

**MANCHESTER UNITARY DEVELOPMENT PLAN: EXPIRED POLICIES
DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING AND**

COMPULSORY PURCHASE ACT 2004

The Planning and Compulsory Purchase Act, which came into force in September 2004, introduced a new planning system, which means that the Unitary Development Plan will be replaced with a Local Development Framework. The Local Development Framework Core Strategy will not be adopted until 2010 therefore the policies in the Unitary Development Plan have to be 'saved' so that they can continue to be used in the meantime. The City Council was required to apply to the Secretary of State to continue saving the policies past the 27th September 2007. A number of policies were no longer relevant so the Secretary of State directed that these policies not be saved.

The policies listed overleaf expired on the 27th September 2007 and no longer form part of the development plan for Manchester. All other policies remain saved.

Policies that expired on the 27th September 2007

PART ONE	AREA 11 Rusholme and Fallowfield
H1.1	
PART TWO AREA SPECIFIC POLICIES	RF2
AREA 1: Blackley, Charlestown and Moston	RF9
BM10	RF13
AREA 2: Cheetham and Crumpsall	AREA 13: Chorlton and Barlow Moor
CC11	CB4
CC12	CB5
CC13	CB6
AREA 5: City Centre	CB7
RC11	CB8
RC16	CB9
RC19	CB12
AREA 6: Hulme	CB14
HU4	AREA 14: Withington and Burnage
HU5	WB5
HU6	WB7
HU7	WB8
HU8	AREA 15: Didsbury
HU11	DB4
HU13	DB5
HU14	DB6
HU15	DB11
HU16	AREA 16 – West Wythenshawe
HU17	WW4
HU19	WW5
HU21	WW6
AREA 7 Moss Side	AREA 17 East Wythenshawe
MS2	EW2
MS3	EW4
MS4	EW5
MS5	EW6
MS6	EW7
MS7	EW10
AREA 9 North and South Gorton	EW16
GO7	EW18
AREA 10 Whalley Range	EW19
WR2	EW22
WR4	

PREFACE

The Manchester Plan was adopted on 21st July 1995 following an extensive period of public consultation and a major public inquiry. The process of producing the Plan has enabled a large number of individuals and organisations to have a say in the future of the city and the Plan that has emerged is all the better for this. I am grateful to all those people who have taken the trouble to help shape the Plan's proposals.

The Council is committed to keeping the Plan up to date without throwing away the virtues of having a settled and well-understood planning framework for the city. Changes will therefore only be promoted where there is a clear need to do so. The Council has already indicated that it wishes to review the policies for the city centre and for the airport. Generally the approach will be to monitor the changes occurring in the city to see whether the Plan needs to be modified. If alterations are necessary, there will be full consultation with all people who are affected.

The Plan has been published in a loose-leaf format to enable such changes to be made without having to reprint the whole document. The Plan will be important in shaping the future of the city. It will act as a context for the investment decisions of both public and private bodies and it will provide the framework for day-to-day decisions affecting development throughout Manchester.

We are entering into an exciting period where city living is becoming more desirable. There are tremendous opportunities to provide new housing in Manchester particularly through the conversion of buildings such as warehouses in the city centre as well as encouraging residential development on many of the sites coming forward in the city every year for redevelopment. This will mean that people can live closer to where they work and closer to shops and leisure facilities and thus reduce the need to travel. In order for all of this to be successful it must be accompanied by widespread measures aimed at making the city an attractive place in which to live.

The city centre, besides being a place where people again wish to reside, is becoming increasingly popular as a regional centre for business and shopping and also for tourism and a wide variety of leisure activities. The growth of commercial banking and financial and professional services, the refurbishment of the main shopping areas and the construction of the new concert hall and the 20,000 seater arena illustrate this. The recent Olympic bids and the nomination to host the Commonwealth Games in 2002 have helped the city once again to be a player on the world stage. The aim is to make Manchester a truly European regional capital, an international city of outstanding commercial, cultural and creative potential and an area distinguished by the quality of life and sense of well being enjoyed by its residents.

There is much to do to achieve this vision. The Manchester Plan plays an important part in setting the agenda.

COUNCILLOR KEN FRANKLIN
CHAIR - ENVIRONMENTAL PLANNING COMMITTEE
MANCHESTER CITY COUNCIL
July 1995

CONTEXT

Manchester, with its population of 450,000 and its 300,000 jobs, lies at the heart of one of Europe's major conurbations. Over 6 million people live within 30 miles of the City Centre. The City is the main administrative, commercial and cultural centre in the north of England. Because of its history and its continuing international role, Manchester is known world-wide. Manchester Airport ranks amongst the world's major airports. Many aspects of the City's daily life in the fields of learning, entertainment, sport and the media carry Manchester's name throughout the world and this international reputation has been further enhanced by the Olympic and Commonwealth Games Bids.

All of this provides something very substantial on which to build. But a Plan for Manchester must above all relate to the needs of the people who live and work in the City. Many of these people have only a limited interest in its regional and international role. Indeed many of them experience the problems of noise and congestion that are generated by the level of activity that currently takes place in the City. It is also a quirk of administrative boundaries that many of the people who look to it for work and prosperity live outside the City and that many of the poorest areas in the conurbation lie cheek by jowl with the City Centre, but have relatively few links with it.

Any Plan must also recognise that great cities like Manchester do not change overnight. They are the product of many changes, some big, some small, promoted by decisions made by large numbers of different people. Together, over time, these changes can and indeed do change the City, but it can take many years for their effect to become evident. Often changes are the unanticipated consequences of decisions taken in various walks of life, and indeed in other parts of the world, without reference to their potential impact on Manchester. The reality is that the management of change in a City like Manchester is not something that can be achieved by writing it down in a plan which can then simply be implemented.

The majority of the decisions which will shape the future will not be taken by the Council. For the most part they will be taken by ordinary people - is Manchester the place they want to live, to bring up and educate their children, can they and their children find work, are they able to enjoy a healthy and prosperous life? What the Manchester Plan can do is to provide a vision for the City and a policy framework which can influence this multiplicity of decisions for the good of the City as a whole and its citizens.

Thus the Plan must aim to make Manchester a City in which people are proud to live. It must be relevant to the needs of disadvantaged and oppressed groups of all kinds. It must seek to create conditions which will be attractive not only to people who want to Live in the City but also to those who have to be persuaded to invest, to provide jobs, services and facilities. The Plan must seek to guide and encourage change. It must take into account the needs of people who already live here. It must look to improve their quality of life and, in an era where environmental concerns are coming increasingly to the fore, it must seek to ensure the environment that is handed on to future generations is better than that inherited from the past. It must give expression to the Government's stated intention to work towards ensuring that development and growth are sustainable.

With all of this in mind the Council has set down a number of objectives to provide the basis for the Plan.

INTRODUCTION

OBJECTIVES

I. IMPROVING THE CITY AS A PLACE TO LIVE, WORK AND VISIT

Improve the housing stock and housing environment.

Maintain the City's high quality residential areas as places where people wish to remain.

Foster the cleanest City in the region.

Improve public transport in all its forms as part of a transportation system which is better balanced between public and private transport than at present.

Upgrade the appearance of all radial routes (road, rail and waterway) such that they become attractive and welcoming.

Establish a strategic network of green routes based upon river valleys, canals and parks for pedestrians and cyclists.

Protect and enhance Manchester's Victorian, Edwardian and Georgian architectural and historic heritage.

Promote a safer environment for all, but especially for women and children.

Improve and add to the City's stock of sporting and recreational facilities, both to enhance the quality of life and to support the City's international reputation.

Make Manchester accessible to everyone, with special emphasis on mobility-impaired people.

Encourage community involvement in the development process and in the improvement of the environment.

Improve the City Centre environment for the large numbers of pedestrians that use it daily.

Make appropriate provision for waste disposal and minerals extraction.

II. REVITALISING THE LOCAL ECONOMY

Help existing businesses to adapt their physical requirements to meet economic and technological changes.

Maximise the opportunities for employment generation consistent with the need to protect residential and environmental amenity.

Positively use the City Council's landholdings to achieve development partnerships with the private sector and Central Government especially in the designated Inner Area, and with the Central Manchester Development Corporation within their area of operation.

Exploit fully the economic potential of the Airport to the benefit of Manchester residents.

Build upon and reinforce the economic and cultural role of the Regional Centre.

Foster the development of the City's vibrant youth culture, emphasising as part of this the role of the City's higher education institutions.

Encourage the redevelopment of the City's older industrial and warehousing areas as their economic functions change.

Accommodate changing customer retail demands whilst at the same time reinforcing and enhancing existing established District Centres.

HOW THE PLAN WORKS

All parts of the Plan are inter-related. Therefore no one section should be read in isolation. Part 1 sets out the strategic framework intended to guide the future development of the City and its relationship with adjacent areas. It gives expression at a City-wide level to the Council's key objectives set out above.

Part 2 gives expression to these strategic objectives at a local level. The City is divided into 17 smaller sub-areas, each of which represents a group of the Neighbourhood Service areas which have been established by the Council. For each of these sub-areas the Plan sets out more detailed and, in some cases, site specific guidance for the future development of the area. Part 2 also includes City-wide policies which will guide development control decisions.

Finally, Part 3 deals with the question of implementation by the City Council as developer, as housing and highways authority, as a provider of recreational and environmental services and as the manager of the statutory land use planning system.

The whole of the Plan provides the basis for development control decisions. Further, more detailed development control policies may be issued by the Council from time to time. These will be grounded in the Plan and will have the status of supplementary planning guidance.

The Plan does not attempt to resolve all issues relating to the future use of land within the City. However, taken together the policies and attitudes set out in Parts 1, 2 and 3, coupled with the approach established above in the Council's broad objectives, provide the framework for the management and development of the City over the next 10 years and beyond.

The Manchester Plan is the Statutory Unitary Development Plan for the City of Manchester. It replaces the Greater Manchester Structure Plan (insofar as it relates to the City of Manchester) and the following local plans:

- The Green Belt Local Plan
- The City Centre Local Plan
- The Medtock Valley Local Plan
- The Beswick Local Plan
- The Mersey Valley Local Plan
- The Ringway Local Plan
- The Minerals Local Plan
- The 1961 Development Plan

The City Centre Local Plan proposals have been incorporated unmodified into the Manchester Plan. Modifications have been made to the other Local Plans.

To provide a context for the new Plan and the Plans of the other Greater Manchester District Councils, the Secretary of State for the Environment produced Strategic Guidance for Greater Manchester (RPG 4) in December 1989. This Guidance was prepared after taking account of the views of consultees, including the local planning authorities. It is published by HMSO.

GUIDE TO PART 1

Part 1 of the Plan will be particularly useful for people who are looking to find the Council's broad approach to development issues. It provides a context for decision making, for example in terms of the investment decisions and corporate strategies of both public and private agencies. It will also inform the Council's decisions on development control matters where it will complement the more detailed guidance to be found in Part 2 of the Plan.

Part 1 of the Plan comprises the following sections:

Housing
Employment and Economic Development
Environmental Improvement and Protection
Major Urban Renewal Areas
Shopping
Leisure and Recreation
Transport

Each section starts with an introduction setting the strategic context and summarising the Part 1 topic policies. The policies are grouped under strategic objectives.

The "reasons" for the policies explain the background to the proposals and will aid implementation.

HOUSING

INTRODUCTION

The Council has two broad aims in relation to housing. The first is to maintain and, where necessary, improve the quality of existing homes and residential areas. The second is to make use of the many opportunities to provide new housing in order to meet the needs of people who wish to live in the City and extend the range of housing available. These aims are tied in very closely with making the City a better place in which to live.

Much has been done to improve housing over recent years but much remains to be done. The slum clearance programmes of the 1960s and early 70s removed over 70,000 of the City's worst dwellings. Redevelopment took place at lower densities with the construction of 44,000 dwellings between 1961 and 1980 in the City and a further 16,800 in overspill estates. By the mid 70s the programme of large scale redevelopment was nearing its end and the emphasis turned to the improvement of the remaining substandard dwellings and of the older housing areas in general. Since 1976 some 40,000 dwellings have been improved.

Despite all of this over one quarter of the City's homes are in need of major treatment. The bulk of the problems are in Council owned properties many of which were built rapidly in the 1960s and 70s using non-traditional methods and have not stood the test of time. In the worst cases, such as Hulme, the demolition of properties and rebuilding using traditional methods and layouts is considered to be the best solution. In other cases it is possible to adapt and improve existing properties, for example the decapitation of 3 and 4 storey maisonettes to form 2 storey houses. The Council will seek appropriate Levels of resources to enable it to maintain on a regular basis the publicly owned housing stock, to avoid deterioration of dwellings to the point where demolition is the only viable option. Resources are similarly necessary to improve many remaining older privately owned homes.

There is continuing demand for new houses. Recent rates of construction have averaged 1400 dwellings a year. The contribution of housing associations and private housebuilders has become increasingly important as tight controls have prevented the Council from building as many new homes as it would wish. The plan allows for a further 16,000 dwellings in the City between 1991 and 2001 which reflects the amount of land available for housing both in terms of sites currently identified and sites coming forward over the plan period for redevelopment. Thus the approach can be said to be based on capacity and opportunity rather than meeting a projected population level. The future population level will in fact be very much a function of the extent to which the opportunities for new housebuilding are taken up.

The Council wishes to see new housing schemes of a high quality. It will expect all schemes to be designed so that they provide safe and attractive places for people to live. Where major opportunities arise to create large, new residential areas, such as in Hulme, the emphasis will be on creating "traditional" neighbourhoods with a full range of housing types, low rise buildings fronting onto the street and the convenient provision of the necessary community facilities. The Council will also wish to see a balanced relationship between schools and housing development in order to avoid causing problems in the provision of education services.

The opportunities for new housing will enable many vacant sites and buildings to be brought back into use and this will make a positive contribution towards improving the environment. They will also enable the range of housing to be extended so that people will not have to move out of the City to find suitable accommodation and so that any existing shortages can be met, for example sheltered housing for the elderly. If these opportunities are taken up this will relieve pressure on greenfield sites elsewhere in the conurbation which is consistent with the urban regeneration strategy supported by all Councils in the region.

An important issue is the quality of housing areas. Here the Council wishes to ensure that development does not have an adverse affect on these areas. It will also promote a wide range of measures which will result in better conditions. Both of these matters are dealt with not only in the Housing section but in other parts of the Plan. The Council will control carefully the conversion of existing larger dwellings into smaller housing units so that high standards of accommodation are provided and the local environment is not spoilt.

The Housing policies come under two broad headings:-

- (1) accommodating the needs and aspirations of those people who want to live in Manchester;
- (2) maintaining and where necessary improving the quality of homes and residential areas.

The policies are summarised below:

(1) NEW HOUSING

In terms of new housing the approach will be:-

- providing for 16,000 new dwellings on currently vacant sites and those coming forward for redevelopment including Hulme and Fort Ardwick
- ensuring that homes are available to meet the wide range of needs of people who want to Live in Manchester including disabled people
- requiring new housing where practicable to be accessible to disabled people (see City Wide Development Control Policy DC7.1)
- providing more student housing
- supporting the use of vacant upper floors of shops and offices for housing
- requiring new housing schemes containing family homes to be designed so as to provide for children's play (see City Wide Development Control Policy DC7.1).

(2) IMPROVEMENTS

Improving homes and residential areas will involve:-

- making residential areas safer and more attractive
- reducing the impact of traffic in housing areas especially where the risk of accidents to children is high
- dealing with poor quality open space, particularly on council estates, to improve the appearance of areas, make them safer and reduce maintenance costs
- carefully controlling the conversion of larger homes to flats and other uses such as nursing homes and offices
- preventing new development which would have an unacceptable affect on residential areas (references to this can also be found in the other sections of the Plan)
- ensuring that new housing is of a high standard and represents an improvement to the local environment.

OBJECTIVE

H1 To accommodate the needs and aspirations of people who want to live in Manchester.

