

Chorlton, Manchester

Ryebank Road

Development Framework Summary 2017



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Team



Site Context

Manchester Metropolitan University (MMU) own a 4.69 hectare site to the north of Longford Road, Chorlton.

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Image
Site entrance, Ryebank Road



It is bounded to the west by Longford Park, to the east by St John's RC Primary and the rear of properties on Peveril Crescent and Copley Road, to the north by the rear of properties along Ryebank Road, and to the south by Longford Road itself.

The primary vehicle access to the site is from the junction of Longford Road with Ryebank Road, with a further pedestrian access onto Ryebank Road to the north.

The site hasn't been used by the University for many years because of their strategy to relocate to a city centre Campus to provide high quality 21st Century teaching environments for their students. The site has therefore become a vacant and unmanaged area of grassland.

Development Overview

The University would like to sell this site so that it can be used for much needed new homes in Chorlton.

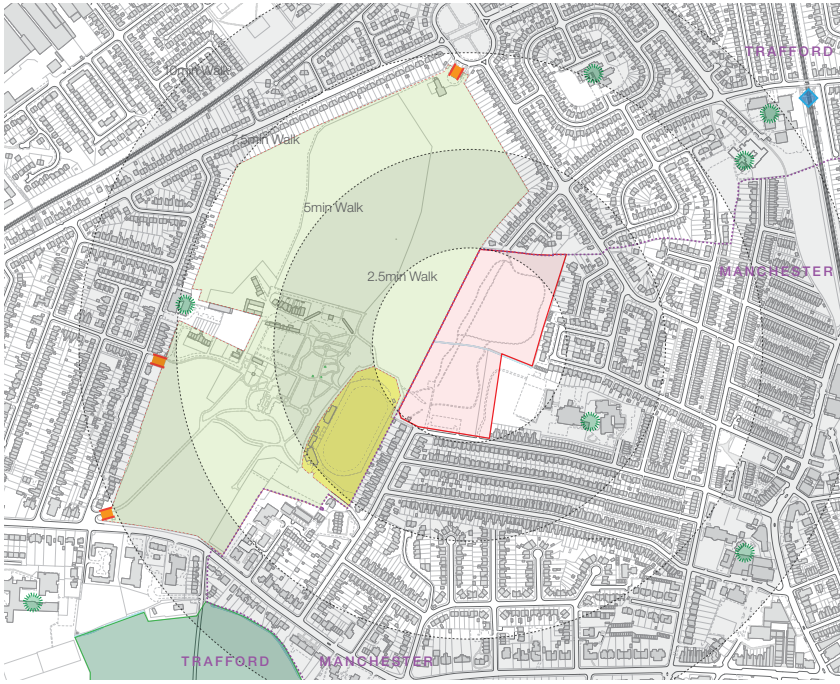
The draft Development Framework sets out the ambition for the site, which is to transform it into a high quality residential area that is a great place to live and provides a high quality of life for its residents. To achieve this a number of goals and aims are proposed as follows:

- + Large suburban housing including detached and semi-detached homes with gardens and off road car parking.
- + A well planned layout for the new homes so that they are in keeping with the surrounding area.
- + Additional landscaping and tree planning that will extend the character of Longford Park into the site.
- + Re-use of the existing vehicle access from Longford Road as the main entrance, with Ryebank Road to the north for pedestrian and cycle access.

Image

Aerial view of the site, Ryebank Road, Chorlton.





The character of the area immediately surrounding the site has also been assessed and analysed to inform the proposals within the draft Development Framework. The results are summarised on the following two analysis plans.

Key

- Site
- Turn Moss Playing Fields
- Park Gatehouses
- ◆ Firwood Tram Stop
- Longford Park
- Health & Fitness Club
- ★ Local Schools

Constraints

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, Ryebank Road, Newport Road and Nicolas Road
- 8. Existing Residential Context – 2 storey housing



Concept Layout Options

Four layout options have been produced to explore different ways to accommodate plots (blocks or areas of houses) of development where new homes would be located.

Option 1

Option 1 delivers four development plots arranged either side of a new road that extends Ryebank Road to Longford Road.

The new road follows the line of the main gas pipeline that runs through the site, whilst maintaining a usable development plot between the new road and Longford Park.

