

# Development Brief

## Land at Lock Keepers Court & Site of Former Droylsden Library, Droylsden Marina

### 1. Introduction

The purpose of this document is to provide a concise introduction to the development potential and planning requirements relevant to this development site. The site is owned by Tameside MBC and the Council is seeking to dispose of it.

Its aim is to assist potential purchasers in the preparation of development proposals and will be used to assess the acceptability of any offers put forward, before the Council will consider selling the site, to ensure that it meets the Council's requirements in terms of design, development and land use principles.

Developers will need to ensure that the principles are adhered to, and any variations clearly justified.

### 2. Summary of brief

The Council will expect the new proposals to be appropriate to its context including:

- Maximising the opportunity presented by this prominent gateway site adjacent to the existing marina and canal arm to contribute to a distinctive and legible built environment;
- Being either a mixed residential development of housing, apartments or specialist housing (retirement or other) including an element of food and beverage;
- Utilising building heights of up to six storeys adjacent to marina and library building.

### 3. Location

The site is in a prominent gateway position within the boundary of Droylsden Town Centre, within a largely residential area to the South of Manchester Road. It is located immediately to the west and north of Droylsden Marina which

provides an attractive waterside setting. Surrounding development is characterised by a mix of apartments and terraced/semi-detached homes.



**Location Map for Land at Lock Keepers Court & Site of Former Droylsden Library, Droylsden Marina**

The site is in a highly accessible town centre location within walking distance of metrolink, bus routes, schools, local shopping, library, park and other services of Droylsden town centre.

### 4. Site description and context

**Current use:** The 0.93 hectare vacant site was previously occupied by Droylsden Library (opened 1937, closed and subsequently demolished 2021) to the north and the community hall and swimming pool (opened 1966, closed and subsequently demolished 2005) that was on the land that is now adjacent to Lock Keepers Court.

**Scale and built form:** Adjacent development is mixed, ranging from two storey terraced and semi-detached properties up to four and six-storey in the modern apartment blocks.



**Character:** The area, although adjacent to the town centre and opposite Tesco Superstore, is predominantly residential in nature.

**Density:** The density of the surrounding area is varied, ranging from what is considered to be medium density of 57 dwellings per hectare to a higher density of around 85 dwellings per hectare.

**Views:** Views of the marina across the site from Manchester Road are currently obscured by tree and shrub growth, alongside existing boundary structures. The site and the marina are more easily visible from Durham Street, which is located on the opposite side of the marina and Hollinwood Branch canal arm.

**Topography:** The site is a largely flat.

**Access:** There is existing access to both parts of the site from Lock Keepers Court. From this there is an un-named access road that leads east to the canal basin before turning north to the rear of the cleared former library site.

The former library site has a remaining pedestrian access point from Manchester Road). The Lock Keepers Court part of the site is currently not accessible from Manchester Road, however the site is open on the other sides and there are informal footpaths crossing it.

**Boundaries:** The northern boundary is formed by Manchester Road and to the west by Lock Keepers Court. The remnant part of Edmund Street forms the smaller length of southern boundary. The eastern boundary is defined by a mix of the canal, marina, the modern terraced housing of Bridgewater Wharf and the western end of the Greater Manchester Pension Fund office building/Droylsden Library. It is important to note that the gap between the north eastern edge of the site and the adjacent development is formed by the alignment of the former Hollinwood branch canal.

**Trees:** Consideration should be made to the numerous trees contained within the site boundary. In particular the group located on the southern part of the site and a further group that form part of the eastern boundary around the marina area.

**Flooding:** The entire site is within flood zone 1 with a low probability of flooding from rivers.



**Bridgewater House viewed across the site from Lock Keepers Court**

**Ground Conditions:** Prospective developers will have to satisfy themselves of ground conditions including contamination, services and culverts prior to development of the site.

## 5. Planning considerations

The development of the site should accord with the development plan, namely policies in Places for Everyone (PfE) (2024) and all the remaining saved policies of the Tameside Unitary Development Plan (2004), alongside the following Supplementary Planning Documents:

- Residential Design SPD
- Trees and Landscaping on Development Sites SPD



In addition, proposals should support delivery of the ambition and proposals set out in the emerging Droylsden Town Centre Masterplan.

