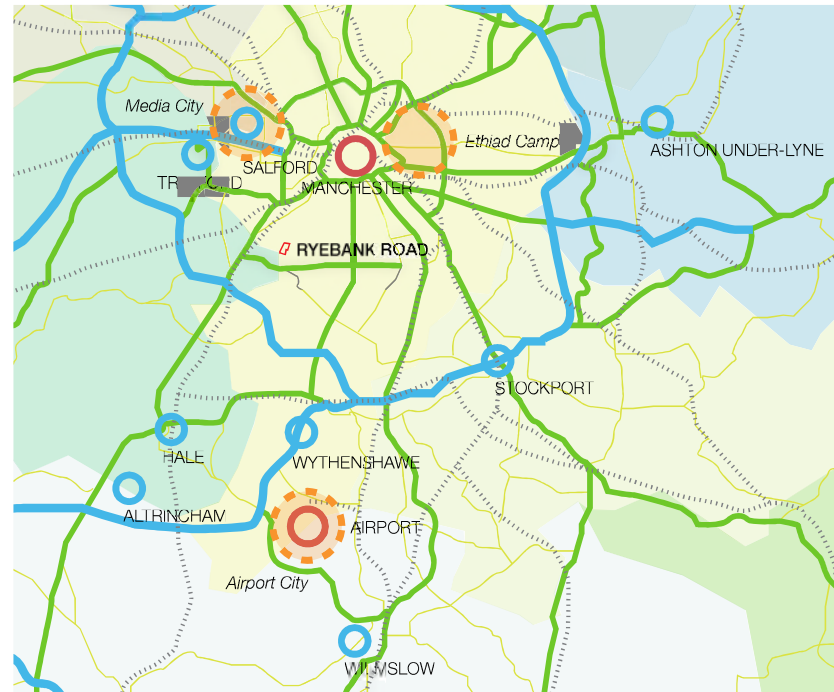
On this basis the framework places the sites environmental and landscape assets at its core as this will provide the character and quality that is expected from any new investment into Manchester and the Chorlton neighbourhood.

In summary, the framework proposes:

- + The re-use of the existing access off Longford Road as the main vehicular entrance to the site.
- + Ryebank Road to the North is proposed as a pedestrian and cycle access point. This will create a fully accessible residential extension that is both linked with its surroundings and additionally offers increased permeability through the new development.
- + Suburban housing is suggested as being most appropriate with a range of unit numbers which are envisaged to consist of detached and semi-detached units, each with sizeable gardens and in curtilage car parking.
- + An appropriate density that respects and responds to the physical, social and economic context of the site and wider Chorlton area.
- + Further green infrastructure is created via the extension of the Longford Park site character into the site along its western boundary and to its perimeter.

The framework will consequently support a high quality, low density development in keeping with its surrounding context whilst supporting a new, residential product that will enhance the existing residential offer to Chorlton and the wider South Manchester market.

### Sub-Regional Location



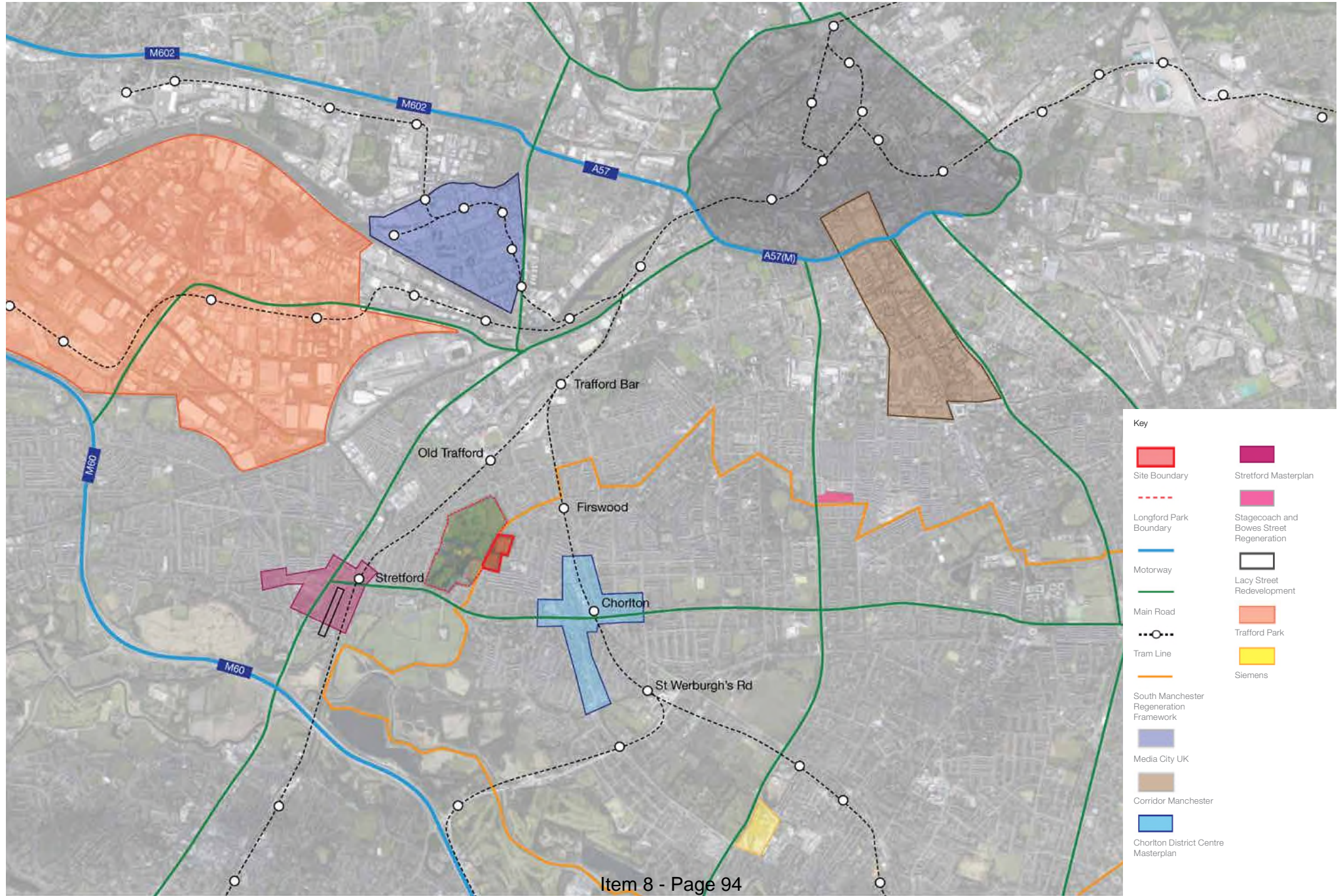
	Other Roads		Tameside
	A Roads		Stockport
	Motorways		Salford
	Train Line		Oldham
	Derbyshire		Greater Manchester
	Cheshire East		Trafford
	Warrington		
	Greater Manchester		

### Key

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









# 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 principles 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 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.
- + 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' as the University and final preferred development partner confirm their precise investment requirements beyond the point of the Framework document being endorsed.

It is also a communication mechanism for the University and their final preferred development partner. It will 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

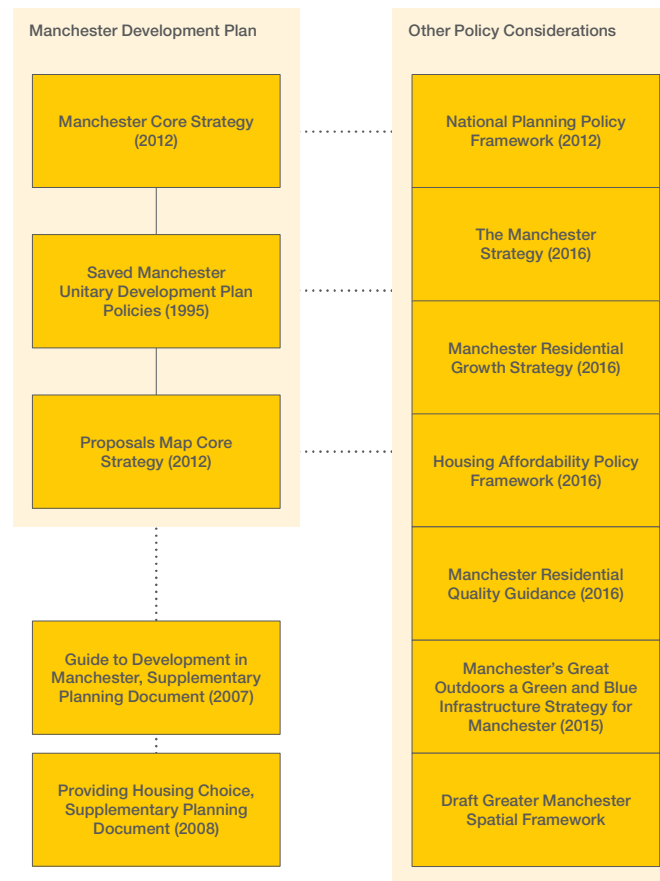
The relevant National and Local Planning Policies, and other material planning considerations set out in this section have directly informed the production of the Development Framework. They are significant in any future proposals for development on the site.

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 2.7-2.18 take this information and use it to interrogate and analyse the site specific parameters and opportunity.