H1.2 The Council wishes to ensure that the housing stock contains a wide enough range of housing types to meet the needs of people who want to live in Manchester. In particular it will encourage the further provision of:-

- a) accommodation for 1 & 2 person households including units suitable for elderly people;
- b) accommodation for larger households (6+) including units suitable to meet the needs of ethnic minorities with extended families;
- c) low cost housing for sale or rent;
- d) properties for sale in the higher price range;
- e) accommodation specifically designed for disabled people.

Whilst Manchester contains a wide variety of different types of housing many of its residents live in accommodation which is not well suited to their needs and there are many people who would like to live in Manchester but are unable to find housing which matches their requirements. The Council wants to encourage change within the housing stock to increase the range of housing types available to meet the needs of people who want to live in Manchester. This means:-

- i. Widening the range of affordability. Many people in Manchester have low incomes but they should not be excluded from a good choice of housing to meet their needs. There are also people on higher incomes who would like to live in the city but currently buy homes elsewhere;*
- ii. Widening the range of property sizes and types to cater for the needs of people at different stages in their life or with different housing requirements. There are many different needs which the housing stock of the City should be capable of meeting. These include the needs of disabled people; young families; older single people; students; and ethnic minorities with extended families. Overall, the stock needs to adapt to meet changing demographic trends and in particular the trend towards smaller households;*
- iii. Widening the range of property types within local areas. For example if people want to move from a family house into smaller accommodation at a later stage in their life, they should be able to do so within their local area. This in turn should lead to better use of the existing housing stock by freeing family housing for larger households.*

H1.3 The Council wishes to see further student accommodation provided, including some specifically designed for disabled students, on sites which are well related to Higher Education establishments. The Council will particularly welcome further student housing which is easily accessible from the Higher Educational Precinct.

There is a shortage of suitable and convenient student accommodation in the City. The Council wishes to see further student housing provided which is conveniently located in terms of access to the major educational establishments.

Opportunities in the City Centre are particularly convenient in this respect. A major opportunity has already been identified by the City Council and the Central Manchester Development Corporation. This is the Piccadilly Harbour area in the City Centre where such a development would be the key to the regeneration of this part of the City. This proposal is consistent with the City Centre Local Plan proposals which have been incorporated unchanged into the Unitary Development Plan.

H1.4 The Council will, where suitable, allow the use of vacant upper floors of retail and commercial buildings for residential uses.

To encourage investment in and maintenance of properties, sustain activity, improve security and provide a supply of accommodation for smaller households. In permitting such uses, the Council

will have regard to both the physical fabric of the potential premises as well as to the impact on the local environment.

H1.5 The Council wishes to ensure that the City's various communities remain, or become more, sustainable in economic and social terms. In this respect, whilst generally welcoming housing developments which will provide accommodation for people with special needs in appropriate locations, the Council will seek to avoid an over-concentration of such provision in any one area. The criteria which the Council will apply in assessing applications for special needs housing are set out in Development Control Policies below.

Objective: Ensure that the various communities which go to make up the City remain, or become more, self-sustaining in economic and social terms.

Reason: People with special needs may include the single homeless, the elderly, those with mental health problems, women who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs, and travellers and people with learning or sensory disabilities. The Council is aware of the special housing needs of these groups and is concerned that they should be adequately provided for in appropriate locations.

The Council welcomes the development of appropriately designed accommodation which enables people with special needs to maintain an independent lifestyle, and supports the work of housing associations and other agencies in this respect.

However, the Council wishes to maintain an appropriate balance between different kinds of residential uses within local areas and will seek to use its powers as local planning authority to assist in achieving the corporate objective of ensuring that the various communities which go to make up the City remain, or become more, sustainable in economic and social terms. The concept of a "sustainable community" is not a simple one, and will vary over time and from one area to another. Nonetheless, the Council has a general objective of seeking to ensure that the physical renewal and improvement of the City goes hand in hand with social regeneration. There is therefore a need to ensure that individual communities are in a position to meet most of their day to day needs locally - for example, in relation to housing, shopping, recreation, education and primary health care. The Council recognises that, at least in part, the social and economic balance of a community is achieved by avoiding an over concentration of special housing provision in any one area because, for example, of changes in spending power or in the general mix population so that local facilities such as shops and services may suffer from reduced demand from certain groups. It also recognises that in some cases there are strong arguments for not locating accommodation for vulnerable people in areas which are highly unsustainable.

The Council will keep under review the question of which areas of the City might give rise for concern in this respect and will from time to time issue Supplementary Planning Guidance (SPG) in order to give detailed effect to this policy. An SPG providing further guidance is available, entitled "Special Needs And Supported Housing".

OBJECTIVE

H2 To maintain and where necessary improve the quality of the housing stock and residential environments.

H2.1 The Council will encourage environmental improvements to make residential areas safer and more attractive.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

Reason: This policy complements the Council's corporate objective of improving the City's housing stock. The Council wishes to see the widespread environmental improvements in residential areas to tackle a range of problems so that all housing areas are safe and attractive places to live.

H2.2 The Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

Reason: To protect residential areas from inappropriate development so as to ensure that the quality of these areas is maintained.

H2.3 Traffic calming measures will be introduced in order to reduce the intrusion of traffic in residential areas. Priority will be given to areas of older terraced housing, which often lack private gardens, and to other areas where the risks of accidents to children and elderly people are high. The Council will require new housing schemes involving the construction of new roads to incorporate appropriate traffic calming measures.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

Reason: To help to reduce the number of accidents, particularly to children and elderly people caused by traffic in residential areas and to reduce the levels of associated noise and pollution. The Council will negotiate with developers of new housing schemes which involve the construction of new roads, with a view to the incorporation of traffic calming measures appropriate to the development.

H2.4 In consultation with local people, areas of low quality incidental open space will be eliminated and the land allocated for more productive use. This may involve its incorporation into private gardens; using it for development; or creating car parking spaces for existing houses. Priority will be given to Council Estates built during the 1960s and 1970s. In implementing this policy the Council will have regard to the need to safeguard important wildlife habitats.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

Reason: To eliminate poor quality, difficult to maintain and unsightly public open spaces which serve little useful purpose and cause residential disamenity. These measures will encourage pride in local areas and improve community safety. Problems of low quality "incidental" open space are most pronounced in Council estates built during the 1960s and 1970s. This policy does not apply to areas which serve a useful purpose as public open space, or which can readily be made to do so as part of an overall approach to the planning of a particular local area.

H2.5 Conversion of houses into flats and residential institutions such as nursing homes will only be allowed when it can be demonstrated that:-

- a) either off-street car parking can be provided without undue loss of amenity space around the house or it can be demonstrated that on-street parking is unlikely to create significant problems;
- b) the conversion will not detract from the character of the area by, for example, the removal of trees, hedges or garden walls which are important elements in the street scene.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

Reason: To maintain the quality of the residential environment by limiting the loss of gardens, the increase in noise and parking problems which can be caused by the conversion of houses into flats.

H2.6 Conversion of residential property to commercial uses will not normally be permitted in predominantly residential areas.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

Reason: To maintain the residential character of housing areas. This policy does not preclude people working at home where the dominant use remains residential unless the affects of the activity cause a nuisance to neighbours.

H2.7 New housing schemes will be expected to be of a high standard of design and make a positive contribution towards improving the City's environment. They should not create areas of incidental open space outside the curtilage of dwellings unless there are proper and enduring arrangements for its maintenance.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

Reason: The development of unused land in the City for housing can make a major impact on improving the appearance of an area. The creation of incidental open space which will be poorly maintained needs to be prevented.

EMPLOYMENT & ECONOMIC DEVELOPMENT

INTRODUCTION

After a period when its economic future was uncertain, Manchester is re-emerging as an international city - a player on the world stage. The Council wishes to see Manchester plugged-in to the network of world cities which are developing as centres of decision making, information exchange, professional services, culture, the media, research & education, sport and financial institutions. This will bring with it benefits for people living in the City in terms of new jobs and facilities. It will also benefit the region as a whole of which Manchester is the capital.

It is clear that the nature of the City's economy has been changing. Whilst it is still the centre of a manufacturing region, the City's economy is now dominated by the service sector which accounts for three quarters of Manchester's 300,000 jobs. Although many of the older traditional industries have closed down, the electronics industry still has a major presence in the City. The decision of Siemens to establish their northern headquarters in Manchester highlights and reinforces this.

In terms of future development Manchester has a number of strengths on which to build:-

- the City Centre with its concentration of facilities and attractions and its role as a centre for business,
- finance, shopping, leisure, tourism, culture, public services and government
- Manchester Airport - the fastest growing in Europe
- the concentration of media industries
- the presence of major electronics companies
- the Higher Education Precinct - the largest in Europe
- the City's role as the centre for youth culture
- the Olympic and Commonwealth Games bids which have not only brought world class facilities to Manchester and the region but which have also placed it firmly on the map alongside other international cities.

The Council wishes to work closely with other parts of the region to promote appropriate economic development. Whilst there will always be an element of competition between different towns and cities, there is increasingly an awareness that a strategy which is based on complementary roles for different parts of the region can bring the most benefits for the region as a whole. As the regional centre this is obviously of great importance to Manchester. Current examples of joint working are the identification of major sites in Greater Manchester for high technology industries in accordance with the Government's Strategic Planning Guidance and the study of the economic potential of the growth of the airport which is being carried out by the local authorities in the southern part of the conurbation. Within the City, the Council wishes to ensure that economic development brings benefits to the people of Manchester. In locational terms this means ensuring that new activity is easily accessible by public transport and to disabled people. It means ensuring that it does not have unacceptable effects on residential areas and the natural environment. It means encouraging the provision of training facilities and child care facilities.

The land supply for economic development in the city is intentionally generous. This is consistent with one of the central aims of the Plan which is to revitalise the city's economy. It is necessary for Manchester to be able to offer a wide range of development opportunities capable of being attractive to all components of the market in economic activity.

The Employment and Economic Development policies come under three broad headings:-

- (1) retaining existing jobs and maximising the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity;
- (2) ensuring that the Manchester residents benefit from economic development;
- (3) ensuring that economic development brings environmental benefits.

The policies are summarised below:

(1) NEW JOBS

In terms of maximising job opportunities the approach will be:-

- identifying a good range of sites for new factories and offices especially to bring back into use vacant land in the eastern, northern and central parts of the City

- providing two major sites for high-technology industries at Eastlands to the west of Philip's Park, and

- Woodhouse Park near the airport and two smaller sites at Sharston (Manchester Business Park) and in Hulme (Birley Fields)

- providing premises for small firms

- encouraging further appropriate development in the Regional Centre

- encouraging the growth of higher education facilities

- encouraging new businesses but not allowing such development where it would create problems in residential areas

- upgrading older industrial areas

- promoting tourism and new hotels but not where they would adversely affect residential areas

- promoting the City as an international conference centre

- encouraging the provision of advanced telecommunication systems

- supporting proposals from firms for economic and technological change.

(2) BENEFITS FOR THE PEOPLE OF MANCHESTER

The Council wishes to ensure that the people of Manchester benefit from new economic development. It will seek to achieve this by:-

- requiring all major development to be easily accessible by public transport

- requiring new offices and factories to be accessible to disabled people (see City Wide Development Control Policy DC9.1)

(3) A BETTER ENVIRONMENT

The Council wishes to ensure that economic development contributes towards creating a better environment by:-

- giving priority to the development of vacant and derelict land and buildings (see policy II.1)

- requiring new offices and factories to be of a high standard of design

- imposing strict health and safety requirements on new hazardous installations

- allowing 'bad neighbour' uses only on isolated and well screened sites well away from residential areas and encouraging the relocation of existing such activities to these sites

- encouraging the use of rail freight facilities

- not allowing new development which would have an unacceptable affect on residential areas (see Housing section).

POLICY

I1.1 The Council will ensure the allocation of a range of sites both in terms of size and appropriate location for a variety of different commercial and industrial development purposes in order to maximise new employment opportunities. In locational terms the major opportunities are:-

- in and adjoining the Regional Centre;
- sites with good access to the Airport;
- sites in East Manchester.

Priority will be given to:-

- promoting economic development in the northern, eastern and central parts of the City;

- ii. the development of vacant and derelict land and buildings;
- iii. promoting development in District Centres consistent with them remaining the focus for shopping provision and community facilities.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: If the City's economy is to prosper it is important that existing firms wishing to expand, and new firms wishing to locate in the City, have access to appropriate land and premises. The Manchester Plan has an important role to play in identifying sites where new industrial and commercial development can take place. The opportunities to bring disused land and buildings back into productive use are greatest in the eastern, central and northern parts of the City where unemployment levels are high. The re-use of such land will relieve pressure to build on greenfield sites.

I1.2 The Council has identified, with other local authorities in Greater Manchester, major sites for high technology industries wishing to develop in the conurbation. These represent opportunities in strategic locations for the provision or creation of high amenity sites, preferably in existing urban areas and with good access to the motorway network and public transport. In the City the major strategic sites are:-

- a) Central Park, East Manchester;
- b) Woodhouse Park to the north of the Airport;
- c) Manchester Business Park, Sharston;
- d) Birley Fields, Hulme.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: It is important for the future of the economy of the North West in general and Greater Manchester in particular that a range of high quality sites is available to high technology industries wishing to invest in the area. There are four sites in the City which meet the criteria set down in Strategic Guidance. Central Park is located in the Monsall/Newton Heath area with Oldham Road providing it with good access to the M60 motorway less than 5 kilometres away, the wider national road network, Manchester International Airport and the City Centre 2.5 kilometres away. A new combined Metrolink and rail station is proposed within Central Park which will serve the wider employment area. The intention is to provide a high quality, flexible range of buildings to service the life cycle of businesses, from incubators and start up units, to medium and large flexible business space. A high quality landscape environment will be required as part of the planned development of the Business Park. The site in Woodhouse Park has excellent access to the motorway network and is adjacent to Manchester Airport and will be attractive to incoming firms which will benefit from an airport location. Manchester Business Park, at Sharston, similarly has very good motorway access and is close to the Airport. Birley Fields is a part of the Hulme City Challenge area with very good access to the Regional Centre.

I1.3 The provision of suitable premises for small firms such as managed workspace will be encouraged in appropriate locations.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: Small firms are important to the city's economy. They provide employment opportunities for local people and some have potential to grow and thus provide even more jobs. People starting up in business need suitable premises. Small firms often need to relocate as they grow or because their existing premises are subject to redevelopment. Where there is a demand the Council is keen to see further premises provided.

11.4 The Council will continue to encourage further development in the Regional Centre for those activities which will benefit from a regional centre location both in terms of the refurbishment of existing buildings, where these need to be retained to safeguard the appearance and character of the area, and the sensitive redevelopment of vacant sites.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: The City Centre contains the second largest concentration of office space in England and is also a Regional Centre for retailing and entertainment. The Council will build upon and reinforce the economic and cultural role of the Regional Centre by continuing to implement the proposals in the City Centre Local Plan which has been incorporated into the Manchester Plan. The City Centre Local Plan, which has been incorporated into the Manchester Plan, sets down a framework for the development of the City Centre. The policies seek to improve the quality of the City Centre's environment, to improve the accessibility of the City Centre and to take a positive attitude towards new development proposals which increases employment opportunities for local people. The Local Plan is consistent with and supported by the Development Strategy of the Central Manchester Development Corporation. As indicated in the introduction to the City Centre section of Part 2 of the Plan, it is the Council's intention to review the planning framework for the City Centre following the adoption of the Manchester Plan. The Council and, in its own area, the Central Manchester Development Corporation, will continue to produce supplementary planning guidance where this is necessary to facilitate urban regeneration.

11.5 The Council will promote and support development which will enhance the City's role as an international centre of excellence for learning and research.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: One of the strengths of the City is the wealth of expertise in its higher educational establishments which comprise the largest concentration of such facilities in Europe. The Council wishes to work closely with the various higher education establishments to encourage the further growth of higher education facilities. The economy of the City and of the region will be strengthened if close links are developed between these institutions and the business community.