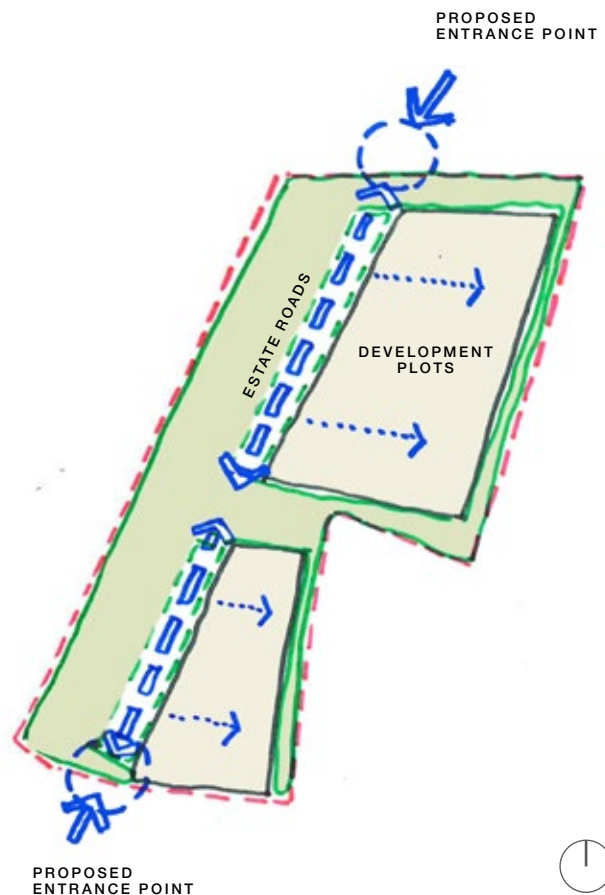
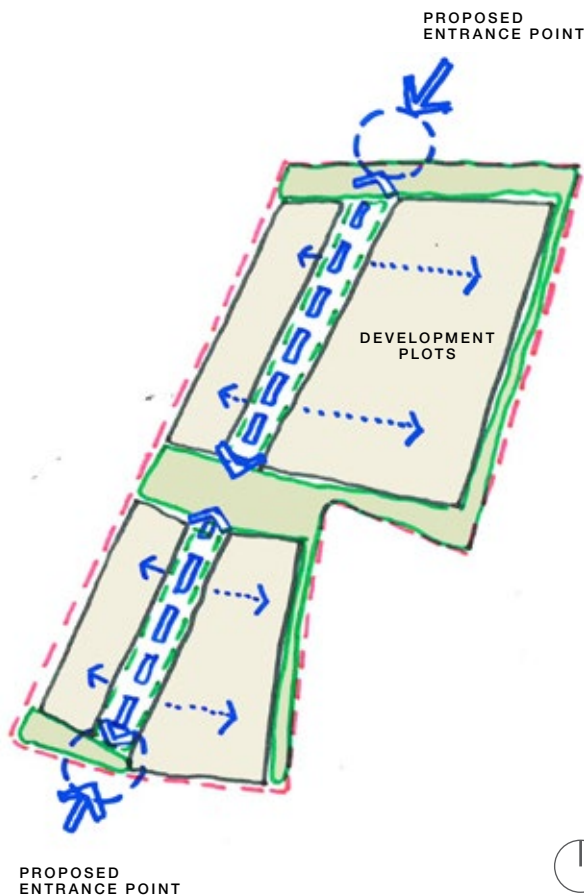
The new road could be delivered either as a through road or as two separate lengths of road that are separated by the existing ditch that runs across the site. This would allow for independent vehicular access points to the south and north if this was considered appropriate.

East-West green landscape corridors are maintained between the development plots and neighbouring housing to the northern and eastern site boundaries. These will allow the retention and enhancement of the existing ditch allowing a natural form of drainage to be used and the ecology value of the site to be improved.

Option 2

Option 2 is a variation on option 1 that removes the development plot immediately adjacent to Longford Park. This will retain and enhance the green edge to the Park and provide the opportunity for new development to face on to an attractive open space.