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:

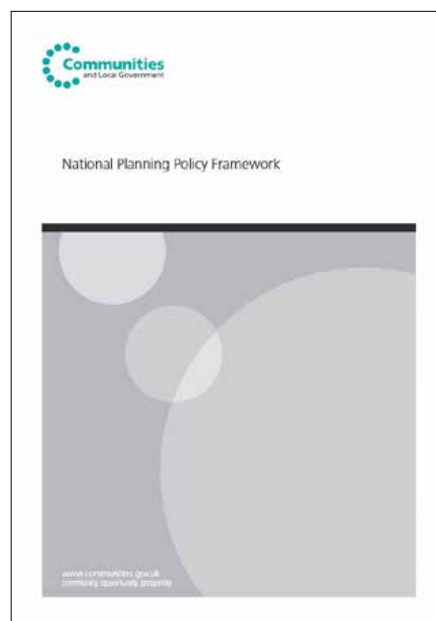
Approving development proposals that accord with the development plan without delay; and Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:

*Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole;*

or

*Specific policies in the Framework indicate development should be restricted.*

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



NPPF Paragraph	Summary
Paragraph 19	Significant weight should be placed on the need to support economic growth through the planning system. Planning should operate to encourage and not act as an impediment to sustainable growth.
Paragraph 47	The Framework aims to significantly boost the supply of housing. Local authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.
Paragraph 49	Confirms that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
Paragraph 50	The Framework seeks to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Local authorities should Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes.
Paragraph 56	Confirms that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
Paragraph 61	Planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
Paragraph 74	Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: <ul style="list-style-type: none"> <li>+ an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</li> <li>+ 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; or</li> <li>+ the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</li> </ul>
Paragraph 109	The planning system should contribute to and enhance the natural and local environment by: <ul style="list-style-type: none"> <li>+ protecting and enhancing valued landscapes, geological conservation interests and soils;</li> <li>+ recognising the wider benefits of ecosystem services;</li> <li>+ minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity including by establishing coherent ecological networks that are more resilient to current and future pressures;</li> <li>+ preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and</li> <li>+ remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</li> </ul>

## 2.4 Greater Manchester Context

### Manchester City Region

The site is located on the border of Manchester and Trafford, forming an integral part of Manchester and Trafford's shared physical, recreational and cultural identity.

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.

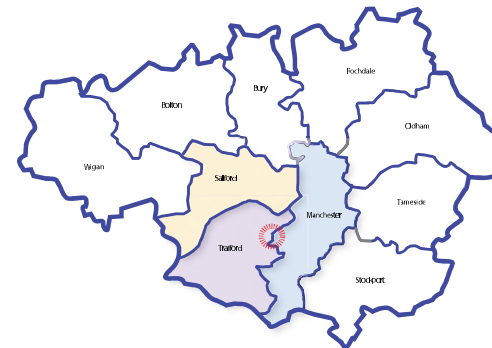
In physical terms, the City Region is highly diverse, containing, in the Regional Centre, a modern and internationally renowned urban centre at its heart and attractive semi-rural areas at its borders with Cheshire, Merseyside, Lancashire and Yorkshire. The City Region's socio-economic context is similarly 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 residential-based 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

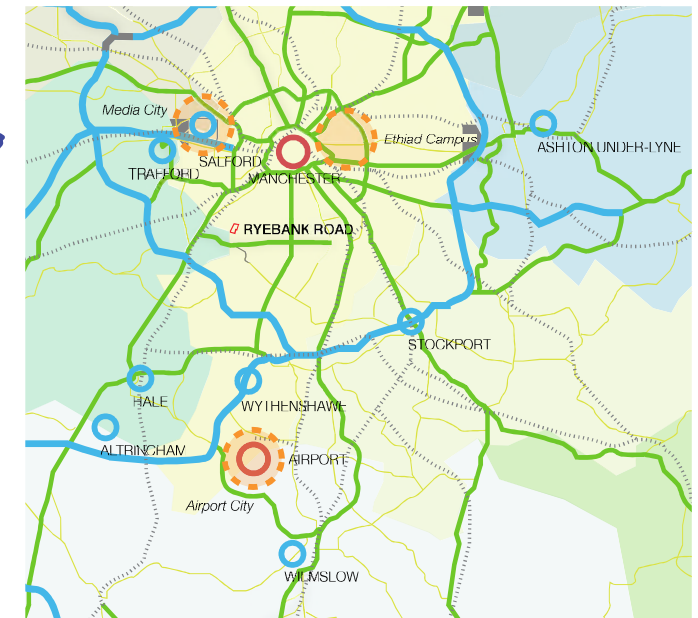
The Greater Manchester Combined Authority (GMCA) is preparing the Greater Manchester Spatial Framework (GMSF), a joint Development Plan Document between the 10 Greater Manchester Authorities (GMA) which will set out the approach to housing and employment land across Greater Manchester until 2035. The GMSF will identify the amount of new housing and employment development proposed across Greater Manchester as well as proposed site allocations, a new Green Belt boundary, environmental assets to be protected and enhanced, and the key infrastructure required to deliver the proposed allocations. It will also include thematic strategic policies on issues such as flooding and carbon reduction. The detail of how these will be applied in practice will be set out in the Local Plans of each GMA.

A first full draft of the GMSF was published for consultation in October 2016, which ran until 6 January 2017. In June 2017 Andy Burnham was elected as Metro Mayor of Greater Manchester and has committed to a comprehensive re-draft of the document. A timeframe for this further draft has yet to be confirmed. Once re-drafted, the GMSF will require further consultation before it can be finalised.

Regional Diagram



City Context





## 2.4 Greater Manchester Context

### Manchester Core Strategy (2012):

#### 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.

The land has not been in use since 1996, and in 2008 an application to register the land for a village 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:

- + 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.

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.

It is also recognised that the site has been identified by Manchester City Council as natural and semi natural open space for the purposes of the Development Plan. Development proposals would therefore be assessed against any relevant policies in the Core Strategy adopted in 2012.

Notwithstanding the previous considerations, 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.

#### 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.

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.

#### 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.

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.

Policy EN15 (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.

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.

### 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.

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.

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.

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)”.

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.

## 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 by 2026.
- + **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 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 Framework<sup>1</sup>;

*'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.

### Manchester Residential Quality Guidance

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:

- + 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.

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'.

#### Link / Reference

1. [http://www.manchester.gov.uk/download/meetings/id/22260/item\\_15\\_-\\_housing\\_affordability\\_in\\_manchester](http://www.manchester.gov.uk/download/meetings/id/22260/item_15_-_housing_affordability_in_manchester)

## 2.5 Manchester City Context

**Providing Housing Choice (2008) – Supplementary Planning Document & Planning Guidance**

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.

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.

The Council aims to achieve mixed tenure developments where the affordable housing units are truly integrated into the overall scheme.

**Guide to Development in Manchester (2007) – Supplementary Planning Document & Planning Guidance**

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.

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.

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.

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.

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.

**Manchester's Great Outdoors a Green and Blue Infrastructure Strategy for Manchester (2015)**

Green infrastructure – the green and blue spaces that exist within and between urban areas – is an essential part of creating a successful, liveable city.

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.

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.

Four objectives have been established to enable the vision to be achieved:

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

Section 4 of the strategy sets out how the vision and objectives are to be delivered at a neighbourhood level. Figure 12 is specific to the south of the city and is relevant therefore to investment in the Ryebank Road site.

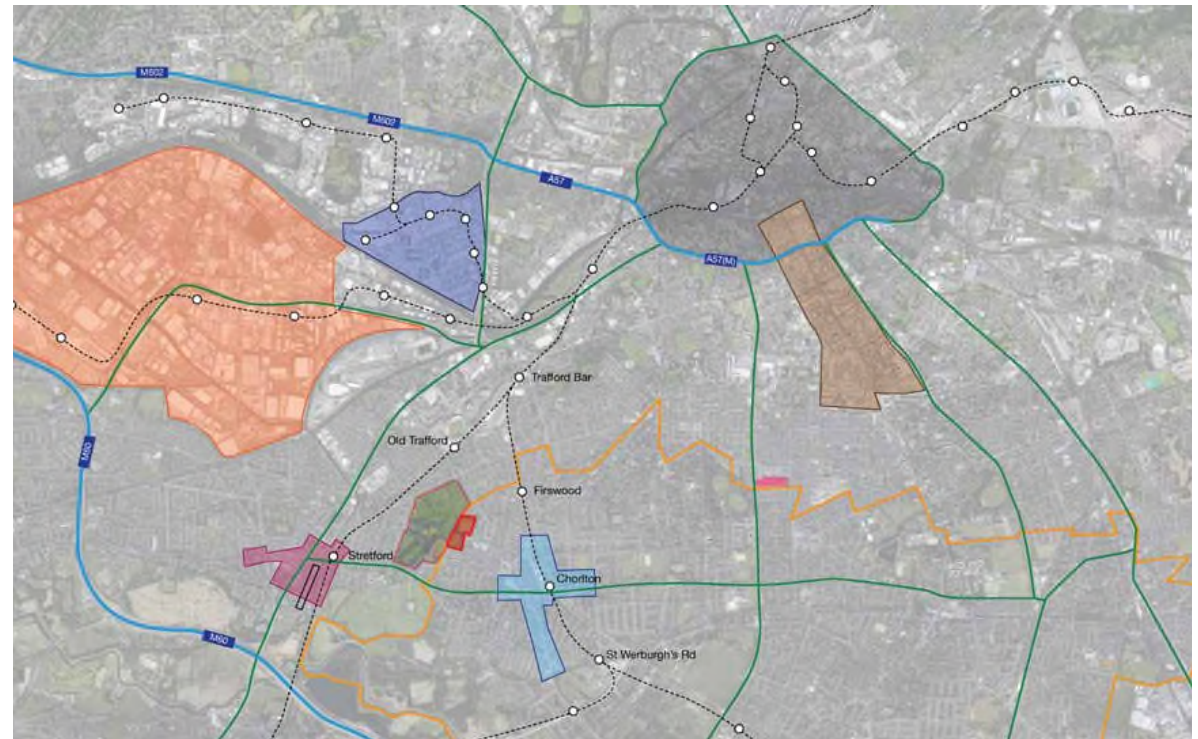
## 2.6 South Manchester Context

### Residential Market Overview

The 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
- + 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 sites potential to contribute to the national housing target and Manchester Core Strategy housing target
- + 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
- + 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 towards the higher value 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	Exchange Greengate	Castlefield	Trafford Park
Main Road	Great Jackson Street	St Georges	Siemens
Tram Line	Salford Central	Salford Quays / Media City UK	
South Manchester Regeneration Framework	Middlewood Locks	Trafford Wharfedale	
	Water Street	Chorlton District Centre Masterplan	
		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 TMBC) 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 TMBC);
- + River Valleys (MCC);
- + Areas of Environmental Improvement / Protection (MCC);
- + Areas of Nature Conservation Value, Tree and Hedgerow Protection, Special Landscape Features (TMBC);
- + Protection of Landscape Character (TMBC);
- + Protected Linear Open Land (TMBC);
- + Protected Open Space (TMBC);
- + New Open Space/Outdoor Recreation Proposals (TMBC);
- + Protected Open Land (TMBC).