11.6 The Council will encourage the location of new business developments (as defined in Class BI and A2 of the Town and Country Planning Use Classes Order 1987) on sites where they will contribute to urban regeneration. Particular encouragement will be given to such development on derelict or unused land in areas of high unemployment. Business use developments will normally be allowed:-

- a) Within the City Centre on sites where such development accords with the provisions in Part 2 of the Plan;
- b) Within the City's other main shopping and commercial centres and areas which are already primarily industrial or office areas;
- c) Elsewhere in the City where:
 - i) they are seen to be a contribution to the Council's overall objective of achieving urban regeneration; and
 - ii) they are not isolated business developments within a predominantly residential environment; and
 - iii) it can be demonstrated that the development will not be unneighbourly in relation to adjacent or nearby residential properties; and
 - iv) such development would not conflict with policies in Part 2 of the Plan.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: The Council wishes generally to use business development as a tool of urban economic regeneration. It is particularly important to encourage such development on derelict and vacant land in inner urban areas as well as in the more traditional locations of the City Centre and the other main shopping and commercial centres. In accordance with Policy 11.1, the Council aims to channel business use development towards northern, eastern and central parts of the City and away from those parts of south Manchester where business development has recently been concentrated. The criteria contained in part (c) of the policy will mean in practice that there will be far fewer future opportunities for business use development in much of South Manchester than elsewhere in the City.

The Council considers it inappropriate for business activities to be a significant feature of the residential area of the City. Random or sporadic office uses should not be permitted in wholly residential areas since this would generate potential problems for residential amenity and would create a precedent which would open the way for a gradual change away from the residential character of an area. It is clear that there is public opposition to significant incursions of commercial activities into the City's residential streets.

11.7 The Council will bring forward proposals to upgrade the older industrial areas and estates in the City. It will seek to work in collaboration with existing occupants to improve the environment in these areas and to ensure that they become better adapted to meet the needs of modern businesses.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: The City contains a number of industrial areas and estates which are an important source of employment and are well located in relation to the motorway network. If they are to continue to be attractive to businesses in the future, however, there is a need for their buildings and their overall environment to be upgraded to meet modern needs and aspirations.

11.8 The Council will promote Manchester as a tourist destination both for conventional and business tourism. The City Centre Local Plan (now incorporated into the Manchester Plan) provides the framework for tourist related development in the City Centre. Outside the City Centre the Council will seek to exploit opportunities for tourist related development particularly along radial routes and within the City's major public parks and other open space. The Council will encourage youth tourism by, for example, establishing a camping site and youth hostel easily accessible by public transport and supporting initiatives such as the Trans-Pennine Trail which passes through the City.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: Tourism is playing an increasingly important role in Manchester's economy. The City is well situated to become a significant tourist destination with Manchester International Airport, the City Centre's attractions and nearby attractive countryside all playing an important role in the development of the industry in the City. The Council believes that there is scope for a considerable growth in tourist related employment and wishes to ensure that opportunities are available for those wishing to invest in the future of the industry in the City.

11.9 The Council will allow a range of new hotel developments in appropriate locations in the City Centre, along radial routes, in District Centres, in the vicinity of the Airport and, where appropriate, in areas devoted to Leisure and recreational activity. In predominantly residential areas hotel development will be permitted only where there would be no adverse impact on local residential amenity.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: The Council is keen to encourage the growth of business, tourist and visitor trips to the City in support of the local economy. The functions attached to some hotels, such as public bars, restaurants and conference facilities can cause severe residential disamenity through traffic generation, noise and late night opening.

I1.10 The Council will promote and support development which will strengthen the City as an International Conference Centre.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: There is considerable potential for the development of the City's role as an international conference centre given the presence of the largest higher education precinct in Europe, a major international airport and numerous good quality hotels, high technology companies and the attractions of the City Centre.

I1.11 The Council will encourage infrastructure developments for advanced telecommunications systems to serve existing and future commercial and industrial premises in the City especially the provision of fibre-optic cables. Priority will be given to providing for the City Centre, the Higher Education Precinct, major economic development sites in East Manchester and Wythenshawe, and major road corridors between the City Centre and the airport.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: The provision of an advanced information infrastructure is vital to the success of many of the City's existing commercial and industrial concerns. It will be a key to attracting new activities to the City.

I1.12 The Council will support proposals from businesses which seek to expand or adapt their premises to meet changing economic and technological circumstances and to improve energy efficiency.

Objective: To retain existing jobs and maximise the opportunities for the generation of new employment consistent with the need to protect residential and environmental amenity.

Reason: Manchester has a legacy of old and outmoded premises which are in need of modernisation and renewal. It is important to the economy of the City that this renewal takes place and the Council will encourage this process in ways which are consistent with its environmental and conservation policies.

I2.1 The Council will seek to ensure that new commercial and industrial development is fully accessible by all forms of transport and, in particular, is adequately served by the public transport network.

Objective: To ensure that the people of Manchester benefit from the growth of the City's economy.

Reason: A large proportion of City residents do not have access to a private car and if new development is to be of benefit to them it needs to be well served by public transport. The Council wish to encourage people to use public transport for journeys to work. This will enable improvements to be made to the quality of the City's environment, and is a contribution to national and international objectives for transport and the environment.

I3.1 New commercial and industrial development will be expected to be of a good standard of design and, where appropriate, include suitable landscaping treatment.

Objective: To ensure that economic development contributes to improving the quality of the City's overall environment.

Reason: New development, if appropriately designed, can have a major beneficial effect on the appearance of the City. The Council is committed to improving the appearance and image of the City, and to promoting a safe environment.

I3.2 Proposals for new hazardous installations in the City will have to meet strict health and safety guidelines. Such development will only be permitted where it can be demonstrated that there is no additional risk of illness or death resulting from the process or any detrimental effect on the environment or amenity of the surrounding area. The Council will favour proposals where rail is used for the transport of hazardous substances.

Objective: To ensure that economic development contributes to improving the quality of the City's overall environment.

Reason: The Government has identified a number of hazardous installations within the City. These are industrial processes which are potentially harmful to the surrounding area. The Council closely monitors the activities of existing hazardous installations to ensure any possible danger is minimised. The Council believes that it is important that any increase in such activities is closely controlled. The Council wishes to see hazardous substances transported by rail wherever this is possible. The Council will publish, as supplementary planning guidance, the health and safety guidelines which hazardous installations will be expected to meet.

I3.3 The Council will only allow new bad neighbour industrial uses on relatively isolated and well screened sites where they will not have a direct impact on surrounding activities. It will also encourage the relocation of existing bad neighbour uses to such sites.

Objective: To ensure that economic development contributes to improving the quality of the City's overall environment.

Reason: It is important that bad neighbour uses do not have an adverse affect on surrounding activities. The removal of such uses is necessary in redevelopment areas where environmental quality needs to be improved in order to attract new activities. It is also necessary as part of environmental improvements in their own right.

I3.4 The Council will welcome new commercial and industrial development on sites which can be served by rail freight facilities. It will also welcome infrastructure developments which facilitate the diversion of freight traffic from road to rail.

Objective: To ensure that economic development contributes to improving the quality of the City's overall environment.

Reason: The Council wishes to encourage the movement of goods by rail so as to reduce the environmental impact of their movement by road and to contribute to local as well as national transport and environmental objectives

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

INTRODUCTION

The Council will be taking practical steps to protect and improve the environment. The approach will be both pragmatic, in that it involves taking action where opportunities arise and resources are available, and prescriptive, in the sense of setting down clear direction for such action. It is based on two perspectives. The first is concerned with improving the local environment for the benefit of people who live in Manchester and people who use the city. The second is to do with the contribution that action in Manchester can make, however limited, to the solution of global environmental problems. Inevitably the two overlap. For instance reducing levels of air pollution caused by motor vehicles will improve air quality for local residents and make a contribution towards controlling greenhouse gas emissions. Similarly, reducing the number of cars in the city centre core not only reduces pollution levels but provides the opportunity to create better conditions for pedestrians and a more attractive City Centre.

All of this illustrates the inter-related nature of policies concerning the environment. The policies set out in this section should therefore be read in conjunction with the many policies elsewhere in the Plan concerning the environment. Together these policies represent the framework for making decisions about development proposals and an agenda for environmental improvement for the 1990s. The latter is intended to guide not only the Council's environmental improvement programmes but also those of the many other public and private agencies who can contribute in this field. Given the limited resources available to the Council this contribution by other agencies will be crucial to the implementation of many of the environmental improvements set out in the Plan.

The Council will encourage the involvement of local communities in environmental improvements. Local people are already involved through the Council's Community Initiative Fund and tree planting schemes. The involvement of local people is important so that schemes reflect local requirements and are "owned" by the community. Local people are also often best placed to advise on the safety issues involved in such schemes. The involvement of children is especially encouraged both for the educational value of such work and to help provide a sense of responsibility for the care of the local environment.

The policies for Environmental Improvement and Protection come under three broad headings:-

- (1) measures to reduce and prevent pollution;
- (2) measures to protect the environment over and above pollution considerations;
- (3) measures to improve the environment.

The policies are summarised below:

(1) POLLUTION.

The Council wishes to foster a cleaner and less polluted City. This involves action on a range of fronts:

- substantially reducing levels of air pollution, where the main problems arise from vehicle fumes;
- cleaning up the City's rivers and canals;
- carefully controlling waste disposal, encouraging waste recycling and reducing litter (see also City wide Development Control policies DC16.2 & DC27);
- carefully controlling "noisy" developments;
- promoting energy conservation and environmentally friendly building materials.

(2) ENVIRONMENTAL PROTECTION

The Council will give environmental protection a high priority. Over and above the measures set out to reduce and prevent pollution, the Council's objectives are:-

- safeguarding the Green Belt and extending it to include Clayton Vale;
- protecting important wildlife habitats;
- providing good quality agricultural land;
- preventing, wherever possible, the loss of trees;
- seeking to retain buildings and areas of architectural and/or historic interest;
- protecting ancient monuments and sites of archeological interest;
- maintaining environmental quality in residential areas by carefully controlling development (see Housing section);
- carefully controlling development involving hazardous installations or "bad neighbour" industrial uses (see Employment section);
- protecting outdoor sporting and recreational open spaces (see Leisure section).

(3) ENVIRONMENTAL IMPROVEMENT

The Council's priorities for environmental improvement in the 1990s are:-

- creating a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways, and other areas of open space;
- promoting measures which will lead to a safer environment for all people who live in and use the City;
- promoting improvements aimed at providing better conditions for disabled people;
- improving housing areas especially reducing the impact of traffic and dealing with poor quality open space (see Housing section);
- reclaiming derelict land;
- upgrading the appearance of major road and rail routes;
- further enhancing the environment of the City Centre with particular emphasis on improving conditions for pedestrians;
- enhancing conservation areas and designating further conservation areas
- making shopping centres safer and more attractive (see Shopping section);
- upgrading the City's parks and other recreational areas (see Leisure section).

Policy

E1.1 The Council wishes to see substantial reductions in the level of air pollution much of which is caused by vehicles fumes. To achieve this the Council will:-

- a) promote public transport and cycling and improve conditions for pedestrians;
- b) discourage the use of the private car for peak time trips to the City Centre and other major employment areas;
- c) require all major new development to be located where it can be easily served by public transport.

Objective: To foster a cleaner and less polluted City.

Reason: Polluted air can seriously affect the quality of life especially for those with asthma, bronchitis and similar breathing problems. It can damage historic buildings, kill sensitive plant life and contribute towards the greenhouse effect. Traffic fumes now cause much of Manchester's air pollution. For instance, 35,000 vehicles move over seven and a half square miles in the city centre in the hour from 8 to 9 am. It has been calculated that in this single hour each morning the traffic produces:-

- almost 4,000 kilograms of carbon monoxide
- 250 kilograms of hydrocarbons
- 184 kilograms of nitrogen oxides
- 15 kilograms of sulphur oxides
- 14.5 kilograms of smoke

1 kilogramme of lead (despite greater use of lead free petrol).

The Council is committed to achieving cleaner air. In particular it will wish to ensure that pollution levels do not exceed those set by the European Community and the World Health Organisation. Ideally the Council would wish to see a reduction in the number of trips made by private car, especially at peak travel times, so that local as well as wider environmental benefits can be achieved. The Council's approach to the promotion of public transport and cycling, as well as the location of new development, is based on this objective. It is strongly complemented by the Council's declared approach to the way highway investment is carried out, for example, as set out in Policies I2.1 and T2.2.

E1.2 In providing for waste disposal the Council will adopt the following principles:-

- a) it will provide household waste recycling facilities in District and local centres consistent with the need to protect residential amenity;
- b) it will provide convenient facilities for people to dispose of uncollected household/garden waste. These will be of an appropriate standard of design and will not have an unacceptable impact on residential amenity;
- c) it will carefully control the siting and design of new incinerators, landfill sites and waste treatment and storage facilities (including such operations as waste transfer stations, scrap yards etc) in order to prevent any unacceptable impact on local communities and the quality of the physical and visual environment;
- d) it will ensure whenever possible that waste treatment and storage facilities are located where they can be served by rail.

Objective: To foster a cleaner and less polluted City.

Reason: Waste recycling makes good environmental and economic sense. It can conserve natural resources; save energy in production and transport; reduce the risk of pollution; reduce the demand for landfill space for waste material; and enable goods to be produced more cheaply. The provision of convenient facilities for the disposal of household/garden waste reduces the risk of fly tipping. Such facilities, while they need to be convenient, must not be located where they could have a detrimental affect on residential areas.

There are very few, if any, sites in the City where new incinerators or waste treatment facilities would be acceptable because of their impact on residential areas and the environment. Such facilities will only be allowed if they meet very strict standards set down in Part 2 of the Plan. Because of the densely built-up nature of the City, the disposal of waste on landfill sites needs to be carefully controlled so as to prevent problems arising for local people and damage to the environment. There are, however, occasions when tipping can bring environmental benefits, for example the tipping of soil in the reclamation of derelict sites. The impact of proposals will be assessed using the criteria set out in the development control policies in Part 2 of the Plan.

E1.3 The Council will promote measures to decrease the level of pollution in the City's watercourses including rivers and canals, and groundwater sources.

Objective: To foster a cleaner and less polluted City.

Reason: Cleaner rivers and canals are important in terms of improving the environment in the City, sustaining wildlife and making the waterways more attractive for recreational use as well as making waterside sites attractive for new development. The City Council supports the Mersey Basin Campaign launched by the Government to revitalise the whole of the Mersey river system, since it is the source of Government funding for improvements of water quality. The Council wishes to ensure the most environmentally effective means of disposal of foul sewage, contaminated surface water and trade effluent. It will support the National River Authority's aims and objectives for the control of water pollution and improvements to water quality including the prevention of ground water contamination from both existing and proposed developments.

E1.4 The Council will control noise levels by:-

- a) ensuring that new development involving high noise levels is not permitted where it would be likely to cause a nuisance to occupiers of nearby properties;
- b) minimising the need for heavy goods vehicles to pass through residential areas and the City Centre;
- c) the careful design of new roads so that the lines and levels selected minimise the impact of noise on Local people and, in addition, ensuring that noise barriers are provided to deflect noise away from housing areas.

Objective: To foster a cleaner and less polluted City.

Reason: Noise is a pollutant which in excess can damage health. It can irritate and annoy, interrupt sleep, increase stress and disrupt concentration at work. Noise can be controlled in three ways:- setting limits on the emission of noise at source; keeping noise and people apart; and ensuring that adequate controls exist over noise nuisance. The control of noise is also covered in Part 2 of the Plan in Development Control Policy 26.

E1.5 The Council will contribute towards energy conservation by:-

- a) ensuring where practicable that new major development is located where it can be easily served by public transport; and
- b) encouraging high standards of energy efficiency in new development.

Objective: To foster a cleaner and less polluted City.

Reason: Energy is a resource that needs careful management. Not only is the majority of it derived from non-renewable sources but energy usage can be harmful, for example by increasing air pollution. The most important impact on a global scale is the contribution to global warming (the "greenhouse" effect) that is made by the burning of fossil fuels.