## 6. Development principles

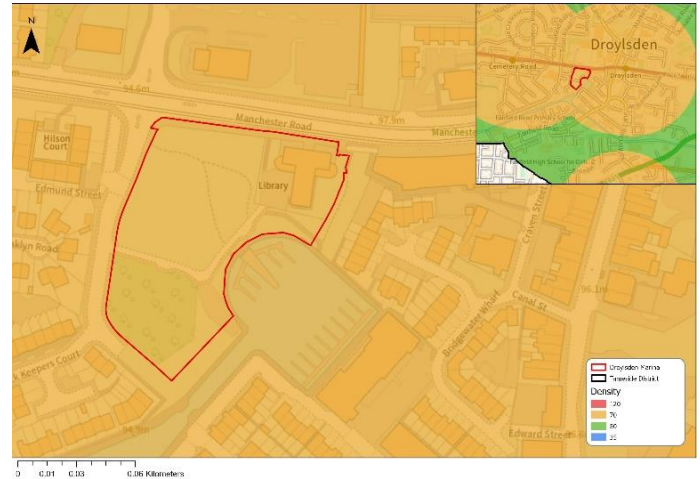
**Land use:** The site is allocated in the Tameside UDP as a Development Opportunity Area (E2(4)) for a range of land uses (office, light industrial, residential, leisure and specialist retail). It is also within the designated town centre boundary for Droylsden (UDP Policies S2 and S3).

The site would appear appropriate for residential uses, alongside other specialist residential accommodation, with potential for a small element of food and beverage development to take the opportunity presented by the town centre location and proximity and frontage to the marina.

**Density:** In accordance with PfE policy JP-H4 town centre locations should look to achieve higher densities and any residential proposals should achieve a minimum density of 70 dwellings per hectare (see map below). A mix of a minimum of 65 houses and apartments, or exclusively apartments, would be appropriate. This should however be applied sensitively – taking into account the existing residential development to the south, west and east.

**Scale and massing:** Building(s) of up to six storeys could be considered appropriate along the Manchester Road frontage to the north and east of the site, however, this should be scaled down to 2-2.5 storeys to reflect the mix of scale and massing that is present in the town centre. A mix of development blocks should be considered in order to reflect the massing of surrounding groups of buildings, such as terraced or semi-detached housing and the modern larger scale apartment blocks.

Retention of existing mature trees may provide an appropriate buffer and mitigation between existing and proposed development.



**PfE Policy JP-H4 Density Mapping – Droylsden Town Centre**

**Design:** The site presents the opportunity to continue the regeneration of Droylsden town centre. It occupies a prominent location and should take a contemporary approach to layout, design and material choice. However, care must be taken to design the development in such a way that it does not overwhelm existing properties adjacent to the site.

**Edges:** Any development located on Manchester Road should take advantage of the prominent gateway location. Any development fronting onto Lock Keepers Court or the marina has the potential to deliver a sensitive interface with the existing residential properties, and could incorporate courtyard front gardens or suitable boundary treatment in order to provide a set back and align with surrounding properties. Development proposals should acknowledge and provide activity to both primary and secondary frontages as shown on the parameters plan.





Existing residential boundary fronting the canal

**Views:** Opportunities to enhance and create new pedestrian routes from Manchester Road to the marina and canal towpath should be considered to encourage active lifestyles and improve accessibility. This could also be used as an opportunity to frame the key views of the site from the focal point on Manchester Road through to the marina.

**Affordable homes:** Where proposals are predominantly for affordable housing, the types and tenures should be agreed with the Council before submission of a tender or any grant funding bid to Homes England's affordable homes programme.

Where proposals are for market sale housing then a minimum 15% of any homes should be affordable, with at least 60% being family homes for social rent and the remainder for shared ownership or rent to buy.

Nomination rights should be provided to the Council for social rent and a local connection for all affordable home ownership tenures will be expected. Homes delivered by developer contribution should be discounted and transferred to one Registered Provider and should not be grant funded by Homes England.

**Privacy:** Development proposals of up to two storeys should be a minimum of 21 metres from

the existing homes (habitable room to habitable room). However, this is dependent on the location, orientation and height of main living spaces as set out within the Residential Design Guide SPD policy RD5. For example, where development of three or more storeys is proposed the set back should be increased by three metres extra for every storey to a maximum of 36 metres.

**Accessible and Adaptable Homes:** Any residential proposals should achieve the Building Regulations Part M4(2) standard for accessible and adaptable homes in accordance with PfE policy JP-H3. Properties that additionally meet Part M4(3) standard are encouraged.

**Minimum Space:** Any residential proposals must comply with the nationally described minimum space standards in accordance with PfE policy JP-H3.

**Access and Highways:** All highways should be made up to adoptable standards, where they serve five or more properties and should embed connectivity and permeability, prioritise active travel modes, such as cycling, walking and wheeling, in line with PfE Policy C5: Streets for All principals<sup>1</sup> and JP-C8: Transport Requirements of New Development.

Primary vehicular access into the site is currently from Lock Keepers Court.

New and enhanced pedestrian links should be provided between Manchester Road, the marina and canal towpath to encourage active travel between the developed site, metrolink stop and the shops and facilities located in the town centre. A key element of this should include creating an active frontage that overlooks the active travel link proposed in the emerging Droylsden Town Centre Masterplan. This would

<sup>1</sup> <https://www.tfgm.com/strategy/streets-for-all>



use the existing underpass of the Hollinwood Branch Canal, and although outside of the site boundary, it should provide a desirable, safe and convenient link between the site, marina, canal network and the wider town centre.