It is clear from the above level of protected 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.

Key City Wide Green Infrastructure Network

-  Site location
-  Rail/train tracks
-  A/B Roads
-  Motorway
-  South Manchester Boundary
-  Manchester City Centre Boundary
-  Green Infrastructure
-  River Mersey
-  Transpennine Trail



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.

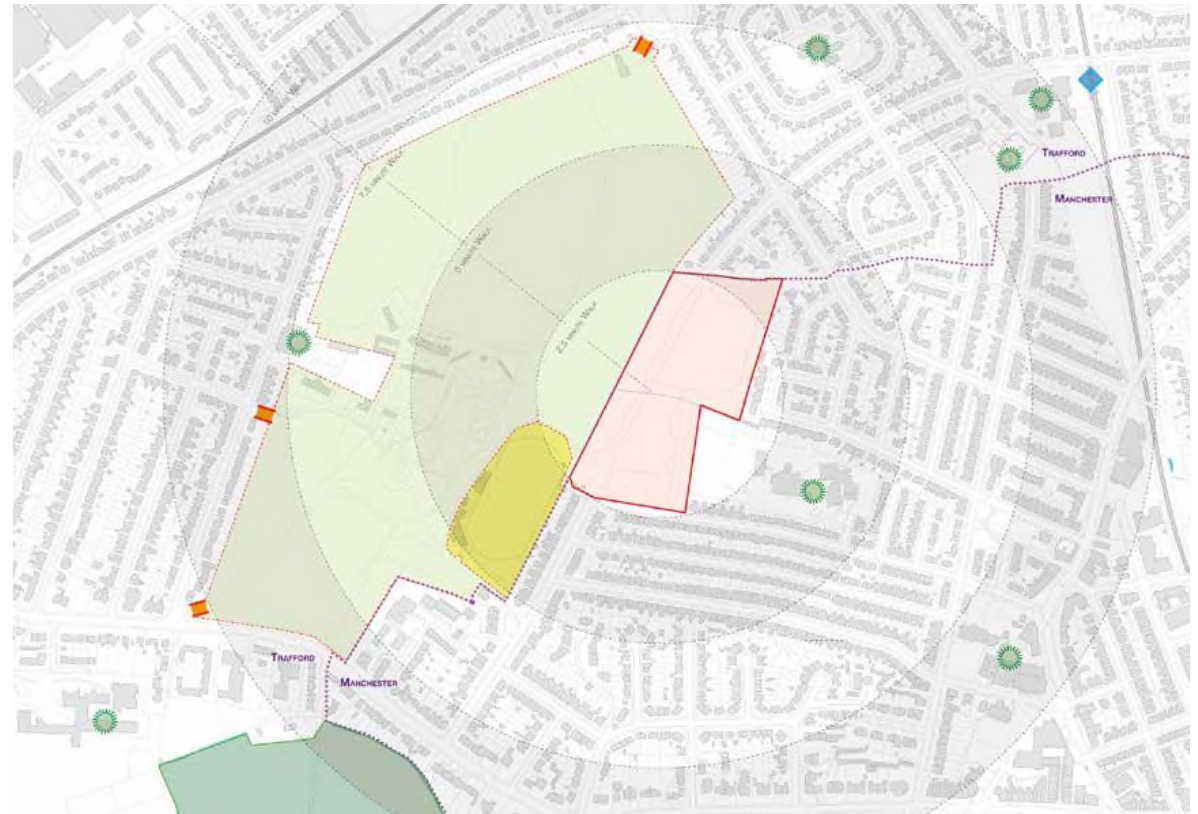
The site is currently vacant open space, with a small area of hardstanding in the South of the site with a number of mature trees along the site boundary. Historically the site was in use as a clay pit for an adjacent brickworks on the site of the current St Johns RC Primary School.

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 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: Local Amenities

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



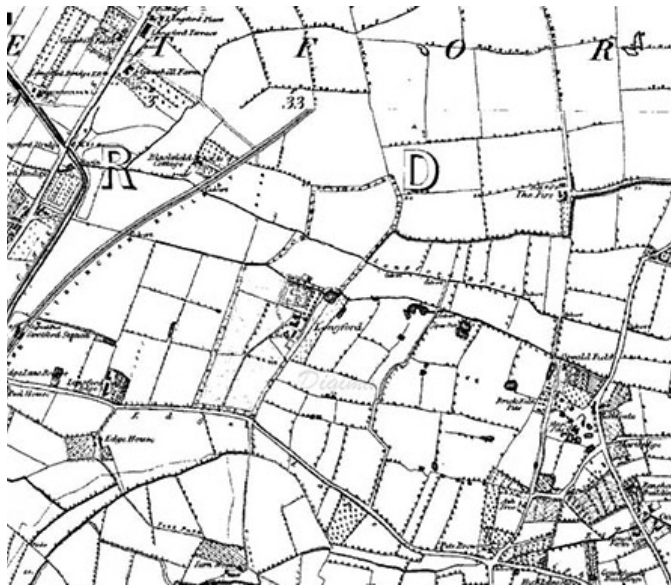
The site benefits from its close proximity, being only a 15 minute walk, to both Chorlton and Stretford District Centres and the shopping, leisure and cultural amenities each offer. The neighbouring area also contains a number of primary schools increasing its attractiveness as a location for families.

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.

2.9 Site Context: History

1840



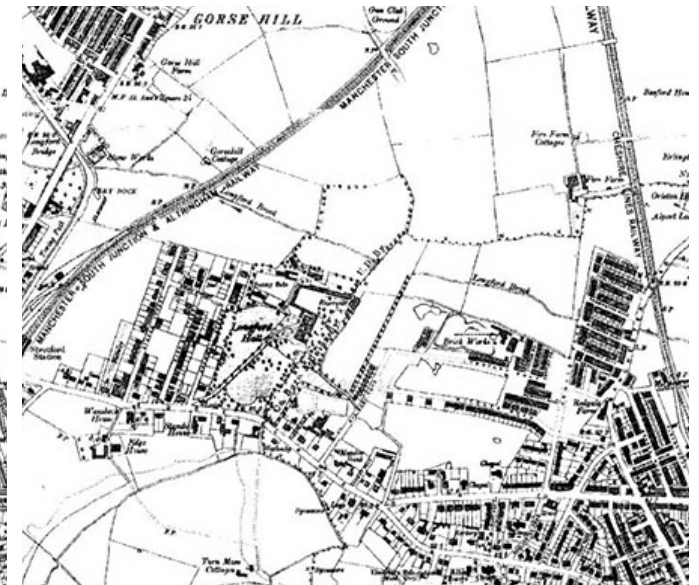
In the mid 19th century the site lay outside the main urban area of Manchester City Centre but already at this time aspects of the urban infrastructure that was to follow can be seen with the commencement of the Altrincham and Railway line to the north west of the site. Longford Brook can be seen traversing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

1890



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

1900

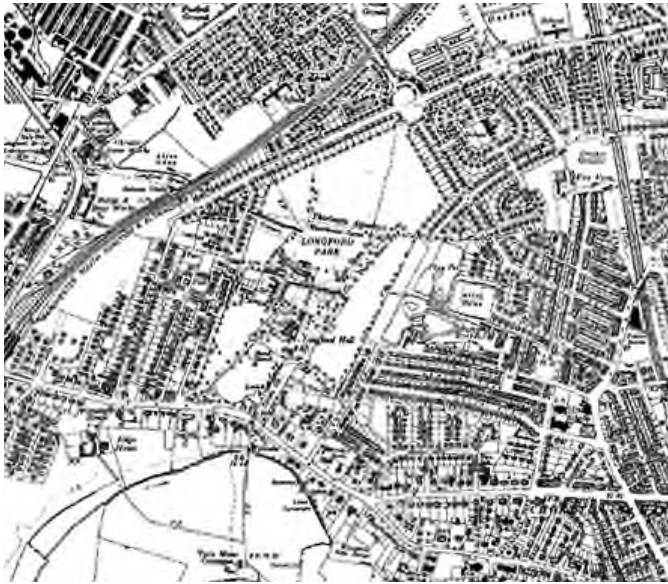


By 1900 residential development is accelerating and a temporary brickworks to the east of the site has been established to fuel this building growth.



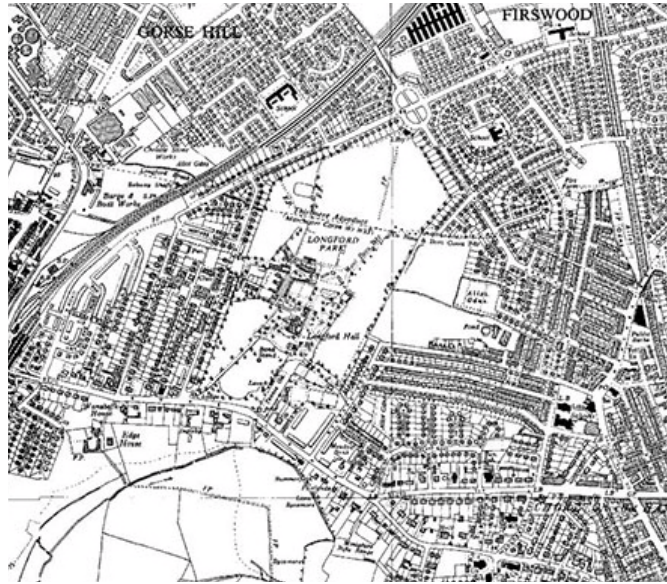
2.9 Site Context: History

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.