E1.6 The Council will require the building materials used in new development and refurbishment schemes to be environmentally friendly wherever this is possible. In particular the Council wishes to discourage the use of tropical hardwood from non-renewable sources and insulation material which contains harmful chlorofluorocarbons (CFCs). The Council will also encourage the use of recycled building materials.

Objective: To foster a cleaner and less polluted City.

Reason: Tropical forests are being destroyed at an alarming rate and action is required at a local level to support international conservation efforts. The world's forests play a part in controlling carbon dioxide levels in the atmosphere. Trees store carbon dioxide that would otherwise contribute to the greenhouse effect.

Much insulation material contains CFCs. Urgent action at a national and international level is in hand to eliminate CFCs because of the danger to the Earth's protective layer of ozone in the upper atmosphere. Local action is needed to support this approach.

The use of recycled building materials is energy efficient.

E2.1 Within the Green Belt as defined on the Proposals Map, planning permission will not be granted, except in very special circumstances, for the construction of new buildings for purposes other than agriculture, forestry, essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it.

In all instances the Council will ensure that the visual amenities of the Green Belt are not injured by proposals for development within or conspicuous from the Green Belt which, although they would not prejudice its main purpose, might be inappropriate by reason of their siting, materials or design.

The extraction of minerals will be allowed, subject to the other policies in the Plan, provided that high environmental standards are maintained and that the site is well restored.

Objective: To safeguard the City's environment.

Reason: The Secretary of State's Strategic Guidance (RPG4, 1989) provided the context for the initial round of Unitary Development Plans in Greater Manchester and required that, with respect to Green Belt policies, UDPs conform to Planning Policy Guidance Note PPG2 and stated that Councils should seek to incorporate the Greater Manchester Green Belt as defined in Local Plans, maintaining consistency between the Green Belt in Greater Manchester and the Green Belt in surrounding areas. In preparing the Manchester Plan the City Council followed this guidance and included the existing areas of Green Belt which are located at Heaton Park, the Mersey Valley and the Airport. Clayton Vale was added to the Green Belt as were further small areas of the Mersey Valley.

Subsequent Regional Planning Guidance (RPG13, 1996) stresses the important role which Green Belt will continue to play in maintaining separation between the main settlements and in supporting urban regeneration. It indicates that the extent of the Region's current Green Belts should be maintained for the foreseeable future if the objective of urban regeneration is to be achieved. In the context of Manchester, it is the extent of the green belt outside the City in other parts of Greater Manchester and in Cheshire that is of most significance in terms of supporting urban regeneration by restricting development on open land in areas at the periphery of the conurbation.

Policy EW21 sets out in more detail the approach the Council will take to development proposals at Manchester Airport in the Green Belt.

E2.2 Permission will not normally be granted for development which would adversely affect designated sites of special scientific interest, sites of biological importance and geological interest and ancient woodlands.

Objective: To safeguard the City's environment.

Reason: To protect these important natural sites which are part of the city's heritage and provide a valuable scientific resource. The policy applies to development both on and adjacent to SSSIs and SBIs. The Council intends to prepare a wildlife and conservation strategy which will assist in implementing the policies set out in the Plan.

E2.3 The Council will protect important wildlife habitats, and where appropriate, will designate areas as local nature reserves. It will seek to create nature reserves as part of development schemes, especially where water features are present or can be created.

Objective: To safeguard the City's environment.

Reason: To protect the City's varied animal and plant life and to increase opportunities for the enjoyment of the countryside. Where development is allowed the Council wish to see existing wildlife features incorporated into the development, wherever possible, and new wildlife features created. This is in addition to their statutory protection.

E2.4 The Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals. Furthermore, should development be allowed, the Council

will seek to protect existing features of ecological value, such as ponds and hedges, by requiring them to be incorporated into the development wherever this is possible. The Council will also encourage developers to create new features which will sustain wildlife.

Objective: To safeguard the City's environment.

Reason: The Council recognises the importance of protecting wildlife. Where development is allowed the Council wishes to see existing features of ecological value protected and will expect developers to incorporate these features into the development scheme wherever this is possible. The Council also wishes to see new features created which will sustain wildlife.

E2.5 The Council will give considerable weight to protecting from development agricultural land of the best and most versatile quality.

Objective: To safeguard the City's environment.

Reason: The best and most versatile agricultural land (Grade 1, 2 and 3A as defined by the Ministry of Agricultural) is a national resource and needs to be protected. Manchester contains pockets of Grade 2 and 3A land. It is possible that further detailed surveys could reveal the presence of smaller areas of Grade 1 land.

E2.6 The Council will prevent wherever possible the loss of existing trees and, in addition, will encourage extensive broadleaved tree planting schemes especially as a means to enhance informal recreational areas and to improve the appearance of built up areas. The Council supports the principle of the establishment of a community forest in the western part of the conurbation and will seek to ensure that it will bring benefits for the city's residents.

Objective: To safeguard the City's environment.

Reason: More trees will make the City more attractive, healthier and encourage the establishment of wildlife habitats. A major opportunity for extensive tree planting exists with the creation of the Red Rose Forest in the western part of the conurbation. Within the city, the area of search for additional planting as part of the forest area includes the Mersey Valley, Bollin Valley, Wythenshawe Park and the M56 corridor. There is no intention to block plant over major tracts of land with alien conifers. Rather, the aim is to create linked areas of mainly broadleaved woodland, copses and belts of trees for a variety of leisure and recreational uses, together with lakes, ponds and other wildlife areas.

E2.7 The Council wishes to ensure that buildings and areas of special architectural or historic interest are retained, maintained and, where necessary, restored. It will seek to preserve and enhance the setting of such buildings and areas by appropriate control over the design of new development in their vicinity, control over the use of adjacent land and, where appropriate, by the preservation of trees and landscape features.

Objective: To safeguard the City's environment.

Reason: The protection of the City's architectural and historic heritage is vital to the retention of the City's character. This comprises both buildings and areas. This is an important element in promoting tourism and further economic investment in the City and in ensuring that the City is an attractive place in which to live.

E2.8 The Council will ensure that development does not adversely affect scheduled monuments and sites of archaeological interest or their setting. It will encourage the realisation of the educational, recreational and tourist potential of archaeological sites and monuments for the benefit of the City's residents and visitors.

Objective: To safeguard the City's environment.

Reason: Ancient Monuments and sites of archaeological interest are valuable as part of Manchester's heritage and there is a presumption for their retention and against any damage occurring to them. Where damage is inevitable the Council will seek to gain full and proper recording of the site through early consultations between the developer, the Council and the archaeologists. Archaeological sites and monuments represent an educational, recreational and tourist potential which, properly managed and correctly interpreted, will provide further enrichment to the city's residents and visitors. The basic source of up-to-date information will be the Sites and Monuments Records.

E3.1 The reclamation of derelict land will be encouraged with a view to its early reuse for economic uses or for open space. Appropriate uses would include recreation and community forest. The Council will seek to protect features of ecological interest where sites are reclaimed and, where possible, introduce locally native species in landscaping schemes. Where permanent development is not imminent the Council will encourage the provision of easily maintained temporary landscaping.

Objective: To enhance the City's environment.

Reason: The more use that can be made of reclaimed derelict land the better. It will reduce pressures on other areas of open land in the City which the Council wishes to protect from development and it will also remove dangers in the form of contaminated land and dangerous structures.

E3.2 The Council will reduce the problem of derelict small sites, including derelict buildings, where shape and location would discourage proper maintenance for open space, by encouraging redevelopment.

Objective: To enhance the City's environment.

Reason: There is a particular problem in the City with small derelict sites and these would benefit from redevelopment. This will not only improve the appearance of the city but it will also promote economic development. The Council will take ecological matters into account in implementing this policy.

E3.3 The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Objective: To enhance the City's environment.

Reason: To improve the appearance of the City's major road and rail routes both as an important element in improving the local environment for people living and working on or close to these major routes; to improve the image of the City in order to attract new investment and jobs; and make the City more attractive to tourists and visitors. The Council wishes to see green areas which are established alongside roads designed to a high quality and without the use of shrubs where these would form a litter trap. Where high quality open space cannot be provided then the Council will promote the site for built development.

E3.4 The Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. Within these areas measures will be taken to:-

- a) achieve widespread environmental improvements;
- b) protect the natural environment;

- c) improve water quality;
- d) improve access for pedestrians, disabled people, cyclists and, where appropriate, horse riders;
- e) protect and enhance wildlife corridors

The Council will ensure that, in developing these recreational routes, adequate measures are taken to safeguard the privacy of nearby residential properties.

Objective: To enhance the City's environment.

Reason: Major efforts have been made over recent years to improve the environment in the Mersey, Irk and Medlock River Valleys and to promote them for recreational use. The Council wishes to extend this approach to other linear open spaces in the City in order to provide an extensive network of attractive areas for informal recreation. The improvement of these areas will do much to improve the appearance of the City. It is especially important in a densely built up area such as Manchester to make the best possible use of "green" areas not only for recreational purposes but for the psychological benefits they provide in breaking up the urban area. The strategic recreational routes will also serve as wildlife corridors and schemes will be implemented with this in mind.

The Council wishes to ensure that safety measures are taken into consideration in the development of these areas for recreational use especially where water features are involved. The River Valley Local Plans have provided a valuable framework for the improvement and the protection of the environment in the Mersey and Medlock Valleys. The incorporation of these Plans into the Manchester Plan with appropriate amendments will ensure a continuity in the Council's approach to these areas and consistency with adjoining Local Authorities. The Council supports the long distance Trans-Pennine trail-route from Hull to Liverpool and will promote the section that runs through Manchester.

E3.5 The Council will promote measures which will lead to a safer environment for all people living in and using the City. These measures will include:-

- a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- b) designing landscaping schemes so as to minimise the risk of attack;
- c) that community facilities are located where they are easy and safe to get to;
- d) providing safe places for children to play;
- e) improving road safety.

Objective: To enhance the City's environment.

Reason: Awareness has been growing over recent years of the scope for increasing safety in our towns and cities. Measures are needed on the one hand to reduce the chances of people being attacked and on the other hand to reduce the risks of accidents.

E3.6 The Council will promote environmental improvements in the City Centre in accordance with the policies set out in Part 2 of the Plan. Priorities are:-

- a) significantly improving conditions for pedestrians;
- b) upgrading of public open spaces and squares;
- c) improving the waterways and pedestrian access to and alongside them as well as the areas through which they pass;
- d) bringing disused buildings of architectural and/or historic importance back into use.

Objective: To enhance the City's environment.

Reason: The City Centre has a unique environment which needs to be protected and where necessary enhanced. Pedestrian flows are particularly high and there is a need to improve safety and provide more pleasant conditions for people walking around the City Centre. Many of the

existing squares and open spaces need to be upgraded so as to provide attractive areas for people to sit as well as to enhance the appearance of the City Centre. The waterways are a much underused resource and their improvement and the provision of pedestrian routes alongside them will provide further attractions for people using the City Centre. In order to retain the unique character of the City Centre it is necessary to find new uses for vacant buildings of architectural and/or historic interest. Policies for the City Centre are set out in Part 2 of the Plan in the Area 5 section.

E3.7 The Council will promote environmental improvements which are aimed at improving conditions for disabled people and people whose mobility and vision is impaired.

Objective: To enhance the City's environment.

Reason: The Council is committed to improving conditions for disabled people and people whose mobility and vision is impaired, so that they can enjoy access to the full range of facilities in the City.

E3.8 The Council wishes to enhance the appearance of Conservation Areas and will, where appropriate, designate further areas.

Objective: To enhance the City's environment.

Reason: The Council wishes to improve the appearance of its Conservation Areas which are of special character representing the rise and development of the world's first industrial city. The Council will wish to consider further areas for designation following consultation with interested bodies and local people. In accordance with the requirements of national legislation, the Council will publish supplementary material on individual conservation areas to explain in detail why the area was designated and the implications for development control.

REGENERATION AREAS

In the context of 'City Pride', a series of area-based initiatives are being promoted to deliver comprehensive and sustained economic and social regeneration. They address at a local level the strengths and weaknesses identified in the City Pride prospectus. Strengths include Manchester's potential to develop as an international regional capital, its strong manufacturing tradition, its airport and its regional service sector role. Weaknesses include extensive dereliction, high levels of unemployment and poverty and poor housing conditions.

The initiatives include ones to regenerate areas of the Regional Centre and areas containing deprived communities in the City. In the case of areas such as Chorlton, the aim is to identify the action required to maintain the quality of successful parts of the City. Over the medium term, Manchester's regeneration priorities will focus on the area based initiatives set out below.

EAST MANCHESTER

East Manchester is the largest regeneration area within the UK comprising 1,100 hectares. It is one of the UK's most deprived areas and has been recognised at the national and regional level as in need of comprehensive regeneration. To support and co-ordinate this activity New East Manchester Ltd (NEML) has been formed, as a public/private sector company and will seek to secure the successful regeneration of the area and its sustainability into the future. Key elements of the strategy to regenerate East Manchester are set out below.

(i) Sportcity - Sportcity, positioned centrally in East Manchester, includes a district centre and a cluster of international sporting facilities, including the new City of Manchester Stadium, and will be supported by other related facilities, including leisure, retail and hotel uses, and potential for other commercial uses. This will provide venues to host major events, including the Commonwealth Games. The district centre in Sportcity will consolidate and improve existing shopping provision across East Manchester. It will provide shopping facilities to meet the needs of existing and new residents which combined with other initiatives will draw investment and spending into the area. High quality shopping provision is an essential component in the creation of a sustainable community.

(ii) Central Park - Central Park is made up of a number of key strategic development sites and provides the opportunity for a major high quality business park. It will become one of the major employment areas in the region. It will provide a flexible range of buildings to service the life cycle of businesses, from incubators and start-up units, medium and larger/flexible business space. It is well served by Oldham Road, heavy rail, the proposed Oldham/Rochdale Metrolink line and has good access via Oldham Road to the M60 and onwards to Manchester International Airport.

(iii) Ancoats and New Islington - The area to the north-east of the City Centre along the Rochdale and Ashton Canals and adjoining the Eastlands development is home to a number of architecturally and historically very important derelict and underused Georgian and Victorian warehouses and mill buildings, which the City Council plans to bring back into use by working closely with the private sector. In Ancoats Conservation Area the aim is to create an urban village, combining a residential community with thriving businesses and commercial ventures. The success of this programme will benefit the nearby community of Miles Platting, which currently contains most of the housing in the area. The adjacent New Islington area is characterised by low rise, low density unpopular local authority housing. It has been designated a Millennium Community under the Government's Millennium Communities Initiative. The type of development will include increasing the density of development, the mix of uses and the range of tenure."

NORTH MANCHESTER

A key initiative within this area involves the redevelopment of Harpurhey District Centre, the aim of which is to secure viable and sustainable proposals to transform the image of the centre and to safeguard and improve retail and community facilities. Housing development and urban renewal will continue to be promoted, including targeted environmental improvement schemes which will improve the physical appearance of the area to increase demand and reduce turnover”.

Cheetham and Broughton

Four separate but inter-related development programmes are planned for Cheetham and Broughton, to the north of the City Centre: economic regeneration; physical development of the area; a local opportunities scheme and a crime reduction and community programme. One of the most significant proposals will be the restructuring of Cheetham Hill District Centre. An extensive study of the regeneration corridor which runs from the site of the International Stadium at Eastlands through Queens Road, Elizabeth Street to Bury New Road, Broughton and to the Lowry Centre at Salford Quays has suggested the possibility of links with activities in Cheetham and Broughton as well as other regeneration areas along its route.