There should be adequate access for refuse collection and for the storage of waste and recycling bins. Proposals should include safe, innovative parking solutions (potential to use the ground floor) that do not dominate and there should not be large areas of surface or frontage parking.

**Car parking:** Development proposals should have clearly defined parking areas, which provide EV charging facilities, and should not include on-street parking. Given the site's highly accessible location within Droylsden Town Centre, within walking distance to shops, amenities, metrolink and bus services to Ashton and Manchester, alongside opportunities for active travel, a reduction in minimum parking standards may be considered appropriate. However, the impact of cars should also not compromise the safety of pedestrians and traffic flows around the site. All homes without a garage will require secure/covered bike storage and apartments should include secure cycle storage facilities. Consideration should also be given to providing limited parking for existing residents of the marina.

**Trees:** An appropriate off set should be provided to any trees within the site that are considered worthy of retention, acknowledging the potential need for root protection areas. Therefore, a full arboricultural survey is needed in order to accurately evaluate the condition and value of any trees.

Retention of existing mature trees could assist in meeting biodiversity net gain requirements.



Existing access off Local Keepers Court

**Landscaping:** Landscape design will make a significant contribution to the appearance of the development. Any hard and soft landscaping should be integral to the scheme and reflect the scale and nature of development. Public realm should be safe, robust and attractive; with usable outdoor spaces, which encourage activity. A privately managed pocket park/ play area within the site would be welcomed and would assist with addressing any deficiencies and compliance with UDP policy OL4.

Boundary treatments should be constructed in attractive and durable materials.

New planting should be provided throughout the site, which is within a Tree Planting Opportunity Area identified by City of Trees<sup>2</sup> where a net enhancement in the landscape character of the site, in line with PfE Policy JP-G7 (12) on Trees and Woodland is expected.

Proposals should consider opportunities for areas where residents can grow food. This could

<sup>2</sup> MappingGM – City of Trees – Tree Planting Opportunity Areas: <https://mappinggm.org.uk/green/>



also include assessing the potential for including communal fruit trees as an element of the site's landscaping.

**Ecology and Biodiversity Net Gain:** The site is within 25 metres of the Ashton Canal East Site of Biological Importance (SBI). Therefore, an appropriate ecological assessment should be undertaken reflecting the proximity of the SBI and also including the potential for nesting birds, bat roosts and other species potentially present.

A minimum statutory 10% Biodiversity Net Gain should be achieved by any future development, this is also in accordance with PfE Policy JP-G8. The Biodiversity value of the site should be measured using the statutory Biodiversity Metric.

**Secured By Design:** Proposals should be safe and secure, designing out crime, in line with PfE Policy JP-P1, reducing opportunities for anti-social behaviour. The Council encourages schemes to achieve Secured By Design accreditation, where they should provide natural surveillance over the public realm and across the adjacent park. Further details are available from [www.securedbydesign.com](http://www.securedbydesign.com).

**Environment and Sustainability:** Tameside Council is committed to promoting the conservation and sustainable use of natural resources and encourages developers to incorporate these principles in the use of construction materials. This should be done through a sustainability statement which will include:

- An energy statement which demonstrates energy reduction measures, in line with PfE Policy JP-S2 (Carbon) and S3 (Heat Networks), such as on-site generation of renewable energy.

- The incorporation of Sustainable Urban Drainage Systems (SUDS) in accordance with PfE policy JP-S4.

**Planning Obligations:** The development may impact on infrastructure and service provision and is likely to be subject to Section 106 Agreement to mitigate this. Likely contributions from a residential led development could include:

- Contribution towards the provision of school places;
- Contribution towards highway improvements;
- Open space provision/improvements
- Affordable Housing - Expectations regarding affordable housing are as set out above

Please submit a Heads of Terms or draft UU with any application to avoid delays.

## 7. Planning applications

Developers are encouraged to enter into active pre-application discussions<sup>3</sup> with Development Management Officers regarding their proposals. Supporting visual material will depend on the nature and scale of proposals. However, proposals will typically need to be supported by the following:

- A full set of plans, including street scenes and montages;
- A Design and Access Statement (including Crime Impact Assessment);
- Residential proposals to include Accessibility Checklist/ Statement;
- Desk based Site Investigation;
- A full Transport Assessment, including parking details;

<sup>3</sup> <https://www.tameside.gov.uk/planning/preapplications>



- A Sustainability Statement, incl energy statement;
- Arboricultural Assessment;
- Ecological Assessment, including Biodiversity Net Gain Information;
- A Landscaping/Public Realm Strategy;
- A Flood Risk Assessment (more vulnerable use adjacent canal and marina)
- A full Drainage Strategy;
- Noise Impact Assessment, if relevant.
- Statement of Community Involvement;
- Heads of Terms (in relation to s106);

## **8. Further information**

For further information visit  
[www.tameside.gov.uk/planning](http://www.tameside.gov.uk/planning)



# Appendix 1 – Parameters Plan