1950



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

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.

### 2.10 Site Context: Character

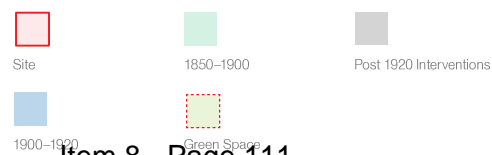
The character of Ryebank Road and the surrounding area has developed over the centuries to provide a rich context of architectural styles and housing types.

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



2.10 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.

## 2.11 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

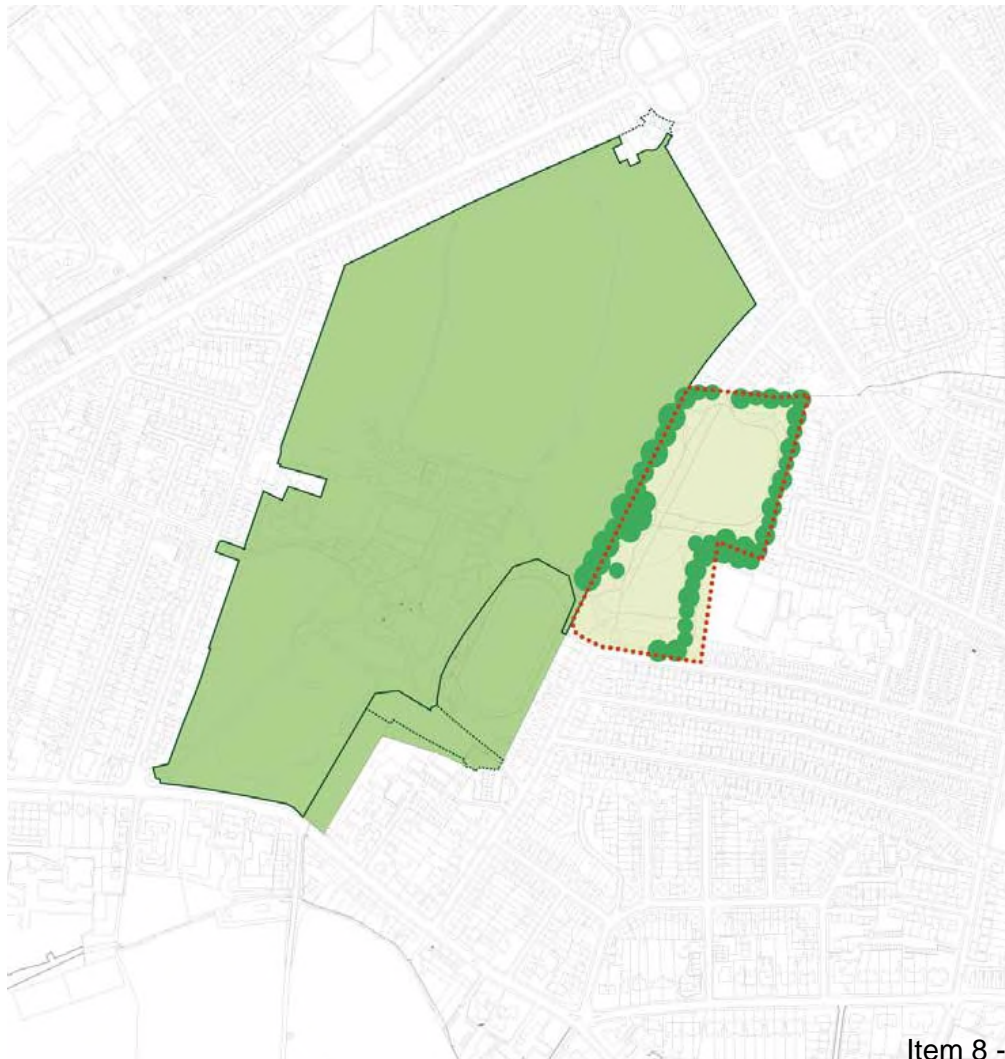
Longford Park Conservation Area is located within the Metropolitan Borough of Trafford but has an influence on the Site given that it directly abuts the western boundary, albeit separated by an area of mature tree planting. Care should be taken not to detrimentally effect the mature tree planting located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



## 2.12 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. 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 manmade 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.

### 2.13 Site Context: Transport & Access

#### Local Highway Network

The site is bounded by Longford Road to the south and forms a connection with Ryebank 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.

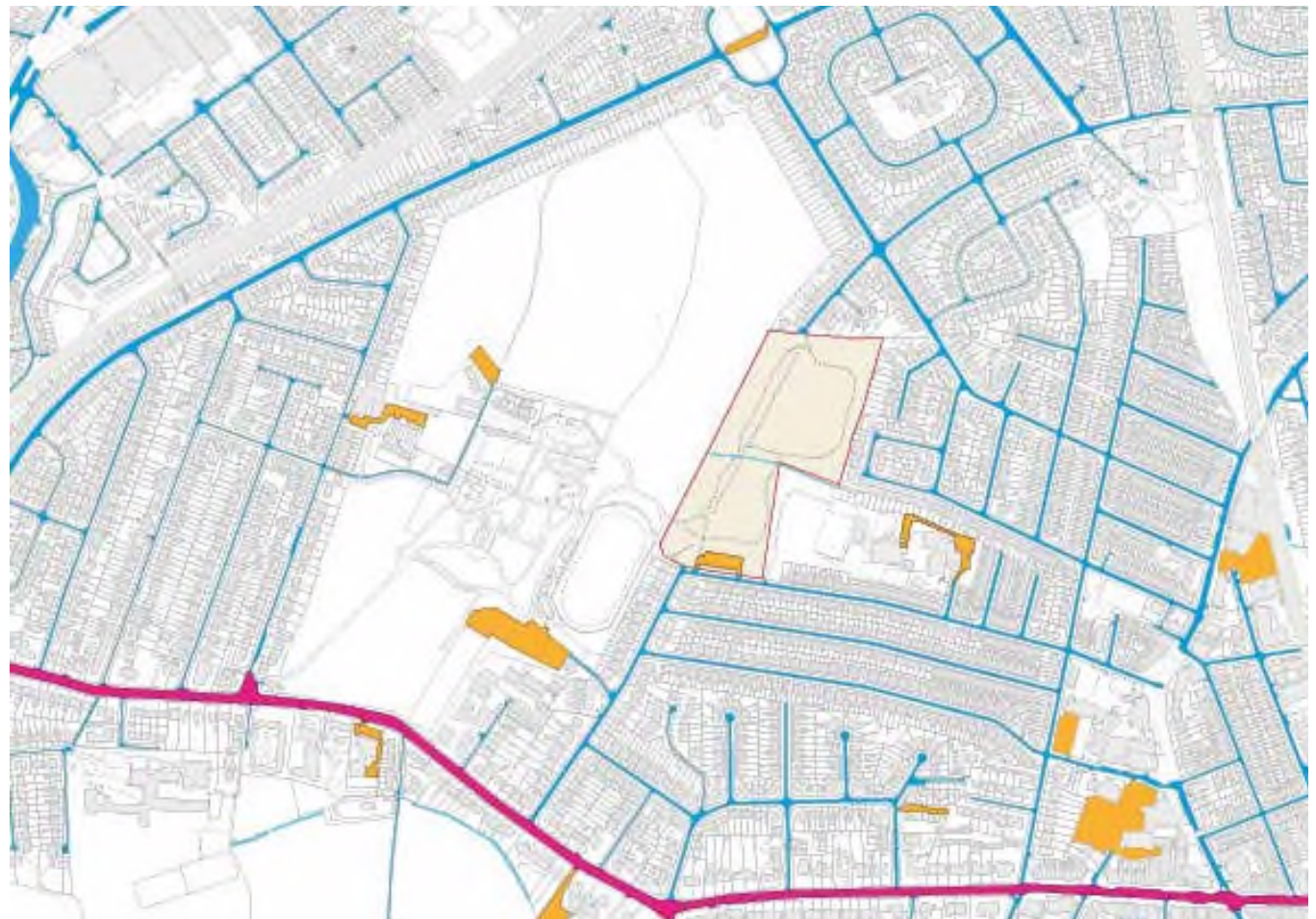
To the North of the site, Ryebank Road joins with Manchester Road (B5217) approximately 850m North-East of the site which offers onward connections to Chorlton-Cum-Hardy, Old Trafford and Manchester City Centre.

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

#### Transport Infrastructure

##### Key

- Edge Lane / A6010
- Roads
- Parking



2.13 Site Context: Transport & Access



Key

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

**Sustainable Access**

Paragraph 29 of the National Planning Policy Framework (NPPF) states that: "The transport system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel".

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.

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, cafes 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.

## 2.14 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. These technical studies are available for review if required.

### Historic Land Use Ground Conditions

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 Altringham 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;
- + Glaciofluvial 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 Ees 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'.



## 2.14 Site Context: Environmental Characteristics

Nico Ditch, Greater Manchester



Tree Survey



Key

-  CATEGORY B TREES
-  CATEGORY C TREES
-  CATEGORY U TREES
-  ZONE 1
-  ZONE 2
-  ZONE 3

### 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.

### Arboriculture

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. The cost benefit of this will be further tested through the development framework process.

### 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.

### Conclusion

Future design proposals and planning applications will be required to consider the implications of the environmental assessment summarised in this section (2.14).