Moss Side And Hulme

Working with local public and private sector partners, the City Council plans to build on the success of initiatives already underway in the area immediately south of the City Centre, reinforcing links between Moss Side/Hulme and the City Centre, particularly the Castlefield, Pomona and Knott Mill areas. It is keen to exploit the area's proximity to the City Centre, Manchester Airport and the City's main higher education establishments and medical institutions, to attract inward investment and to ensure that local people benefit from the jobs created. Since the successful City Challenge bid in 1992, over £200 million has been invested in Hulme with outstanding results. Following the end of City Challenge in 1997, the Moss Side and Hulme Partnership was set up to deliver a comprehensive programme of social, economic and environmental benefits in the wider area of Moss Side and Hulme. This will include the conclusion of the improvements to the Alexandra Park Estate, the Princess Road Strategy to improve and enhance the business opportunities along this prominent stretch of one of the major radial routes into the City, and major investment to tackle the environmental and physical problems of the older housing area to the east of Princess Road. Major opportunities for commercial development in Hulme are the High Street and the redevelopment of Birley Fields. Private investment is also continuing with the development of further quality housing in the area.

Wythenshawe

Wythenshawe is formed mainly by a series of housing estates built between 1926 and 1964 and now suffers from high levels of unemployment, poverty and deprivation. However, the area has considerable potential due to its proximity to Manchester Airport and the motorway network and because of the availability of suitable sites for attracting inward investment. Significant investment has already taken place with the development of a number of business parks and the construction of new private housing. The regeneration programme will focus on the refurbishment of Wythenshawe Civic Centre to meet modern requirements and enhance its attractiveness for shoppers; improvements to the Sharston Industrial Estate which will capitalise on its superb location in relation to the motorway network; and on widening and promoting the range of heritage and leisure activities offered at Wythenshawe Park. These initiatives will be underpinned by a transport strategy which aims to improve accessibility to centres of employment, to the Civic Centre and to Wythenshawe Hospital as well as encouraging more sustainable transport modes, including Metrolink, for work and leisure journeys. The regeneration programme will capitalise on these assets to increase competitiveness, make substantial improvements in housing, shopping and leisure facilities, match local employment opportunities with the needs of the unemployed and generally raise living standards for local people.

Stockport Road Corridor

As a major gateway to the City Centre, the Stockport Road Corridor is well placed to attract business investment. The City Council aims to build upon the area's strong entrepreneurial culture and ethnic diversity; increase private sector investment; improve housing and promote training, education and leisure opportunities for local people.

Chorlton

Chorlton is a successful and sustainable part of the City and the Council means to keep it that way. There is concern though about the effect that the opening of the new Trafford Centre at Dumpsington will have on Chorlton's main shopping centre and the Council is working together with the local community, businesses and local interest groups to formulate a plan of action. Based on the belief that better management, co-ordination and a focusing of the area's resources will pay dividends, the programme will focus on Chorlton's particular strengths, its diverse economic base and the growing number of specialist shops and cafe bars, while addressing the needs of residents, improving environmental conditions and supporting the development and growth of the area.

City Centre

Within the framework provided by the policies in the Manchester Plan (and prior to this the City Centre Local Plan), the Council has been pursuing successful regeneration programmes in the City Centre for a number of years with a wide range of partners and current programmes are addressing a variety of different issues in various parts of the City Centre as indicated below. The most significant regeneration area in the City Centre, though, is the bomb damaged area and the strategic objectives for this area are also set out below.

(i) Northern Quarter - This area of the City Centre which lies to the east and west of Oldham Street between Piccadilly and Swan Street/Great Ancoats Street, was in decline for a number of years. With new investment, much of which has been grant assisted, it is now becoming once again a vibrant, creative community in its own right. The area contains cafe bars, music venues, stylish apartments and alternative shopping. This new activity has enabled many of the fine buildings in this part of the City Centre to be restored. The aim is to continue this regeneration and to make it self sustaining. This will be assisted by the opportunity presented for the development of the strategically located Smithfield site, which will also provide for improved linkages with surrounding areas of the City Centre and Ancoats.

(ii) Piccadilly - This is a major gateway into the City Centre and is an area of great potential, although it has not attracted investment on a significant scale in recent years. However, a strategy is now in place to deliver radical improvements and regeneration schemes for Piccadilly Station, Piccadilly Gardens and the Rochdale Canal Basin with the latter transformed for residential and leisure uses. Improvements to pedestrian linkages will enhance the route between Piccadilly Station and the core of the City Centre. (iii) Great Northern - This initiative will unlock a large part of the City Centre which has remained underused and isolated for many years. Building on the success of the Bridgewater Hall and the G-Mex Centre, an International Convention Centre, together with these and other visitor facilities, will effectively create a 'convention quarter'. New activity in the area will be maximised with major new leisure and retail development within the Great Northern Warehouse complex. High quality environmental improvements will consolidate the whole area and reintegrate it back into the City Centre.

(iv) Crown Square - This area of the City Centre lies between Deansgate and the River Irwell, with Bridge Street to the north and Quay Street to the south. It is now the subject of a regeneration strategy which seeks substantial redevelopment to provide new accommodation for

existing uses and bring new activity into the area to enliven it. This will be sustained by much improved pedestrian access.

(v) Castlefield - the regeneration of this historic area of Manchester, with its visitor attractions, attractive new housing and commercial activity, has been successfully pursued over a number of years. It is a prime example of what can be achieved, although there remain opportunities to bring more active uses into the area, develop vacant sites and buildings, and further improve the environment. The Council wishes to ensure that Castlefield is properly integrated with the City Centre and the wider area with improved pedestrian linkages being very important.

(vi) The Bomb Damaged Area - Following the bomb explosion in 1996 the City Council and the Government established a public and private sector Task Force (Manchester Millennium Ltd) to develop and manage a recovery strategy which would both drive forward the rebuilding programme and give impetus to the continued regeneration of the wider city area. A high profile international design competition was launched to provide cutting edge, creative ideas for the rebuilding of the area. From this a 'Masterplan Framework' has emerged. Whilst the urban design competition was directed at a particular part of the City Centre where the damage and need for rebuilding was greatest, this area cannot be dealt with in isolation. The Council has therefore prepared Supplementary Planning Guidance (SPG) which sets out the wider planning context within which the redevelopment of the bomb damaged area will take place. The SPG is based on policies in the Manchester Plan and the principles of the Guide to Development in Manchester. These are amplified for specific sites in the new circumstances following the bomb, with the benefit of the substantive elements of the Masterplan Framework. The Council adopted the Supplementary Planning Guidance on 4 April 1997 and applicants for planning permission will be expected to demonstrate how their proposals address the issues that it covers.

In terms of implementing the Masterplan, a number of strategic objectives have been established and these are set out briefly below:

Restoration and Enhancement of the Retail Core

This strategic objective seeks to reinforce the City Centre as the retail heart of the region by the timely restoration of retail floorspace destroyed by the bomb and the creation of a wider range of shopping opportunities. Two projects lie at the core of achieving this objective: the redevelopment of Shambles Square for a quality retail scheme, anchored by the new flagship Marks and Spencer store; and the remodelling and reconfiguration of the Arndale Centre.

Stimulation and Diversification of the City's Economic Base

The aim of this strategic objective is to secure investment and development of leisure and cultural activities to broaden the interest and attraction of the City Centre. It also seeks to maximise the impact of the rebuilding plans to underpin the economic vitality of the regional capital, in particular by the direct creation of jobs. Four projects lie at the core of achieving this objective, namely: the Corn Exchange; the Royal Exchange; the Printworks; and the Ramada.

Development of an Integrated Transport Strategy

The development of an integrated transport strategy is essential in underpinning the success of the City Centre. The key objectives are:

- ensuring accessibility by all modes and users, including disabled people;
- removing through traffic from the City Centre, by the completion of the Inner Relief Route;
- providing sufficient, quality short-stay parking, which is well signed;
- encouraging greater use of public transport - Metrolink, rail and bus;
- providing a safe and pleasant environment for pedestrians and cyclists.

An integrated package of measures is being developed to deliver these objectives.

Creation of a Quality City Core Fit For the 21st Century

The physical regeneration of the City Centre is to take place within a framework of an overall 'greening' and enhancement in the quality of the public realm. A series of new public squares, improved streetscapes and major open spaces is therefore being implemented. Throughout the City Centre a high quality and highly accessible pedestrian friendly environment will be created, including both new streets and the total upgrading of existing streets.

Integrated Management and Security Strategy

The continued development of the core area and the wider City Centre must be underpinned by strong, sustainable management arrangements, if competitiveness is to be maintained and enhanced. The city centre must be safe, secure, clean and accessible and widely perceived as such. This will be achieved through partnership working, and the development of a strong client focus to agree service standards, to deliver and monitor services on the ground.

Creation of a Living City by Increasing the Residential Population of the City Centre

The repopulation of the City and the creation of sustainable neighbourhoods is a core objective of the City Council. The renewal programme seeks to build on the inherent strengths of the City Centre as an attractive place to live by creating opportunities within the core area for potential housing investment; improving the quality of infrastructure and the quality of the public realm, and reinforcing strategic links with other parts of the City Centre to promote such investment.

Co-ordination, Delivery and Promotion of the Rebuilding Programme

The rebuilding of Manchester City Centre is a major and complex undertaking. The programme as a whole is an amalgam of many and varied individual projects, spearheaded by the private sector in some respects and the public sector in others - all contained within a single masterplan concept. The projects are closely interrelated, linked by a variety of new developments including a transport strategy which penetrates the whole masterplan area. Successful delivery of City Centre rebuilding schemes depends crucially, therefore, on effective co-ordination and strategic management of the planning, design, procurement, construction and cost control elements of the extensive programme of works being taken forward in central Manchester.

Creation of a Distinctive Millennium Quarter

The aim of this strategic objective is to bring together an integrated package of initiatives to create a distinctive Millennium Quarter based on the historic core of the City Centre. The Quarter lies in the northern part of the City Centre and is defined by Corporation Street to the east, Todd Street/Victoria Station approach/Hunts Bank to the north, the River Irwell to the west, and Cateaton Street/Cannon Street to the south. The strategy is to create a distinctive flagship visitor centre called the 'Urbis Centre' which will sit within a new green precinct, the 'City Park', creating a green, pleasant and largely traffic-free area around the Cathedral.

OBJECTIVE

R1 To secure the renewal and regeneration of areas of the City in a holistic way which provides new employment opportunities, a wider range of quality housing and supporting facilities, and a substantially improved environment.

POLICY

R1.1 The Council will pursue an area-based regeneration strategy working with the local communities, public sector agencies, the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. The Council will ensure that regeneration programmes maintain and create sustainable

communities, and that they improve the quality and range of facilities in the City Centre for all who use it.

REASON

There is a need to take a holistic area-based approach to regeneration in order to achieve an integrated way of dealing with a wide range of social, economic and environmental issues. The Council is committed to maintaining existing, and creating new, sustainable communities in partnership with all sections of society such as community groups, business and the voluntary sector. An important aspect of the area-based regeneration programmes is the integration of the most deprived communities in Manchester back into the economically successful and vibrant Regional Centre.

The Council is working closely with a wide variety of interests to ensure that the regeneration and renewal of the City Centre achieves improvements to the range and quality of facilities and, in particular an enhancement of the retail core, the stimulation and diversification of the economic base, the development of an integrated transport strategy, improvements for pedestrians and cyclists, and the creation of a high quality public realm and public spaces.

SHOPPING

INTRODUCTION

The Council wishes to see the City Centre continue as the regional shopping centre offering a variety and choice both for comparison and specialist shopping. This role is part and parcel of the wider regional centre function which Manchester plays. The Council will continue to enhance the environment of the City Centre and, in particular, improve conditions for pedestrians by making it safer and cleaner. One of the main aspects of this is reducing the impact of traffic. It will also seek to maintain and enhance public transport links to the City Centre both to ensure that it remains accessible to people who do not have access to a car and to provide a more environmentally friendly alternative for those who do.

The Council is committed to maintaining and enhancing district shopping centres so that they remain the focus for the provision of shopping facilities as well as the full range of community facilities. The Council wishes to see these centres continuing to benefit from investment and, where necessary, renewal.

Over and above these facilities the Council wishes to ensure that good quality local and convenient shopping facilities are within easy reach of peoples homes.

The Council wishes to ensure that the people of Manchester benefit from modern retail development and see no reason why this cannot be done within a framework of supporting existing shopping centres. The Council accepts, however, that out-of-centre stores may bring benefits, in certain circumstances, in terms of improving the range of retail choice and relieving traffic congestion in shopping centres. The Council's approach, in line with Government guidance, is to assess proposals for out of centre shopping very carefully to ensure that they would not undermine existing shopping centres (including future investment in order to improve them) and to examine whether they are acceptable in terms of environmental impact, traffic and accessibility.

The Council remains opposed to the creation of large out-of-town regional shopping centres. Such developments could threaten the success of the City Centre and undermine its role as the regional centre. One of the main advantages of the City Centre is its accessibility by public transport. Large out-of-town regional developments are not so accessible and therefore disadvantage those large numbers of people who do not have the use of a car. They would largely be used by people travelling by car thus causing damage to the environment by creating more car trips and increasing air pollution and traffic congestion.

The Shopping policies come under two broad headings:-

enhancing shopping provision in existing centres;
providing a full range of shopping facilities.

The policies are summarised below:

(1) ENHANCING SHOPPING PROVISION

The Council will seek to enhance shopping provision by:-
working with the private sector to improve the City Centre environment for shoppers
working with the private sector in district shopping centres to improve safety, upgrade the environment, tackle traffic problems and increase economic viability
replacing Moss Side shopping centre with a large supermarket and other local shops
protecting and enhancing the City's market trading areas.

(2) FURTHER SHOPPING PROVISION

In terms of further shopping provision the approach will be:-

encouraging new shopping development to serve local shopping needs where current provision is inadequate

carefully controlling the location of major new shopping facilities so that they do not undermine the ability of existing shopping centres to be improved and to ensure that they are highly accessible and acceptable in terms of environmental and traffic impact

ensuring that all major shopping developments provide a range of facilities such as access for disabled people, baby changing and feeding facilities, toilets and cycle parking facilities.

POLICY

S1.1 Working in partnership with the private sector the Council will improve the City Centre environment for shoppers and pedestrians.

Objective: To enhance existing shopping provision especially in the City Centre and in the district centres.

Reason: The Council aims to ensure that the City Centre shopping environment is dean, safe, attractive and accessible to all. Physical and environmental improvements will assist in meeting this objective, as well as helping to attract trade and increase the vitality and viability of the City Centre.

The Council will wish to explore, with all interested parties, the management of the City Centre and the proposed review of the Unitary Development Plan policies for the City Centre will provide the opportunity for full consultation on all of the issues involved. The idea of a City Centre manager has been put forward by some major retailers.

S1.2 The Council in partnership with the private sector will encourage, where appropriate, the improvement and re-development of existing District Centres in order to ensure that they remain the focus for both shopping and a full range of community facilities. These centres comprise Cheetham Hill, Chorlton, Didsbury, the district centre in Sportcity, Fallowfield, Gorton, Harpurhey, Levenshulme, Longsight, Newton Heath, Northenden, Openshaw, Rusholme, Withington and Wythenshawe.

Particular emphasis will be given to improving safety and enhancing environmental quality, tackling traffic problems and increasing economic viability. Priority will be given to following centres:- Cheetham Hill, the district centre in Sportcity, Gorton, Harpurhey, Levenshulme, Longsight, Newton Heath, Openshaw, Wythenshawe.

Elsewhere, more limited measures will be taken to improve conditions for pedestrians especially those with restricted mobility, visual impairments or shopping with young children. Where possible further off street car parking will be provided as part of achieving these ends.

New development will be particularly welcome where it replaces obsolete shopping floorspace and is in keeping with the character of the existing centre.

Objective: To enhance existing shopping provision especially in the City Centre and in the district centres.

Reason: District Centres are a major social and economic asset and the Council wishes to ensure that they continue to benefit from investment and renewal.

The physical and environmental condition and the economic vitality of the centres varies widely. Some centres are buoyant but most are not, reflecting the relative lack of affluence of their

catchment areas. There is, therefore, a clear need to target those areas where current provision is poor or inadequate. Resources for this type of work are limited and so the Council considers that priority must be given to those areas where there is a concentration of poor and disadvantaged people.

District Centres are highly accessible to local people and are best placed to accommodate the main community facilities such as libraries, meeting places, community centres and sports and leisure centres. They play an important part in making these centres a focus for local communities.