6



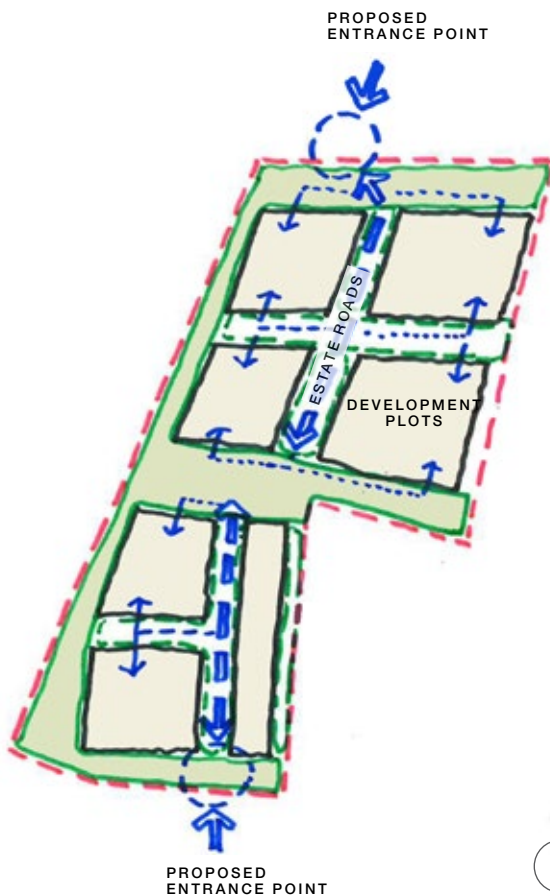
Option 3

Option 3 looks to show how the development plots could be broken down further to create attractive green spaces between areas of housing.

It also relocates the main vehicular access point further along Longford Road to create a long and narrow development plot along the eastern boundary adjacent to the existing school.

To the northern half of the site the new internal road cranks so as to create a less direct connection through to Ryebank Road to the north if this is considered appropriate.

In this option the existing gas pipeline and other utilities would need to be relocated.



Option 4

Option 4 sets out a more informal approach to the site re-development and would support a parkland type character.

The existing gas pipeline, watercourse and other green edges and borders are retained whilst creating a series of smaller and irregular development plots.

As an alternative approach to site access, a single vehicular access point is proposed from the south (Longford Road). This would allow a single winding vehicle route through the site that restricts vehicular movement to the north.



Illustrative

Development Frameworks

Concept layout options 2 and 4 have been drawn in more detail to provide an illustration of the type of place and environment that can be created on the site.

These ‘illustrative development frameworks’ show that around 70 high quality large new homes (3, 4 and 5 bed semi-detached / detached) can be accommodated on the site.

Illustrative Development Framework Option 2

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



Illustrative Development Framework Option 4

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



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The illustrative development frameworks have been prepared on the basis of a number of development and design principles:

1

Sense of Place

- + The Development Framework will only allow new homes of the highest design quality that are in keeping with the character of the site and the surrounding residential streets.
- + A mix of property types are intended; including 3, 4 and 5 bedroom houses in the form of detached, semi-detached and terraced properties with front and back gardens and off street parking.

2

Access

- + Re-use of the existing vehicle access from Longford Road as the main entrance, with Ryebank Road to the north for pedestrian and cycle access (this may need to allow emergency vehicle access as well).
- + Greater walking and cycling will be encouraged by creating safe and secure footpaths through the site linking Ryebank Road to the North and South and into/through to Longford Park.
- + No on-street parking.

3

Density (no. of homes per hectare)

- + A maximum density of 15 homes per hectare is proposed which is in keeping with the local character – this would deliver around 70 new homes.

4

Massing (height and width of new homes)

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

5

Activity

- + The layout and design of the new homes will provide natural surveillance to improve the safety of the new streets and will avoid creating cul-de-sacs.
- + Create streets that are shared by cars, bikes and pedestrians.

6

Landscape

- + Create a parkland setting for the new houses.
- + New tree planting will strengthen the existing tree belt between the site and Longford Park.
- + The existing Nico Ditch running through the centre of the site will be retained and will include improvements to the ecology, biodiversity and landscape, as well as including a 10 metre no build restriction zone.
- + Provide a natural drainage system.

7

Materials

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

Drainage Biodiversity & Ecology

Next Steps

Drainage

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

Whilst this is the case, the future drainage for the site will be designed to ensure that there will not be a risk of flooding to land on or off site as a result of the development.

Development will need to be planned to minimise surface water run-off from the site, including the appropriate use of open space and landscape to drain the site as naturally as possible (Sustainable Urban Drainage Systems).

Biodiversity & Ecology

Incorporating improved and extended green corridors through the site are considered to be important and are shown clearly on the two illustrative development frameworks as principles to be included within any future designs for the site.

Additional planting is proposed to use native species, and wherever possible existing vegetation would be retained. Further to this habitat enhancement and creation for existing wildlife may be required to offset any potential effects to protected species on site. This will be determined by surveys that would support any future planning application.

The objectives of these measures is to enhance the biodiversity and ecology value of the site in accordance with the MCC 'Guide to Development in Manchester' Supplementary Planning Document (SPD) and Planning Guidance (adopted 2007).

The Public Consultation will run from 16th October to 15th December 2017.

We welcome your comments and your responses to the Consultation Questions.

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