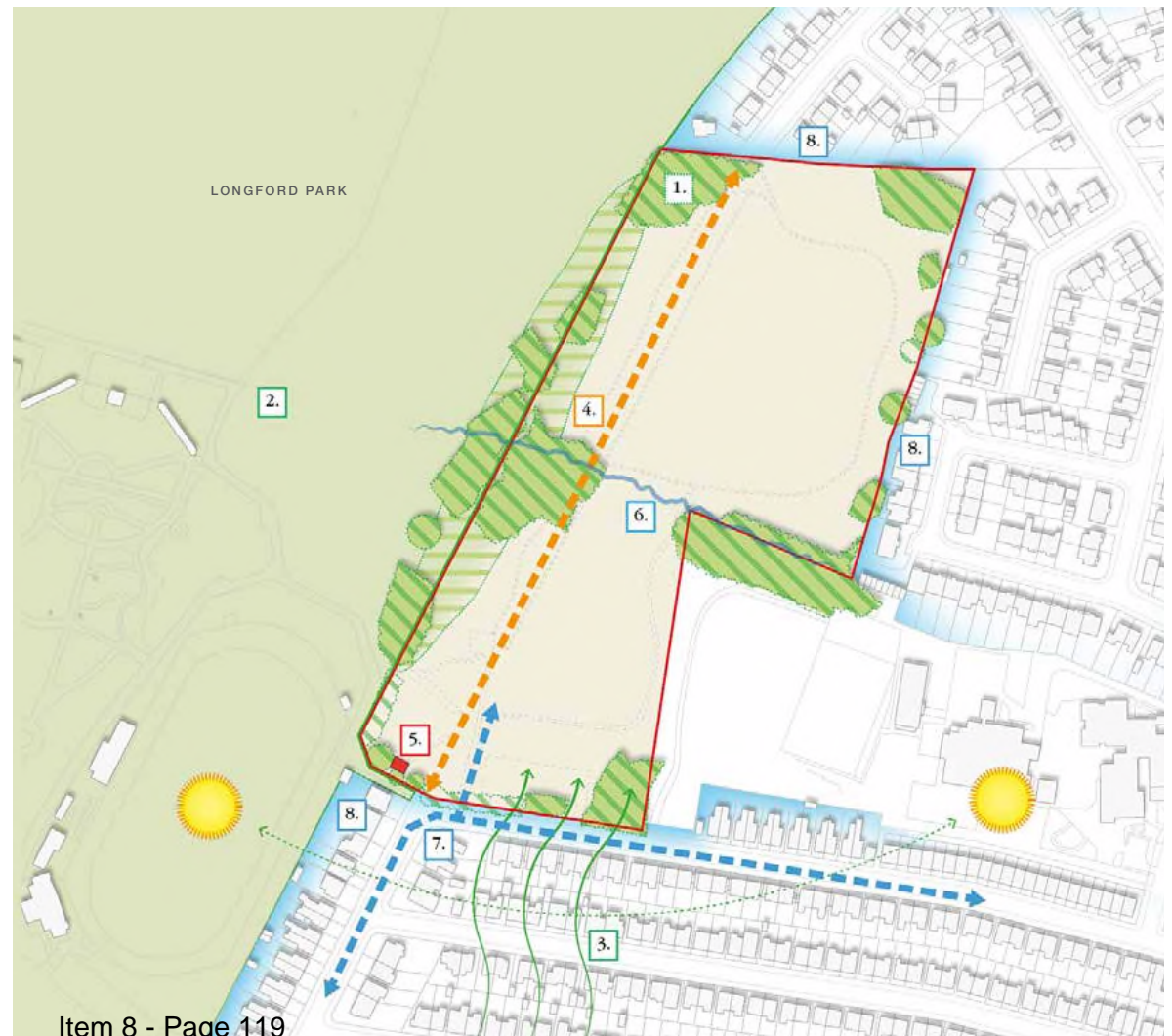
## 2.15 Summary of Constraints and Parameters

### 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 and where possible seek to enhance. 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 as directed by the guidance in the two tables in Appendix 1 that set out additional environmental surveys that are likely to be required. Reference should also be made to section 3.5 Environmental Strategy.

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





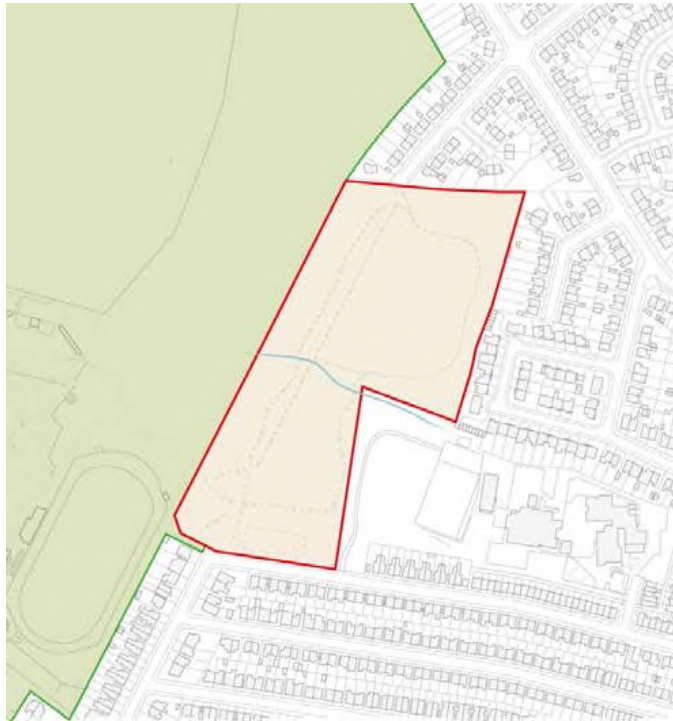


# 3.0 Site Concept Options

### 3.1 Masterplan Opportunities

Building on from the detailed site analysis, early design work has focussed on developing a series of principles that will support the future sustainable re-development of the site knitting it seamlessly into its surroundings.

#### 1. The Site



#### 2. Extend Park into Site



In extending Longford Park into the site a new baseline can be established which better connects the character of the site with the park.

#### 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 access to Longford Park.

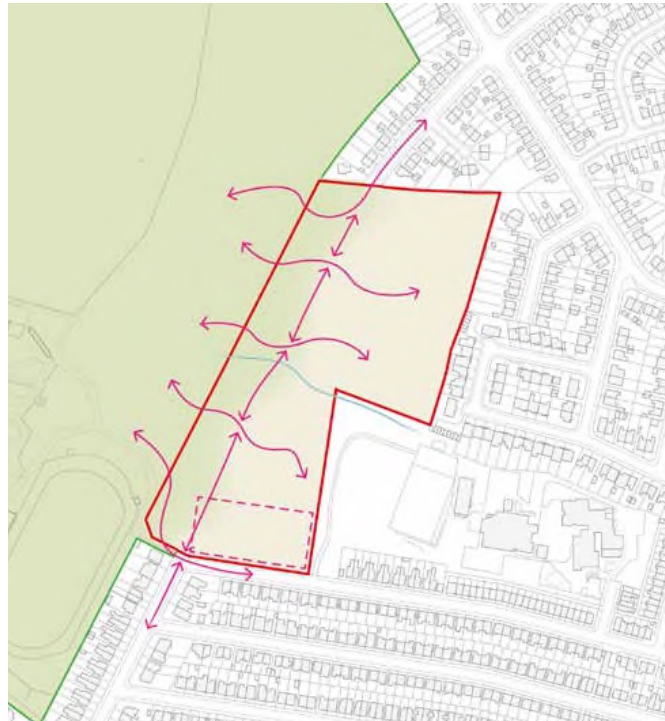
3.1 Masterplan Opportunities

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 linkages between the site and the park and surrounding residential streets.

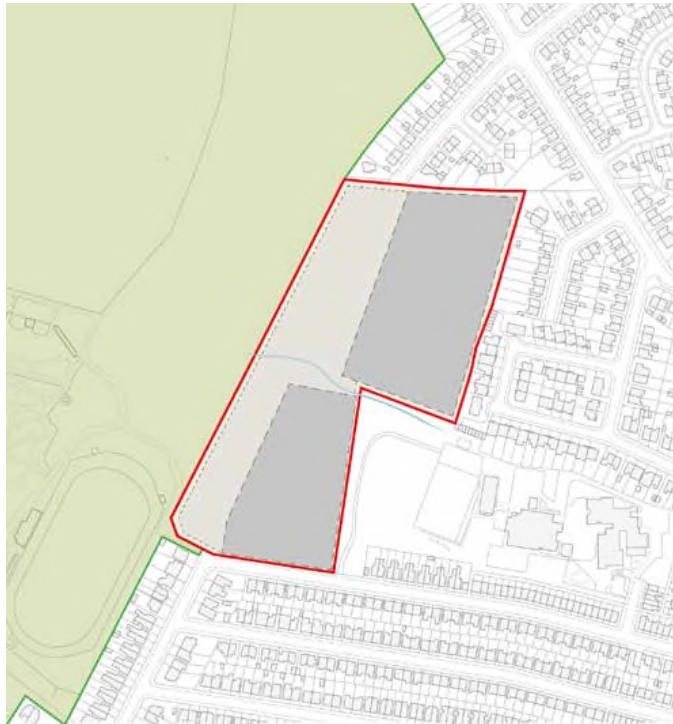
6. Gatehouse Structures



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

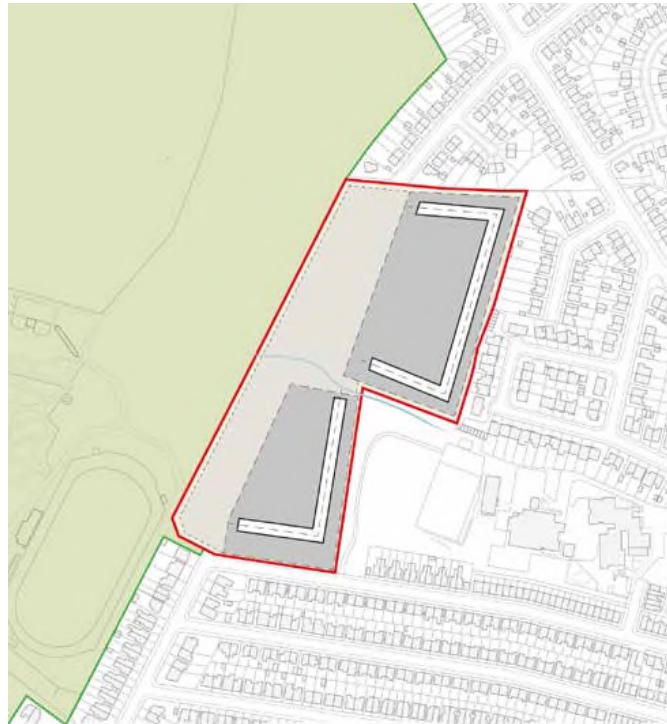
### 3.1 Masterplan Opportunities

#### 7. Development Plots



Two separate development plots naturally result from the extension of the park and the reinforcement of the green corridors.