Moss Side District Centre is not covered by Policy S1.2. Here, because the centre is no longer viable, it is proposed to demolish the existing shopping centre and replace it with new shops. This is set out in Policy HU11.

The new District Centre in Sportcity is in a central location within East Manchester. A Metrolink stop is proposed along Ashton New Road and will be positioned to provide easy access to the district centre. Once this is constructed the new district centre will be readily accessible by road, bus and Metrolink. The new district centre is a major part of the strategy to regenerate East Manchester. It will meet the needs of existing and new residents as the population returns to East Manchester.

S1.3 The Council will seek to enhance the City's market trading areas.

Objective: To enhance existing shopping provision especially in the City Centre and in the district centres.

Reason: The City's public and privately owned market trading areas provide a valuable service to local people and the Council wishes to see them continue to do so. An important consideration must be their effect on adjacent activities and the Council wishes to see any disturbance minimised.

S2.1 The Council recognises the importance of good quality local and convenient shopping facilities within easy reach of people's homes and will seek to ensure that all parts of the City are well provided for and that facilities are accessible to disabled people. New shops to meet local needs will be encouraged where current provision does not adequately meet requirements.

Objective: To ensure the provision of a full range of shopping facilities for all people in the City.

Reason: Low levels of private car ownership in the City (60.4% of households did not have access to a private car in 1981) mean that there is a clear need for basic provision within easy reach of people's homes (no more than half a mile away) which meets local needs for a range of shopping choice.

The Council needs to consider the future of its own premises since many are proving not to be economically viable and a reduction or change of use could increase the prospects of the remaining units.

S2.2 The Council, in considering proposals for large out of centre stores, will wish to ensure that such development:-

- will not undermine the viability and vitality of the City Centre or a nearby District Centre (or town centre) as a whole;

- will not undermine the viability and vitality of nearby local shopping centres which cater for the day to day needs that are not so conveniently met by larger stores;

- is accessible to a wide cross section of people including disabled people and non-car users including cyclists; and that, in addition, it will not give rise to unacceptable environmental or traffic problems.

In coming to a decision on out of centre shopping development the Council will, where relevant, take into account the cumulative effects of other recent and proposed retail developments in the locality.

This policy applies to shopping development above 2,500 square metres gross floor space.

Objective: To ensure the provision of a full range of shopping facilities for all people in the City.

Reason: The Council recognises, in certain circumstances, the benefit of out-of-centre shopping but does not wish to see development which would threaten the future viability or vitality of existing centres, which are highly accessible both by public transport and on foot and which fulfil a wide range of community functions. It wishes to ensure that the City's residents can get to new shopping facilities by a choice of transport modes particularly public transport or by foot. In deciding applications for out-of-centre developments which seem likely to have a broad impact on a nearby centre, the Council will weigh the benefits to the public against other economic, social and environmental impacts, such as:-

- the likely effect on future private sector investment needed to safeguard vitality and viability in that centre taking account of the likely growth in population and expenditure;
- the extent to which the development would put at risk the strategy for the improvement of centres as set out in Policies S1.1 and S1.2 taking account of progress being on its implementation, in particular through public investment;
- changes to the quality, attractiveness and character of the centre, and to its role in the economic and social life of the community;
- changes to the physical condition of the centre;
- changes to the range of services that the centre will continue to provide; and
- likely increases in the number of vacant properties in the primary retail area.

Equally, the Council will consider the likely effects on the nearby centre if the proposed investment is not made.

The local shopping centres referred to in subparagraph (b) of the policy are the Local Centres shown on the map on page (...). These centres provide a broad range of facilities and services and create a focus for the local community. For the avoidance of doubt, in assessing the cumulative effects of recent and proposed retail developments, the Council will take account of those which have been recently built and also those where planning permission has been granted.

S2.3 The Council will permit the limited expansion of the City's two non-food retail parks at Queens Road, Cheetham and the Central Retail Park, Gt. Ancoats Street. Within these areas improvements will be made, where necessary, to enhance accessibility for disabled people. In the case of the Central Retail Park, the Council will aim to secure improvements to the car-parking facilities.

Objective: To ensure the provision of a full range of shopping facilities for all people in the City.

Reason: There is scope for the limited expansion of the two existing non-food retail parks in the City. This is dealt with in more detail in Part 2 of the Plan. Improving accessibility for disabled people will complement the Council's commitment to equal opportunities. The extension of car-parking facilities at the Central Retail Park is intended to address an existing problem.

Wythenshawe is not well served by this type of shopping and there may be scope for facilities of this nature to be introduced in addition to any redevelopment or refurbishment of the civic centre.

S2.4 New shopping facilities should not significantly affect the amenities of nearby residential areas particularly through increased traffic congestion, noise and pollution from cars.

Objective: To ensure the provision of a full range of shopping facilities for all people in the City.

Reason: Large new shopping facilities generate a considerable amount of traffic. The Council wishes to ensure that new shopping provision does not have a detrimental effect on neighbouring residential areas.

S2.5 The Council will seek to ensure that shopping facilities are of a high standard of design with adequate parking provision and provide a safe and attractive environment for all shoppers.

Objective: To ensure the provision of a full range of shopping facilities for all people in the City.

Reason: To ensure that shopping facilities enhance the City's overall environment and are designed to take account of the needs of people who will make use of them.

S2.6 The Council will ensure that all major shopping developments provide a wide range of facilities and benefits for the comfort and convenience of shoppers including access for disabled people, the provision of bus lay-bys, taxi ranks, cycle parking, toilets (including facilities for disabled persons), baby changing and feeding areas and play areas for small children.

Objective: To ensure the provision of a full range of shopping facilities for all people in the City.

Reason: To ensure that the Council's objective of making new public buildings accessible to disabled people is met with respect to new shopping developments and to meet the needs of all shoppers by providing toilets and other facilities one might reasonably expect where a large number of people congregate.

LEISURE AND RECREATION

INTRODUCTION

The Council wishes to see the development of a wide range of indoor and outdoor leisure facilities which meet the needs of the City's residents. Some of these facilities will be of a very high standard recognising Manchester's status as a major City which plays host to events of national and international importance. Wherever possible the Council wishes to see new leisure developments which provide for multi-purpose uses in order to maximise their value in terms of meeting community needs. The Council is anxious that such facilities cater for the needs of all people in the city and as such they will need to be easily accessible by public transport and cater for disabled people.

The City's population is changing, both in terms of its overall size and its social composition. These changes have important implications for active recreation and, during the Plan period, open space will be reviewed in their light. Provision will be looked at, not so much in terms of crude space standards, but in a way which considers quantity, quality and accessibility in relation to local communities.

One of the major issues the Council has to face is to find the resources to maintain and improve the quality of the City's many parks and recreation areas. The Council recognises the value of these open spaces as green lungs within the City. The approach the Council is taking involves increasing the recreational opportunities in some of the larger parks such as Heaton Park and Wythenshawe Park so as to provide the resources to finance the maintenance and improvement of the parks as a whole. This will only involve a very limited amount of new buildings and these will need to be carefully designed so as not to detract from the character of these parks. The benefits to people living in the city will be, firstly, that they will have access to more leisure facilities and, secondly, that the major parks can be maintained and enhanced to provide attractive open spaces for informal recreation.

A major new strategy set out in the Environment section of the Plan is for the development of a network of linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. This will open up many new areas for informal recreation and have a significant impact upon improving the City as a place to live.

The successful bid to become Britain's "City of Drama" in 1994 and the new international concert hall, a new home for the Halle, illustrate the importance of Manchester as a cultural centre. The Council, as one of the main players in all of this, strongly supports the further development of Manchester as a centre for the arts and culture. This will sustain the international role of the City, promote tourism, provide employment opportunities and encourage other types of economic investment. The City's role as a centre of youth culture has increased over the last decade and is a growing area of the economy and one of the City's major attractions. Another major feature of the City is the cultural richness provided by the presence in Manchester of people from a wide variety of backgrounds. These features will be supported and promoted by the Council.

The policies for Leisure and Recreation, which are summarised below, come under the heading of: improving and adding to the City's leisure, recreation and cultural facilities both to improve the quality of life and support the City's international reputation. This involves:-

- working with the private sector, the government and others to provide a range of high quality, multi-purpose indoor sporting facilities
- providing a major international stadium and associated facilities in East Manchester
- protecting outdoor sporting facilities from development and improving the range and quality of facilities

- creating a network of safe and attractive major linear recreational open spaces (see Environment section)
- making better use of the City's rivers and canals for water sports and angling as they become cleaner
- providing a greater range of recreational activities in the two Largest parks in the City: Heaton Park and Wythenshawe Park
- upgrading other parks and recreational areas
- providing a good distribution of safe and attractive areas for informal recreation within easy reach for all
- people in the City and especially the provision of play spaces for young children
- strengthening the City's role as an international and regional centre for the arts which will be further enhanced when the City's new concert hall opens during the mid-1990s
- providing public art such as sculpture, murals and the provision of suitable areas for outdoor performances and displays
- encouraging the provision of street cafes in appropriate locations.

POLICIES

L1.1 The Council will work with the private sector, Central Government and other institutions to facilitate the provision of a range of high quality multi-purpose indoor sporting facilities, which meet the needs of all people in the City, including some facilities of international standard. These should be located to provide a distribution which is accessible by public transport to all the communities of Manchester.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: The provision of a good range of quality indoor facilities accessible to all residents will contribute towards making the City a better place in which to live by providing everyone with greater opportunities for recreation as well as for the achievement of sporting excellence for those who wish to pursue a career in sport. The Council is anxious that such facilities cater for the needs of all people in the City and will therefore wish to see provision made within them from for disabled people and the provision of crèches, as well as ensuring that the facilities can be reached by public transport. The greater use of sporting facilities by City residents can contribute towards making them healthier. The provision of some of these facilities to an international standard is appropriate in a highly accessible major City such as Manchester. Located within East Manchester is Sportcity, a cluster of international standard sporting facilities made up of the new 48,000-seater City of Manchester Stadium, the National Institute of Sport, the Tennis Centre, the Velodrome and other sports related facilities used to host international events, such as the Commonwealth Games. It is an integrated multi-faceted set of sports and commercial uses that collectively generate significant levels of activity and regeneration. Located throughout Manchester are other international standard sporting facilities such as the Aquatics Centre in Manchester City Centre. Besides hosting international sporting events, these facilities will be available for use by the City's residents and will improve the range and quality of recreational facilities.

L1.2 Existing outdoor sporting facilities and recreational areas will be protected from development unless appropriate replacement facilities can be provided in advance or it can be shown that adequate facilities exist within the local area. Opportunities will be taken to improve the range and quality of facilities, especially in inner areas of the city. The provision of all-weather pitches will be encouraged as a means to both extend and improve the quality of provision so long as this is consistent with the protection of residential amenity. New facilities should be located where they can be easily served by public transport.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: Playing fields are coming under considerable pressure for development. The Council does not wish to see the overall level of provision fall, indeed it wishes to see it increased especially in the inner areas of the City which currently lack adequate facilities. Outdoor recreational facilities are often attractive open spaces in their own right.

The overuse of some facilities has resulted in decline in their quality. One of the ways for of providing for the more intensive use of facilities and to improve their quality is the provision of all-weather pitches. This is especially appropriate in areas where the opportunities to make large areas of land available for playing fields is constrained.

The provision of a good range of high quality outdoor sporting facilities accessible to all residents will contribute towards making the City a better place to live by providing greater opportunities for recreation as well as for the achievement of sporting excellence for those who wish to pursue a career in sport. The greater use of sporting facilities by the City's residents can contribute towards making them healthier.

L1.3 The use of the City's rivers and canals will be encouraged for water sports and angling as they become cleaner provided that this does not conflict unacceptably with nature conservation. To this end, the Council will continue to encourage improved accessibility to and along these waterways (making provision, wherever possible, for sight and mobility impaired people) and improve the attractiveness of the areas through which they run. The Council will ensure that safety considerations are fully taken into account in any such developments.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: Water sports are becoming increasingly popular while angling is the country's most popular participation sport. Informal walking on towpaths is a prime leisure activity. One of the benefits of reducing pollution levels in the City's rivers and canals will be to open up opportunities for their more extensive use for sport and recreation. Improving accessibility and safety and enhancing the immediate environment along the waterways will benefit the two key recreational user groups greatly. There is considerable potential here to exploit the City's many waterways to enhance the City's attractiveness to tourists. Waterways provide a resource for many tourist generating activities (pleasure boat trips for example), while the very environment created by waterside settings of potential tourist related development or features by themselves will generate considerable tourist appeal.

L1.4 The Council will work with the private sector to provide a greater range of recreational activities in Heaton and Wythenshawe Parks in ways which do not detract from the character of these parks and their value as major open spaces for informal recreation.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: Heaton and Wythenshawe Parks are the two largest parks in Manchester serving both the northern and southern parts of the City respectively as well as areas beyond the City boundaries. They offer opportunities to accommodate further sporting and recreational activities and improved visitor attractions provided that such facilities are consistent with their primary role as parks and their inclusion in the National Register of Parks and Gardens of Special Historic Interest. The encouragement of further activities in these parks will lead to more people using them which, in turn, will make them safer to use.

L1.5 The Council will seek to upgrade other parks and recreation areas, wherever possible making use of private sector finance, to provide safe, secure and attractive areas accessible to all which provide a range of recreational activities to suit different groups of people. In considering proposals for improving facilities or extending their range, the Council will ensure that the main function of the city's parks in providing open spaces for informal recreation is fully protected.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: Attractive parks and recreation areas which are safe to use are an important aspect of city life. Given the highly built up nature of the City it is essential to make the best of those open spaces which can provide for informal recreation.

L1.6 The Council will encourage the provision of a good distribution of safe and attractive areas for informal recreation within easy reach for all people in the City and especially the provision of play spaces for young children where priority will be given to those housing areas which lack adequate private gardens.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: It is important that there is a good distribution of areas for informal recreation and especially that young children have safe and convenient places to play out of doors. In some parts of the City, homes have gardens that will provide for the needs of young children. In other areas such as those with concentrations of terraced housing there are no gardens or the gardens are too small. In these areas there needs to be a good distribution of local play areas. The current provision needs looking at carefully. Some existing play areas are poorly located or are inappropriate for other reasons while some need to be upgraded. There is a need for further provision in some areas.

L1.7 Development which will strengthen Manchester's role as an international and regional centre for the arts and culture will be permitted.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: Manchester is the cultural capital of the North. It is a centre of artistic excellence. The further encouragement and fostering of the arts will sustain the City's role as the Regional Capital, promote tourism, provide further employment opportunities, encourage economic investment and add to the quality of life of Manchester residents.

L1.8 The Council wishes to see further public art provided in the City as part of environmental improvements and new developments including sculpture, murals and the provision of suitable areas for outdoor performances and displays.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: The provision of further public art will make Manchester more attractive and lively and will encourage people to visit the City. Because of its accessibility, it opens up art to a large number of people.

L1.9 The Council will permit the further provision of street cafes in the city and district centres, provided that they are carefully designed to minimise disruption to pedestrians and to avoid problems of litter.

Objective: To improve and add to the City's stock of leisure, recreation and cultural facilities, both to enhance the quality of life and support the City's international reputation.

Reason: The Council wishes to see the provision of street cafes in locations such as the City Centre and District Centres where they will add to the vibrancy of these areas and enhance their attractiveness.

TRANSPORT

INTRODUCTION

The Council wishes to ensure that Manchester enjoys the benefits of a transport system which is the equal of the best in Europe. It sees the development of such a system and the high level of accessibility which it would provide, as vital to the future economic well being of the City. An improved transport system will play a major part in Manchester developing as a cosmopolitan and international City able to attract investment, activity and visitors from around the world. The further development of the Airport is seen as a vital element of this strategy.