#### 8. Development Boundaries



New development should address neighbouring properties with a clear hierarchy of fronts and backs.

#### 9. Car Access



Access to the site should utilise the existing access off Longford Road to the South to service the two development plots to maximise the development value of any new homes that might be proposed. Vehicular access could be achieved via Ryebank Road to the North but issues of rat running and loss of value considerations suggest that this is not preferable.



### 3.2 Summary of Opportunities

A summary of the site's opportunities are depicted adjacent.

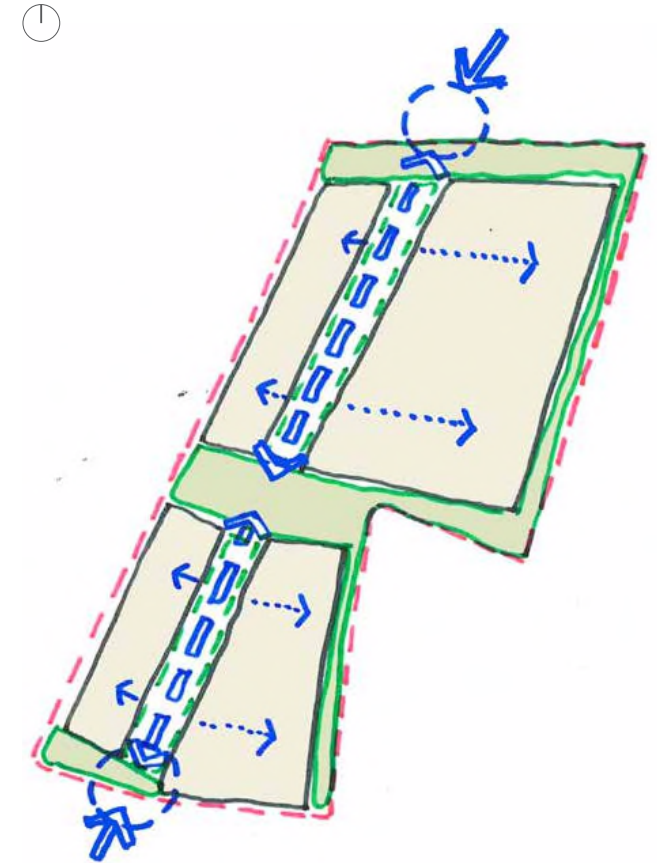


### 3.3 Masterplan Options

Using the analysis, interpretation and assessment drawn in the previous report sections, four alternative re-development approaches have been explored and depicted adjacent.



Option 1 (1:2500)

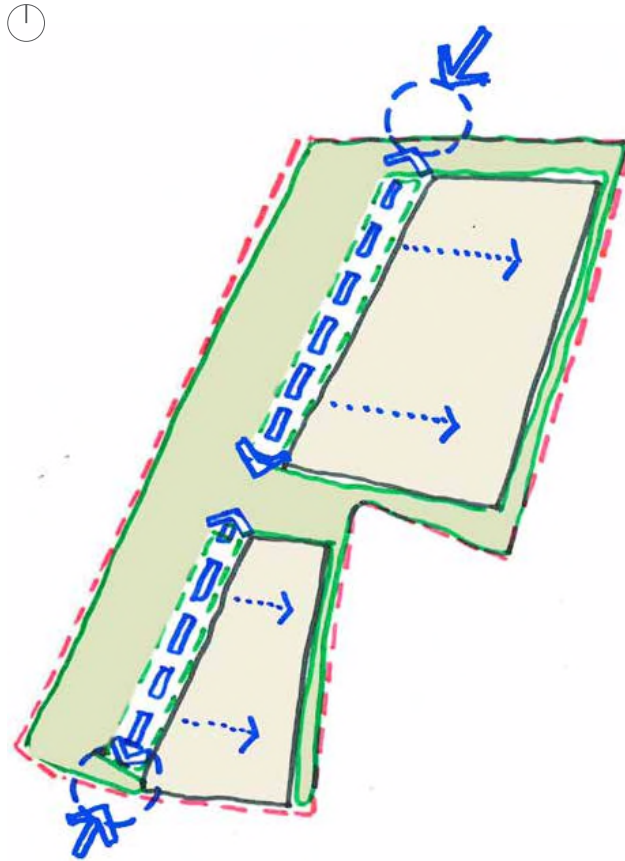


Option 1 delivers four development plots arranged either side of a road that extends Ryebank Road to Longford Road. The new road is aligned to suit existing utility corridors and maintain a usable plot between the road and Longford Park.

The new road could be delivered either as a through road or truncated either side of the existing watercourse. East-West green corridors are maintained between the plots and neighbouring housing to the site perimeter. These will allow the retention and enhancement of the Nico Ditch for sustainable drainage and ecological functions. It is considered that the plots would be restricted to a maximum of 3 domestic storeys.

3.3 Masterplan Options

Option 2 (1:2500)



Option 2 is a variation on option 1 but omits the thinner development plots so as to retain and enhance the green edge to the Park and provide the opportunity for new development to face on to the open space. It is considered that this variation of Option 2 would support a more sensitive and appropriate re-development of the site.

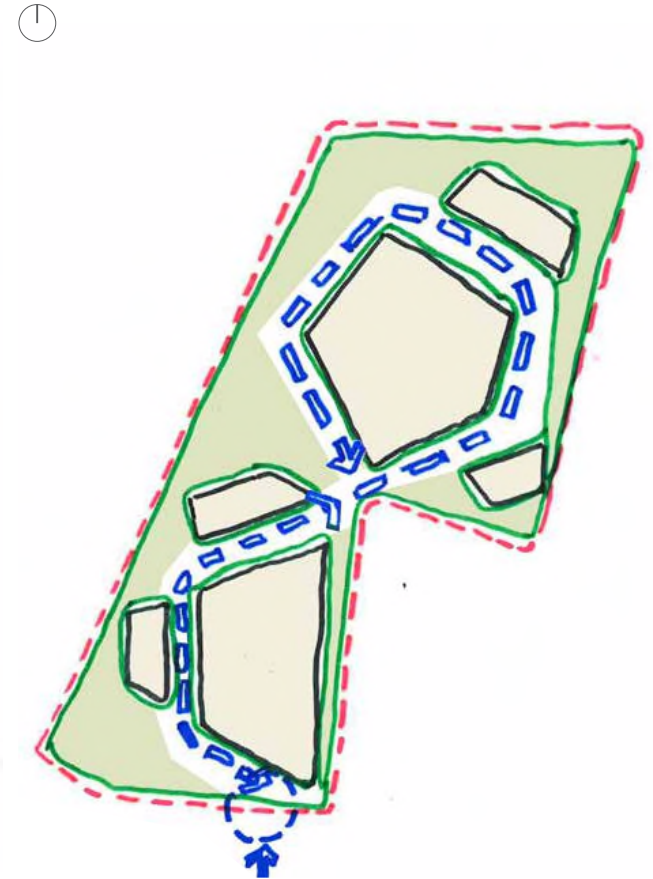
Option 3 (1:2500)



Option 3 looks to show how the development plots could be broken down further and relocates the access point off Longford Road to create a linear plot on the eastern boundary adjacent to the existing school.

To the northern half of the site the road cranks so as to create a less direct connection through to Ryebank Road. In this option the existing gas main and other utilities would need to be relocated.

Option 4 (1:2500)



Option 4 sets out a more informal approach to the site re-development and would support a parkland type character. The existing utilities corridor, watercourse and other green edges and border could be retained whilst creating a series of smaller and irregular development parcels.

The new road accessed only from Longford Road has a winding nature that would create a less obvious through route. It is considered that this will maximise development values.

### 3.4 Illustrative Framework: Options Option 2

**Introduction**

Two alternative illustrative framework plans have been developed further from options 2 and 4 from the previous section of this report. Each delivers a similar quantum of unit and density developments.

A range of typologies including 2, 3, 4 and 5 bed units can be brought forward via a mix of detached and semi-detached dwellings.

A key characteristic of each illustrative layout is the quantity of greenspace which capitalises on the proximity of the park. This gives rise to a relatively low density of around 12-14 units per acre. Different densities and mix of units can be explored but these should aim to retain the same "green characteristics" of the illustrative plans

Option 2 as depicted on these pages delivers a relatively formal layout picking up on the existing street pattern whereas option 4 creates a more informal suburban character and would introduce a different residential offer to the wider neighbourhood.

An indicative development schedule for option 2 is shown below along with an illustrative masterplan adjacent including a series of key development principles.

Indicative Dwelling	Mix/Capacity	
Semi-Detached	24	3-Bedroom
Semi-Detached	24	4-Bedroom
Detached	11	4-Bedroom
Detached	11	5-Bedroom
Total	70	



Illustrative Option 2



### 3.4 Illustrative Framework: Options Option 2



#### Ryebank Road: Proposed Framework Option 2

This option adopts the following key principles:

##### 1. Sense of Place

- + The framework will facilitate a new residential of the highest design quality.
- + The proposed framework illustrates a new residential area that will sit comfortably with the surrounding area.
- + A mix of properties are intended; including 2, 3, 4 and 5 bedroom houses in the form of detached, semi-detached and terraced properties.

##### 2. Access

- + Vehicular access to the development will be solely from Ryebank Road to the South. An emergency vehicle access from Ryebank Road to the North may be considered if this can be appropriately detailed.
- + The site layout will promote increased levels of pedestrian permeability creating footpaths through the site linking Ryebank Road to the North and South and affording new, secure routes through to Longford Park

##### 3. Density

- + A maximum density of 15 units per acre is proposed which is in keeping with the local character.

##### 4. Massing

- + All dwellings will be a maximum of 3 storeys and will respect the heights of existing neighbouring properties

##### 5. Activity

- + 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.

##### 6. Landscape

- + A woodland buffer retaining existing trees will be created between the site and Longford Park.
- + The existing Nico Ditch will be retained and include the enhancement of ecological and landscape features including a 10 metre no build restriction zone.

##### 7. Materials

- + Architectural styles and materials should reflect the local Victorian character.

### 3.4 Illustrative Framework: Options Option 4

**Introduction**

As noted in the introduction text, option 4 offers a more informal suburban character and would introduce a different residential offer to the wider neighbourhood.

An indicative development schedule for option 4 is shown below along with an illustrative masterplan adjacent including a series of key development principles.

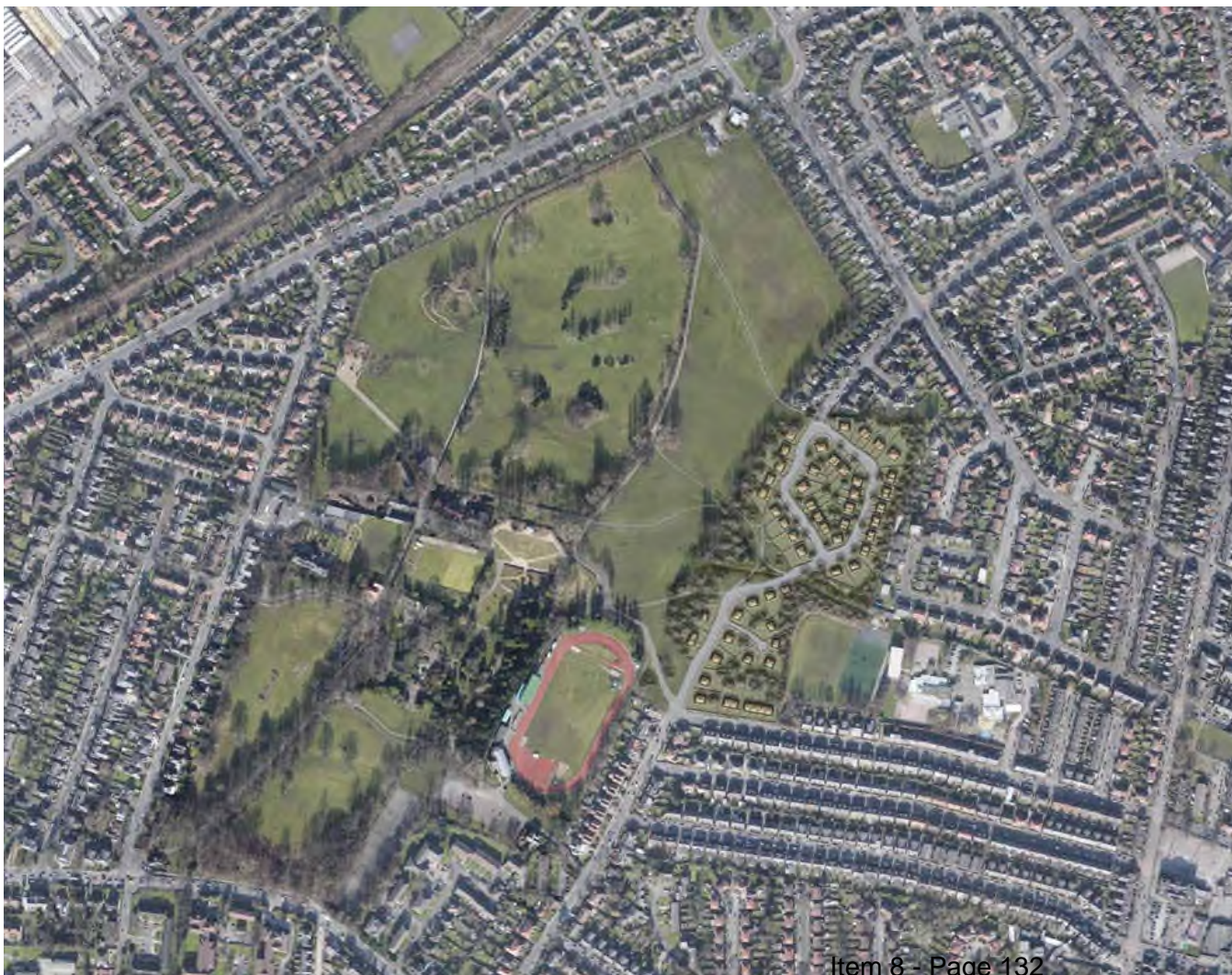
Indicative Dwelling	Mix/Capacity	
Semi-Detached	22	3-Bedroom
Semi-Detached	22	4-Bedroom
Detached	14	4-Bedroom
Detached	14	5-Bedroom
<b>Total</b>	<b>72</b>	



Illustrative Option 1



### 3.4 Illustrative Framework: Options Option 4



#### Ryebank Road: Proposed Framework Option 1

This option adopts the following key principles:

##### 1. Sense of Place

- + The framework will facilitate a new residential development of the highest design quality.
- + The proposed framework illustrates a new residential area that will sit comfortably with the surrounding area.
- + A mix of properties are intended; including 2, 3, 4 and 5 bedroom houses in the form of detached, semi-detached and terraced properties.

##### 2. Access

- + Vehicular access to the development will be solely from Ryebank Road to the South. An emergency vehicle access from Ryebank Road to the North may be considered if this can be appropriately detailed.
- + The site layout will promote increased levels of pedestrian permeability creating footpaths through the site linking Ryebank Road to the North and South and affording new, secure routes through to Longford Park

##### 3. Density

- + A maximum density of 15 units per acre is proposed which is in keeping with the local character.

##### 4. Massing

- + All dwellings will be a maximum of 3 storeys and will respect the heights of existing neighbouring properties

##### 5. Activity

- + 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.

##### 6. Landscape

- + A woodland buffer retaining existing trees will be created between the site and Longford Park.
- + The existing Nico Ditch will be retained and include the enhancement of ecological and landscape features including a 10 metre no build restriction zone.

##### 7. Materials

- + Architectural styles and materials should reflect the local Victorian character.

### 3.5 Supporting Strategies

#### 3.6.1 Landscape and Public Realm

The development should create an external environment that embraces the neighbouring park, softens the current vegetated barrier between the Site and the park and opens up views to the park from the Site. It should protect and enhance, through the sensitive positioning of new development and new tree planting, existing mature and protected trees. New planting should be used to create a parkland character within the Site into which new development can be placed.

The key objectives of the landscape strategy are set out below. They are designed to create a sustainable external environment that enhances the sites existing assets whilst creating a landscape framework into which new development can be integrated.

#### Key Objectives

- + Open up links and views to Longford Park.
- + Create a parkland setting for the new houses.
- + Protect mature tree planting.
- + Introduce a new layer of vegetation to enhance the existing.
- + Provide useable back gardens and an area of defensible space to the front of each property.
- + Create shared surface streets with no formal distinction between cars, bikes and pedestrians.
- + Demonstrate an appropriate design solution to the boundary with Longford Park that does not detrimentally effect the Conversation Area boundary.
- + Create a streetscape that reduces or negates the need for on-street parking.
- + Enhance and extend green corridors through the site and increase the ecological value of the site.
- + Use sustainable urban drainage solutions to deal with surface water runoff and, where possible, integrate the existing ditch into the drainage solution.

#### 3.6.2 Environmental

The preferred option for the redevelopment of the site provide opportunities for environmental enhancement. These are considered to include:

- + Retention and protection of mature trees, particularly those located along the boundary with Longford park.
- + Further opportunity to increase the biodiversity of the site exists through enhanced and extended green corridors through the site, together with additional planting using native species. Wherever possible existing vegetation would be retained. Enhanced biodiversity would be in accordance with the MCC 'Guide to Development in Manchester' Supplementary Planning Document (SPD) and Planning Guidance (adopted 2007).

- + In the event that the land is found to be contaminated and the development of the site provides the opportunity to remediate the land. Further investigation would be undertaken in advance of planning permission.
- + Drainage design will ensure no effects to third party land or flood risk to site. Development would be in accordance with Policy EN 14 (Flood Risk) of the Adopted Core Strategy (July 2012), and will seek to minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.
- + Demonstrate an appropriate design solution to the boundary with Longford Park that does not detrimentally effect the conservation area and its setting.
- + Should archaeological investigations need to be undertaken, these would involve the community through provisions of leaflets, information panels, public talks, or potentially opportunities for involvement in elements of fieldwork. Any findings would be included as areas of open space with permanent displays of information.

- + The Nico (or Mickle) Ditch would be retained (in the absence of further investigation). This would be progressed together with enhanced biodiversity along the ditch to encourage a green link. Furthermore, links with St Johns RC Primary School could be made to promote the ditch as an educational resource.

#### Further Environmental Considerations

The removal of any existing trees may affect protected species such as breeding birds and bats if used for roosting. Consultation and seasonal surveys would need to be undertaken in advance of planning submission and to inform future licenses. Habitat enhancement and creation may be required to offset potential effects to protected species, in accordance with Policy EN 15 (biodiversity and Geological Conservation) of the Adopted Core Strategy (July 2012).