As well as furthering its economic objectives, the development of the transport system has a major contribution to make in achieving other aims of the Plan. In particular it is considered vitally important that, if the overall environment of the City is to be improved, public transport should play a much larger part in meeting the City's travel needs than is the case today and that opportunities should be taken to reduce the environmental impact of traffic through a range of traffic management measures. Journey to work trips by car to the City Centre and other major employment areas need to be reduced and public transport's contribution to meeting these needs increased. This will have the effect of reducing pollution, cutting accidents and saving energy. The Metrolink system is evidence of the City's and the Passenger Transport Authority's commitment to promoting public transport. It is the intention to expand the network as and when possible. Further practical policies for enhancing public transport's role and reducing the environmental impact of the car are proposed in the Plan.

A third aim of the transport policies of the Plan is to bring about improvements in accessibility for all the people of the City. Relatively small scale measures such as improvements to pavement surfaces, improved pedestrian crossing facilities, introduction of facilities for cyclists and the provision of ramps in place of stairs, can do more to improve the ability of many City residents to move around in and use their City than much larger scale projects.

The Transport policies come under four main headings:-

- (1) improving public transport in all its forms;
- (2) giving priority in future highway investment to maintaining and improving the existing network and opening up suitable areas for economic development;
- (3) making significant improvements for pedestrians and cyclists;
- (4) supporting the continued expansion of Manchester Airport in a way which is environmentally sensitive.

The policies are summarised below:

(1) IMPROVING PUBLIC TRANSPORT

The approach to improving public transport will include:-

- encouraging investment in all forms of public transport and, in particular, seeking to achieve improved public transport access to the City Centre, the Airport and to the new employment areas in East Manchester, Trafford Park and Salford Quays
- ensuring that the public transport system serves all parts of the City and meets the needs of its people, including providing for the unmet travel needs of disabled people
- encouraging the provision of improved bus facilities such as bus priority lanes, upgraded passenger facilities and improved interchange facilities
- working with adjoining Councils and the PTA/E to develop park and ride schemes
- upgrading the local rail network
- providing new railway stations in areas currently not served by the railway system and supporting the construction of the Airport Rail Link - Southern Spur

ensuring that new rail investment takes place in the national transport system which meets the needs of the City's people and its businesses
extending the Light Rapid Transit network in the City.

(2) THE ROAD NETWORK

In relation to the City's road network the approach will be:-

maintaining and improving the existing roads, reducing the impact of through traffic and providing improved road access to open up suitable areas for economic development

making the road network safer, reducing the impact of through traffic in housing areas and improving conditions for pedestrians and cyclists. This will be achieved by implementing traffic calming measures and developing local networks to meet local needs and objectives, for example, by introducing a traditional street pattern as part of the redevelopment of Hulme

giving priority in terms of new road schemes to projects that lessen the impact of through traffic in the City Centre and which provide improved links to East Manchester and the Airport

the Plan is required (by Central Government) to safeguard the lines of Department of Transport road proposals which include:

- M56 widening between junctions 4 and 6.
- M63 widening between junctions 6 and 9.
- A6 (M) to M56 (Manchester Airport) Link Road (Western section).
- M66 Denton to Middleton.

The Plan will seek to minimise the local impact of these schemes and maximise the local benefit in terms of removing traffic from the City and promoting development

however, the Council will not be constructing the Hardy Lane Extension Scheme (that is, the road link between Hardy Lane and Junction 8 of the M63 motorway in Sale Moor), or the Cheetham Hill by-pass, as both these schemes have been abandoned.

ensuring that car parking provision associated with new development has regard to the environmental capacity of the site in terms of its appearance and its impact on neighbouring activities as well as the ability of the road network to accommodate the traffic generated by the proposed development

providing more off street car parking in District Centres where practical

providing adequate and appropriate car parking provision for disabled people.

(3) PEDESTRIANS AND CYCLISTS

The needs of pedestrians and cyclists are sometimes contradictory and sometimes complementary. The policies in the Plan aim to significantly improve conditions for both by:-

ensuring that when new developments or new road schemes are planned the particular needs of both pedestrians and of cyclists are catered for

eliminating pedestrian subways and footbridges where safe alternative ways of crossing roads can be provided

introducing further pedestrian priority schemes into the City Centre

extending the safer routes to schools programme to cover the whole of the City and to include safer routes to play areas, parks and other community facilities

providing routes and facilities for people whose mobility is impaired especially in the City Centre and District Centres

promoting cycling in the City by providing a safe network of routes for cyclists and the provision of cycle parking facilities.

(4) THE AIRPORT

In relation to the Airport the approach will be:-

seeking to promote the development of the Airport in a way which is environmentally sensitive

improving road and rail access to the Airport and enhancing significantly the contribution that public transport makes to surface access to the Airport.

POLICY

T1.1 The Council wishes to see improved public transport access to the City Centre, to Hulme, to the Airport, to the City's major hospitals and educational facilities and to the new employment areas in East Manchester. The Council also wishes to see improvements to public transport links between the City and the development areas of Trafford Park and Salford Quays.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: The Council believes that it is vitally important that the recent growth in the use of the private car within the City is not sustained. In order to prevent this, the Council intends to work to significantly improve public transport within the City so that it is the chosen mode of transport for many more journeys. In particular the Council wishes to significantly increase the numbers of people who use the public transport system to travel to the City Centre and the other major centres of employment in the City and neighbouring districts.

While more households in the City now own cars there are still a large number of people in the City who rely heavily on public transport in their day-to-day lives. The Council will work with the PTA/E to ensure that the public transport system meets their needs.

The Council is anxious to ensure that people with mobility impairments have access to the widest range of travel opportunities and will work to improve the accessibility of the existing transport network.

The Council's ability to influence the pattern of bus services in the City is limited as the majority of services are provided commercially and routes and timings can change with little warning. It is important, however, that the bus network is carefully monitored to ensure that it is meeting the City's needs.

T1.2 The Council will encourage the provision of improved bus facilities in the City ranging from new bus priority schemes and interchange facilities, in particular on radial routes into the City Centre, to new or upgraded passenger facilities within the City Centre itself. The Council will encourage the provision of improved interchange facilities between buses, trains and Metrolink vehicles at the main City Centre rail termini.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: If the public's perception of the bus as a means of transport is to be improved and if more people are to be attracted to use bus services it is important that a range of measures are taken to improve the quality of the bus product. The introduction of bus priority measures and the provision of improved bus passenger facilities linked with better information are examples of the sorts of measures that could be taken.

T1.3 The Council will work with the PTA/E and, and where relevant, adjoining authorities to develop park and ride schemes.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: Whilst the Council would wish to see more people using public transport for the whole of their journeys in line with national objectives for transport and the environment, the development of park and ride schemes is one method by which car use in the City might be reduced and the use of public transport encouraged. If such a reduction of car use could be achieved this would particularly benefit the environment of the inner areas.

The aim of such schemes will be to intercept car users on their approach to the City Centre and encourage them to complete their journeys by bus, rail or metro link. Sites which are likely to be most acceptable for park and ride car parks are those with easy access from a major radial route or from a motorway junction. Such sites will need to be well related to either the rail and Metrolink network or linked with bus priority measures. The Council will ensure that where park and ride schemes are established particular attention is given to marketing and signing the scheme and to security at the car parks. Existing car parks at rail stations currently play an important role in relation to park and ride and the Council would wish to see further provision made.

T1.4 The Council will ensure that when new public transport facilities are planned in the City the needs of disabled people whose mobility is impaired are taken into account by the provision of ramps and other appropriate measures.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: The Council wishes to ensure that new buildings and footways are designed in ways which are sympathetic to the needs of people whose mobility is impaired. Considering this issue at the design stage can bring great benefits to a large section of the population.

T1.5 The Council will, in conjunction with the PTA/E, work to upgrade and further develop the local rail network.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: The local rail network which serves Manchester is one of the most extensive in the Country. At present about 15% of journeys to work in the City Centre are made by train. This figure has remained relatively static for the past ten years. The Council sees it as essential that this proportion is increased if its objectives to reduce pollution, save energy and reduce accidents are to be met. If rail services are to compete more effectively and carry the proportions common in many other European cities, it is essential that the quality and value of the rail product in Greater Manchester is improved.

The Council attaches particular importance to achieving the following:-

- a) improvements to the reliability, comfort and attractiveness of rail services;
- b) further electrification of the network to improve speeds and reliability and allow greater flexibility in how the network is used;
- c) improvements in the quality of information provided in relation to rail services.

T1.6 The Council will safeguard Land required to construct the Airport Rail Link Southern Spur and to provide new railway stations in areas not currently served by the railway system.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: Constructing new railway stations and improving access to existing facilities will improve the effectiveness of the local railway system. The Council considers that the construction of the Airport Rail Link Southern Spur will play an important part in increasing the numbers of trips made to the Airport by public transport and increasing the attractiveness of the Airport to potential passengers. The Council also wishes to see improvements made to existing railway stations in the City in particular to their accessibility for disabled people.

T1.7 The Council will work with PTA/E, British Rail and other relevant bodies to secure infrastructure improvements which will enhance Manchester's strategic public transport links.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: The City needs good road and rail connections with the rest of the country and with Europe if it is to prosper and if its people are to share in the benefits which the opening of the Channel Tunnel and the creation of the Single European Market should bring to the United Kingdom. The Council believes that it is essential that investment decisions on national transport projects are taken in a way which assess potential road and rail schemes on an equal basis.

The Council wishes to see:-

- a) upgrading of the railway line between Manchester and London;
- b) improvements to cross Pennine services;
- c) fast, efficient and direct train services to Europe;
- d) the development of conveniently located rail/freight facilities.

T1.8 The Council will safeguard those routes within Manchester over which the Greater Manchester Passenger Transport Authority has powers for the extension of the Light Rapid Transit (LRT) network. These routes comprise:

- a) from the City Centre to East Didsbury;
- b) from the City Centre to Rochdale via Oldham (converting the existing rail line);
- c) from the City Centre to Wythenshawe and Manchester Airport;
- d) from the City Centre to Ashton via East Manchester.

In addition the Council has identified a potential further extension to the Metrolink network from the City Centre to Hulme. The Council also recognises that, as the network expands, some additional capacity/routings may be required in the City Centre and will work closely with the PTE to establish the need for such proposals.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: The Metrolink system, which became operational in Manchester in April 1992, provides direct access from Bury, through Manchester City Centre to Altrincham, linking the City's main rail termini. The construction of further LRT links offer the potential of considerably improved public transport access to the City Centre from parts of the City which currently have poor or non-existent rail links. The PTE has all the necessary powers to construct the extensions (a) to (d) listed above. The Council supports these proposals and is keen to see their early implementation. Powers also exist for an extension of the network to Salford Quays and Eccles (now under construction) and to Dimplington. These have no direct land use implications within the City and are not therefore shown on the Proposals Map.

In addition to these schemes, the Council believes that an extension to Hulme will provide a further important new public transport link. Scope also exists for linking other areas of the City

such as the Higher Education Precinct into the system. Further work will be undertaken assessing the feasibility of such proposals and establishing the optimum routes.

T2.1 The Council's general approach to highway investment will be to maintain and improve the existing network rather than to embark on a major new construction programme. The main emphasis of the Council's activity will be to give priority to schemes which make the network safer and which improve residential areas and conditions for pedestrians and cyclists. Proposals which will gain priority will be:-

- a) junction improvements;
- b) improved road crossing facilities for pedestrians;
- c) improvements to traffic signalling;
- d) introduction of bus priority measures;
- e) the maintenance of existing road surfaces;
- f) reducing the impact of traffic in residential areas by measures aimed at reducing traffic speeds and improving residential environments;
- g) introducing a traditional street pattern as part of the redevelopment of Hulme.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Department of Transport estimates that by the year 2000 total traffic nationally will have risen by between 27 and 47% and by between 83 and 142% by the year 2025. The Council does not believe that it is sensible or environmentally acceptable to plan on the basis of meeting the demand implied by these figures. The Council will therefore aim to make the maximum use of the existing network by concentrating on works to improve the way in which the network functions while at the same time ensuring that, as far as possible, those living and working near traffic routes do not suffer a worsened environment. Ideally, the Council would wish to see a reduction in the number of trips made by private car so that local as well as wider environmental benefits can be achieved. The Council's approach to the promotion of public transport and cycling, as well as the location of new development, is based on this objective. It is strongly complemented by the Council's declared approach to the way highway investment is carried out.

T2.2 Where the Council does invest in new road schemes, these will be designed to meet particular local needs and to cater only for normal off-peak traffic flows. Except in very special circumstances they will be limited to ground level, two lane construction. Priority will be given to proposals which seek to lessen the impact of through traffic in the City and to provide new links to areas of the City which require them such as Hulme, East Manchester and the Airport. In designing new roads, attention will also be paid to the requirements set down in the Plan dealing with Environmental Improvement and Protection, particularly policy E1.4.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Council recognises that there are cases where new road construction will be justified. These improvements will not be to cater for increases traffic volumes per se but rather result from the City wishing to achieve particular objectives such as removing through traffic from the City Centre, regenerating the economy of East Manchester or providing the infrastructure which the Airport requires in the future.

The Council is committed to the completion of the Inner Relief Route and the construction of the Intermediate Ring Road. However, the Hyde Road Improvement Scheme to create a dual carriageway with two lanes in both directions has now been abandoned by the Council. Instead, the Council's approach here will focus on the improvement of pedestrian facilities, traffic calming measures, public transport provision and economic regeneration for the area. The extent of the

necessary highway work required along Hyde Road is therefore reduced and consequently, for development control purposes, the previous land protection envelope for the Hyde Road widening stretching from the Intermediate Ring Road to the Mancunian Way has been abandoned except for the section between Devonshire Street and Coral Street. Additionally, a new but reduced land protection envelope has been adopted around the junction of Clowes Street, the junction of Bennett Street, between Bennett Street and Devonshire Street and on Devonshire Street from Stockport Road to Hyde Road. The design standards normally adopted aim to minimise the impact of new road schemes on the environment and to conform to other transportation policies in the Plan.

T2.3 The Council will safeguard the lines of Department of Transport Trunk Road proposals in the City, these lines include:-

- a) M56 widening between junctions 4 and 6;
- b) M63 widening between junctions 6 and 9 (section in Manchester);
- c) A6(M) to M56 (Manchester Airport) Link Road (Western section);
- d) M66 Denton to Middleton (section in Manchester).

The Council will seek to minimise the local impact of these schemes and maximise the local benefit in terms of removing traffic from the City and securing urban regeneration.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Council is under a statutory obligation to show the line of Department of Transport proposals in the Manchester Plan. This does not imply a commitment by the Council to support either the principle or the detail of the schemes. It is important that the local impact of such schemes is minimised and potential benefits maximised.

T2.4 Within the City Centre (Area 5), the approach to car-parking set out in the former City Centre Local Plan (which has been incorporated into the Manchester Plan) will continue to apply.

Elsewhere, the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development. The Council will produce guidelines for different types of development. These may vary from area to area to reflect different local circumstances and will also have regard to the Council's wider transport objectives. As an alternative to the provision of on-site car-parking, the Council will, if appropriate, encourage developers to contribute towards agreed improvements in public transport, or to contribute towards the provision of offsite public car-parking.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Council wishes to ensure that in providing for car parking arising from new development environmental considerations are taken fully into account. These will include direct impact on the local environment and, in terms of wider environmental objectives, the need to reduce pollution levels by encouraging the use of public transport.

In some instances it may be possible to agree reductions in the amount of car-parking that has to be provided on site, by securing investment in alternative public transport facilities or communal parking off-site. This is something the City Council wishes to encourage as part of its wider transport and environmental objectives.

T2.5 The Council recognises that there is a deficiency of publicly available car parking in a number of District Centres. Where practical the Council will seek to increase the amount of off-street car parking in these centres in ways which do not detract from their character.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: Adequate off-street car parking provision in District Centres is important in improving their overall environment and in contributing to their economic vitality. It is not possible to improve the parking provision in all District Centres but where there is a clear deficiency and where opportunities to remedy it arise these will be taken. This will increase safety and improve the quality of the environment in centres. The Council intends to work closely with private sector interests in this respect and would be prepared to consider using its powers to acquire land compulsorily in order to assist in the assembly of suitable sites.