Further considerations would need to be held with National Grid to ascertain any easements/ protected strips that would be required over the existing apparatus. It is likely diversionary works to the 610mm gas main will be required.

Further investigation and consultation would be undertaken in advance of planning submission in relation to the potential for buried archaeological artefacts, which if found may need to be preserved in-situ.

Air quality is unlikely to be a key constraint. However further investigation and consultation would still be undertaken in relation to the nearby Air Quality Management Area, in advance of planning submission.



- Key
- 1-2. SUDS
  - 3. Garden Boundaries
  - 4-5. Shared Surfaces



### 3.5 Supporting Strategies

Peak Hour Vehicle Trip Generation (up to 90 Dwellings)

Peak Hour	Trips		
	Arrivals	Departures	Total
AM Peak	14	32	46
PM Peak	28	19	47

#### 3.6.3 Access and Transport Strategy

##### Access Strategy

All four masterplan options have the ability to take appropriate vehicular access from Longford Road to the site and a continuation of Ryebank Road to the north. It could be the case that the whole development can be reached from either access point or that there is a sub-division within the site whereby the northern section of the site achieves access via Ryebank Road to the north and the southern section via Longford Road to the south.

Whilst two vehicular access points would improve permeability, and subject to further technical work, it is likely that a development of c. 80-90 dwellings could function perfectly adequately with a single vehicular access point which connects with Longford Road. Whilst it was dismissed (on non transport matters), a 1997 appeal decision (Ref: T/APP/B4215/A/96/274140/P5) confirmed that a residential development of 96 dwellings accessed via Longford Road could be accommodated on the adjacent highway network without any need for off-site highway improvements. It is considered that a single vehicular access point from Longford Road would maximise development values and should be considered the preferred access solution subject to further detailed technical highway assessment.

Pedestrian, cycle and emergency vehicle access could also be achieved to Ryebank Road and Longford Road either alongside or independent of general vehicular access provision. In conclusion there is opportunity to access the development in various different ways.

##### Residual Traffic Impacts

On the basis that the site was to accommodate around 90 residential dwellings, the weekday peak hour vehicle trip generation is tabulated below.

It shows that the development could generate a maximum of around 47 peak hour vehicle movements. Given that access is possible to the north and south it is considered highly unlikely that traffic generation amounting to less than 1 additional vehicle every minute would give rise to any measurable highway capacity implications which would place the proposals contrary to paragraph 32 of the NPPF.

Moreover, it should be noted that the actual impact on individual roads remote from the site access point(s) would be much lower due to onward vehicle route choice. Specific traffic count surveys are recommended to verify that any impact on the local highway can be managed adequately. Consideration will also be given to other local traffic management solutions for the streets of Ryebank Road, Longford Road, Newport Road and Nicolas Road. Similar consideration will also be given to St John's Primary School including, for example, additional car parking capacity seeking to reduce on street parking pressure.

##### Sustainable Access

The on-site highway infrastructure will be developed with a clear hierarchy in place and in accordance with the recommendations contained with the Manual for Streets (Department for Transport (DfT), 2007) and its companion guide Manual for Streets 2 - Wider Application of the Principles (DfT, 2010). The on-site highway network will be considered as 'streets' and designed as such. There will be an emphasis on people and their movement and fulfil three key movement functions. These are:

1. Pedestrian and vehicle circulation
2. Access to buildings
3. Public space for human interaction and sociability

It has long since been accepted that there is a short and long-term requirement to utilise more sustainable transport modes, including the most sustainable modes of walking and cycling. Greater utilisation of sustainable transport modes would result in reduced congestion levels, improved local environments and healthier and safer lifestyles. The introduction of 20 mph zones in new residential areas will be considered to promote the use of sustainable transport and minimise highway safety risks. This will also often negate the need for segregated cycle facilities within residential areas.

The concept of development on the site and the design philosophy adopted are to create a sustainable urban extension to encourage the use of sustainable travel modes. Therefore the layout includes on-site high quality pedestrian and cycle networks which will offer fully permeable connections across the wider development site and provide connections to the existing adjacent footpath network.



## 4.0 Delivering the Framework

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This report sets out the draft 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 will be the subject of stakeholder and public consultation. Following review of consultation feedback it is anticipated Manchester City Council's Executive will be asked to endorse the Framework to guide and assist the assessment of future planning applications for the site. Design and Access Statements, together with other supporting information provided as part of a formal planning submission will need to show how development proposals reflect and respond to the Framework and other material considerations. This includes land use, densities and design and layout principles.

The purpose of the final Development Framework will be to set a clear spatial framework for the site that defines the broad parameters (constraints and opportunities) that future development will be set within. It will be 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 draft 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. These technical reports and assessments can be made available to the University's selected development partner and the City Council in their assessment of future proposals on the site.



# 5.0 Appendix

5.1 Environmental Tables

Table 1: Potential environmental constraints

TOPIC	KEY ISSUES	SPATIAL CONSTRAINT TO DEVELOPMENT	RISK TO PLANNING CONSENT / SITE DEVELOPMENT
Arboriculture	Removal of existing trees – unknown status of TPO's.	N	Removal of trees found to be of value would need to be agreed with the Local Authority.
	Preservation of trees in situ.	Y (Limited due to location on boundary of site)	Development of boundaries may be limited to incorporate existing trees and their root protection areas.
Ecology	Potential removal of existing trees may affect protected species such as breeding birds / bats if used for roosting.	N	Should bat roosts be present, their removal from trees is dependent on attainment of a license from Natural England which has cost implications.  Significant, seasonal surveys would be required in advance of planning submission and to inform future licenses.
	Loss of habitats / foraging ground for protected species.	N	Increase in biodiversity at the site will be a requirement of MCC's development Supplementary Planning Document (SPD) <sup>9</sup> .  Seasonal surveys would be required in advance of planning submission and to inform future licenses.  Habitat enhancement and creation may be required to offset potential effects to protected species which has cost implications.
Ground Conditions	Potential for contamination due to historic uses of site as clay pit / brickworks and unknown made ground.	N	Geotechnical suitability of ground will require investigation and solutions, initially through desk study but potentially leading to ground investigation.  Should land be found to be contaminated there are cost implications for the remediation of the site.

TOPIC	KEY ISSUES	SPATIAL CONSTRAINT TO DEVELOPMENT	RISK TO PLANNING CONSENT / SITE DEVELOPMENT
Flood Risk and Drainage	Not likely to pose a significant constraint to development.	N	N/A
	Drainage design will be key to demonstrate no effects to third party land or flood risk to site due to proximity to main river and potential watercourse through the site.  Potential drainage connection to the LNRs.	Y (limited)	On-site attenuation of surface water may have spatial constraints given existing greenfield which may limit amount of developable area.  Drainage design will need to demonstrate no impact on the LNRs.
Archaeology and Cultural Heritage	Potential for previously undiscovered archaeology assets to be present at the site.  Should artefacts be discovered there may be the need for preservation in-situ.  Essential to conserve the setting of the Conservation Area.  Important to retain the Nico ditch.	Y	Should buried archaeological artefacts be found they may need to be preserved in-situ which would spatially constrain development and the quantum of development.  Further investigation required to identify / discount archaeological value of the Site (e.g. geophysical survey / strip search and sample / watching brief). This can have significant cost implications.  Further investigation needed to determine whether the ditch is part of the Nico ditch (although it is assumed so).
Noise	Noise unlikely to be a key constraint.	N	Whilst significant deterioration in the noise environment is a material planning consideration, this is unlikely to be a risk to allocation of the Site or obtaining planning consent.
Air Quality	Air quality unlikely to be a key constraint. However potential increases in road traffic may decrease air quality at existing receptors in nearby AQMA.	N	A significant deterioration in air quality is a material planning consideration.

5.1 Environmental Tables

Table 2: Further works recommended to inform the development brief for Ryebank Road

TOPIC	FURTHER WORKS - ESSENTIAL	FURTHER WORKS – DESIRED
Arboriculture	Tree survey– to confirm value of trees and their potential for removal.	N/A
Ecology	N/A	A Phase 1 Habitat Survey by suitably qualified ecologist to be carried out to ensure all important botanical species are identified and to identify potential for protected species. This will inform survey work which may have up to a 1 year lead in period.  Consultations (where possible) to obtain further local ecological data not publically available.
	N/A	The long tussocky grassland is ideal habitat for reptiles. Reptile surveys to identify the size of population on site if present. Recommend suitable mitigation measures.
	N/A	There is a large amount of scrub on-site which would cover entrances to badger setts. Further survey should be undertaken at the time of the Phase 1 habit survey.
	N/A	A tree assessment (looking for potential bat roosts) should be undertaken at the same time as the Phase 1 habitat survey.
Ground conditions	Preliminary Geo-environmental desk study.	Ground Investigation. Due to the sites location within 1.5km of Trafford Park, an area of commercial / industrial development, procuring an Unexploded Ordnance Threat Assessment would be advisable. However, it would be necessary prior to commencement of any future ground investigation works.
	N/A	Utilities survey to determine existing capacity. Consultation would be required.

Table 2: Further works recommended to inform the development brief for Ryebank Road

TOPIC	FURTHER WORKS - ESSENTIAL	FURTHER WORKS – DESIRED
Flood risk	N/A	Consultation with the Environment Agency and other relevant flood risk and drainage authorities to obtain further data and understanding of risk of flooding, required attenuation, investigate the drain in the centre of the site, determine potential effect on LNRs and determine works required to mitigate potential reservoir flooding.  Further works may be required following consultations.
Archaeology.	N/A	Consultations and review of HER etc data to inform potential for buried archaeology and presence / significance of medieval earthwork.  Further works may be required following review of further information.
Air quality	N/A	Consultations and review of the MCC air quality monitoring data for the AQMA to determine likely impact on nearby AQMA.
Noise	N/A	N/A