T2.6 The Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: Disabled people whose mobility is impaired need special car-parking provision so that they can get easily to a range of every-day facilities. This will involve convenient provision being made in existing and new car parks and the provision of special car-parking areas for disabled people elsewhere in the city.

T3.1 The Council will ensure that the particular needs of both pedestrians and cyclists are catered for in the design of new developments and new road and public transport schemes.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: It is much easier to ensure that the needs of pedestrians and cyclists are considered when a new development or a new road or public transport scheme is being planned than to take remedial measures later. The needs of cyclists and pedestrians are sometimes complementary and sometimes not. It is important to recognize their differing needs in designing new facilities.

T3.2 The Council will work to eliminate unsuitable pedestrian subways and footbridges by providing safe and convenient alternative ways of crossing roads. The Council will also seek to improve subways which remain by making them safer, better lit and less intimidating.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The City's subways are often poorly designed, poorly lit and intimidating to people who use them. Where practical the Council wishes to close existing subways and create safe and convenient alternative crossing facilities. It is easier to design a new road scheme or development without recourse to pedestrian subways than to seek alternative crossing methods later. Where it does not prove possible to close subways, or where it is not thought necessary as a matter of principle, it is important that they are improved. There are certain subways and footbridges for which no reasonable alternative may be possible, for example canal towpaths, and here the intention is that they should be improved where necessary to make them safer for people to use.

T3.3 The Council will introduce further pedestrian priority schemes into the City Centre. In particular the Council will create new and improve existing squares, widen pavements and introduce measures to restrict access to general traffic in areas of high pedestrian use, particularly during the working day.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: Further pedestrian priority measures are an important element of the Council's plans to make the City Centre more accessible and a more attractive place to live, work and visit. Much has already been achieved but there is still scope to extend pedestrianised areas further and there is a particular need to upgrade those areas that were treated some time ago.

T3.4 The Council will develop its safer routes for schools policy throughout the whole City and extend it to play areas, parks and other community facilities.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The safer routes to schools initiative aims to provide safer routes from children's homes by improving road crossing facilities and seeking generally to improve road safety on journeys to and from school. There is merit in seeking to extend this initiative to other important facilities which attract children.

T3.5 The Council will continue to develop routes and facilities for people whose mobility is impaired giving priority to such schemes in the City Centre and in District Centres.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The Council wishes to reduce the number of obstacles which the physical environment places in the way of disabled people and others whose mobility or vision is impaired such as people with young children or people carrying heavy shopping. Relatively small scale improvements such as the provision of ramps and level access to buildings can be of great assistance to people who find moving around the City difficult.

T3.6 The Council will promote cycling in the City by developing a safe network of routes and facilities for cyclists. Priority will be given to routes to the City Centre, major areas of employment, educational establishments. District Centres, recreational facilities and railway stations.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: Cycling is a healthy, non polluting and energy efficient form of transport which has the potential to make a greater contribution to meeting the City's transport needs than is currently the case. The Council believes that by developing a network of routes throughout the City, which are direct and safe to use, more people could be encouraged to cycle to the overall benefit of the City's environment.

T3.7 The Council will encourage the provision of secure cycle parking facilities especially in the City Centre, local centres, bus and railway stations and park and ride facilities, major areas of employment and close to recreational and Leisure facilities and educational establishments. The Council will expect major new developments to make adequate provision for secure cycle parking.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: Conveniently situated and well designed cycle parking facilities at major destinations can encourage the use of cycles in the City.

T3.8 The Council will continue to develop a network of off-street routes for cyclists and pedestrians taking advantage of linear features such as river valleys, canals and railway lines which have fallen into disuse as well as parks. The Council will seek to minimise pedestrian/cyclist conflicts where priority will be given to the safety of pedestrians.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: To provide a recreational resource and better access to and between open spaces, parks and informal recreational areas. Also to provide access to the countryside for walkers and cyclists.

It is important to avoid conflict between pedestrians and cyclists and here the Council will put the safety of pedestrians first. In the case of canals and waterways, it is not proposed to encourage unrestricted access to all adjacent land but to create liner routes for both walkers and cyclists only where it is safe to do so.

T3.9 The following broad hierarchy of road users will be used in assessing schemes and policies with significant transport implications:

- i) pedestrians and disabled people;
- ii) cyclists;
- iii) public transport;
- iv) access (commercial);
- v) general traffic (off-peak);
- vi) general traffic (peak).

In all circumstances, the aim will be to cater for the needs of people who use an area, rather than those who are just passing through.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The underlying aim of the hierarchy is to ensure that the needs of more vulnerable road users, such as pedestrians, disabled people, cyclists and those using public transport, are given careful consideration when planning new developments, schemes or strategies. The hierarchy reflects the priorities the Council wishes to see be accorded to different road users in future transport planning.

The intention is that the implications for each user group identified in the hierarchy will be explicitly stated in all reports to Council Committees which deal with specific transport schemes. In addition, recognising the need to adopt an holistic approach to the City's development and, in particular, the essential interaction between land-use and transport planning, similar consideration will also be given in determining area-based regeneration plans and planning applications which give rise to significant transport effects.

The function of each locality will determine the extent to which it will be appropriate to give priority to each of the user groups. Thus pedestrians will be given priority in residential areas and in the heart of minor shopping areas, access to businesses may assume a greater priority in district centres, and public transport may be accorded higher priority in the City Centre. Schemes will

therefore be examined in the light of their individual circumstances and within the context of each particular location's needs and problems.

Consideration will also be given to the strategic context of proposals. For example, Manchester's role as a regional centre with activities and facilities that attract people from a wide area, and as a major venue for international and national events, requires that access is afforded to people travelling from outside the City. In particular, strategic links are required to and from the Airport and to the national motorway network. However, the need to maintain the effectiveness of key strategic radial routes competes with the aspiration to improve conditions for pedestrians and other more vulnerable road users in district centres and residential communities along such routes, such as in Longsight, Gorton and Cheetham Hill. The use of the framework provided by the hierarchy will not in itself resolve such issues but, by drawing out such conflicts at an early stage, the most appropriate balance between competing needs can be identified.

T4.1 The Council will continue to manage the expansion of the Airport in line with the policies and proposals contained in the former Ringway Local Plan which has been incorporated into the Manchester Plan. In addition, until the Airport Company's expansion plans become clearer and have been agreed, the Council will safeguard from development land which may be needed for such expansion. In dealing with all proposals connected with the Airport, the Council will continue to pursue its present policy of seeking to promote its development in a way which is environmentally sensitive.

Objective: To support the continuing expansion of Manchester Airport in line with the policies and proposals set out in the Ringway Local Plan.

Reason: The Council wishes to ensure that the success of Manchester Airport continues in the future and that it continues to be the main international airport in the North of England. The Airport is important in its own right as an employment provider and because of the travel opportunities which it brings to the region. It also has important indirect economic benefits for the region as a whole. Until such time as the Airport Company and the Council have taken a firm view about future expansion plans for the Airport, it is the intention to ensure that the Manchester Plan safeguards from development land which may be needed for that expansion.

T4.2 The Council wishes to improve surface access to the Airport so that the infrastructure in the area surrounding the Airport continues to keep pace with the expected growth in both passenger numbers and freight traffic. This will involve:-

- a) construction of the Airport Rail Link southern spur;
- b) improvement to the Airport access roads; and
- c) maintenance and improvement of the bus links between the Airport, the City Centre and South Manchester.

Objective: To support the continuing expansion of Manchester Airport in line with the policies and proposals set out in the Ringway Local Plan.

Reason: The Airport needs modern, high quality transport links with its surrounding region if it is to continue to grow and prosper. The Council, both through its own actions and through the influence it can bring to bear on others, is anxious to ensure that surface access to the Airport improves further in the future. The promotion of public transport links and high quality public transport facilities will reduce pressures on the road network and will be beneficial in terms of reducing pollution levels. The Council wishes to see the development of an LRT link between the Airport and the City Centre.

GUIDE TO PART 2

Part 2 of the Plan will be useful to people looking to find the Council's approach to development in particular parts of the city.

Part 2 comprises proposals for 17 sub-areas. These area sections start by setting out the Council's general approach to development in the area. This is followed by site specific policies which can be located on the accompanying proposals maps.

The only area which follows a different format is the City Centre (Area 5). This section contains a number of general policies for the whole of the City Centre together with policy frameworks for 31 sub-areas.

The Chorlton and Barlow Moor section (Area 13) contains general policies for the Mersey Valley. These policies apply to the whole Valley area as shown on the Proposals Maps. This includes those parts of the Valley in Didsbury (Area 15) and West and East Wythenshawe (Areas 16 and 17).

Part 2 also contains city-wide development control policies.

AREA 1 BLACKLEY, CHARLESTOWN AND MOSTON

THE AREA

This area forms the northern fringe of the City and borders the green spaces along the Irk Valley which separate Manchester from Bury, Rochdale and Oldham. It is located about 4 miles from the City Centre. In contrast to much of Manchester which is on fairly level ground, this area is more hilly which gives it a distinctive physical character. The area has a certain homogeneity, being mainly developed for housing since the 1930s. However, it is interspersed with a variety of large open spaces, some of which contain areas of biological importance.

The area contains some 39,000 people which is about 9% of the total who Live in the City. It is anticipated that there will be an increase in the proportion of the people who are under 14 years old. Because the district contains only about 6,000 jobs, most working people travel out to get to work. Unemployment rates are below average for the City, and families are most likely to be headed by someone who is a skilled manual worker. In parts of the area elderly people form a high proportion of the population, such as Damhead, White Moss, Riverdale and Victoria Avenue East. Although the proportion of pensioners is expected to reduce a little during the next ten years, there are now about 8,000 living in the locality. This is above the city average, and they will remain a significant characteristic of the population throughout the plan period.

GENERAL POLICY:

BM1 In deciding its attitude to proposals within Blackley, Charlestown and Moston, the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- protect and improve the quality of the formal and informal open space;
- retain the primarily residential character of the area;
- improve the housing stock and housing environment;
- provide adequate and accessible shopping and other community facilities for all members of the community, particularly those with special needs;
- increase accessibility to employment opportunities and shopping centres located outside the area;
- maximise the benefits to the area of the proposed Manchester Outer Ring Road (M66), but in a way which is not damaging to the quality of life of established communities.

Reason: The area contains a variety of open spaces including some of city-wide importance such as Boggart Hole Clough and Heaton Park. The valley of the River Irk and its tributaries are another important feature of the area as well as the large open spaces between Victoria Avenue and Blackley New Road. It is the Council's intention to ensure that the spaces become more accessible and relevant to the needs of local people, in a way that does not damage the characteristics which make them important.

The Council needs to find ways of increasing resources in order to improve recreational facilities but without damaging environmental quality. Besides wishing to see better use made of Heaton Park there are other smaller areas of open space where there is scope for development linked to the enhancement of environmental quality. For example, at Shackcliffe Green there may be potential for limited infill residential development uses on the fringe of the area, but where the majority of the site would be retained and enhanced as an evolving wildlife habitat. Any such proposal would be the subject of full consultation with local people and other interested parties.

The housing stock in this area consists largely of semidetached houses. Their condition and amenities are generally good. The housing character of the area has been consolidated in recent years and the plan will seek to protect and enhance this residential environment.

The scope for further housing growth is rather limited because of the lack of suitable sites. Whilst there is scope for some degree of infill development, this should not be to the detriment of the environment enjoyed by the existing residential community.

Apart from the new complex at Heaton Mills, local shopping centres are at the junction of Rochdale Road/Victoria Avenue and Hollinwood Avenue/Moston Lane. As a result, residents tend to rely on small clusters of shops for their daily needs. These shops are especially important to local people because of the relatively high proportion of elderly residents, and the Plan will try to safeguard them.

Besides Ferranti in Moston and ICI in Blackley, the area contains few large employment sites. The only other major concentration of jobs is at Booth Hall Children's Hospital. Thus, most people have to travel outside the area to obtain work, and this means that the Plan's efforts to improve public transport in the City have a particular relevance for this area especially in Riversdale Estate and Charlestown where car-ownership is low.

A broad strategic thrust of the Manchester Plan is to deflect development pressures from the southern part of the city to the north, centre and east. However, Blackley, Charlestown and Moston have few sites of any size available to exploit the employment opportunities that will come with the new motorway. Even so, there may be some scope in the north-east of the area and in places along the main radial roads leading into the City. The Plan will seek to exploit these opportunities in order to bring jobs to local people, but only in a way which does not damage efforts to improve the quality of life for the people who live in the area. As part of the future monitoring process, it would be sensible to review land uses on the northern fringe of the City, once the new motorway is in operation.

AREA POLICIES:

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

BM2 The Irk Valley north of Victoria Avenue, will continue to be subject to policies aimed at environmental improvement and recreational development. No building will be permitted in this area which would damage the open character of the valley or its existing wildlife habitats. This policy also applies to the cloughs which are a feature of the valley. A small number of infill housing plots may be acceptable on the plateau areas above the valley sides and individual proposals will be judged on their merits. Improvements will be made not just to benefit nearby communities, but also to produce linear pedestrian and cycle routes through the valley with the route being positioned near to the river wherever practicable.

In order to create and protect a network of safe and attractive major linear recreational areas across the northern fringe of the City, and to safeguard the wedge of green space along the Manchester/Rochdale border. Were it not for the motorway proposal in this area the scope for housing on an infill basis would undoubtedly be greater.

BM3 The Irk Valley south of Victoria Avenue, as one of the city's major green fingers, will continue to be subject to policies aimed at environmental improvement, recreational development, and the protection of wildlife. Improvements will be made not just to benefit nearby communities, but also to produce linear pedestrian and cycle routes through the valley with the route being positioned near to the river wherever practicable.

This is a long-term strategy which is already bearing fruit. Further opportunities for the creation of open spaces, landscaping, pedestrian and cycle routes will be taken as they arise and with full regard to the need to protect the interests of existing businesses in the area.

BM4 The Council will maintain and enhance the valley of Moston Brook as a recreational open space.

In order to benefit residential communities abutting the Brook, and to provide an attractive link to other open spaces along the Brook, within and outside the City.

BM5 The Council will prepare, and subsequently implement, area development briefs intended to enhance the character and ecological value of the following areas:-

Bailey's Wood and the Damhead Valley;
most of Shackcliffe Green;
Boggart Hole Clough;
Nuthurst Road Park.

These are important open spaces which could be used more effectively to meet the needs of residents without damage to the local environment.

BM6 The Crab Lane Conservation Area will continue to be safeguarded and enhanced.

To conserve the special character of the area.

BM7 The Council will maintain and improve areas of recognised townscape value, especially in the following areas:-

Boothroyden;
the general areas of Rochdale Road at Boggart Hole Clough, Polefield Road and Old Road.

To safeguard the special character of these two areas. The Council will encourage the conservation and refurbishment of older buildings of quality in these areas and will take steps to prevent the loss of mature trees.

HOUSING

BM8 The following areas are proposed for residential development:-

- Crab Lane, opposite Stansfield Close;
- Blackley Village, north of Old Market Street between Oakworth Street and Surrey Street;
- site at the southern end of St. Mary's Road south of Shelley Street;
- land to the rear of Belgrave Road, adjacent to the Rochdale Canal;
- Chain Bar Mill if the site becomes available;
- parts of Shackcliffe Green;
- former secondary school, Moston Lane/Parkhurst Avenue;
- Hill Lane, adjacent to Westland Drive;
- Moston Mill, Blandford Drive.

To ensure that sites are available for housing development and to consolidate the residential character of the area.

BM9 The Council will continue to improve the environment of the Moston Miners estate.

To complement action being taken to improve the area's housing stock.

SHOPPING AND COMMUNITY FACILITIES

BM11 No major new shopping facilities are envisaged in the area and the main emphasis will therefore be on retaining and improving existing centres, especially at Rochdale Road/Victoria Avenue; Moston Lane East/Hollinwood Avenue; Charlestown Road; and on the Riverdale estate.

In recognition of existing retail patterns in the area and the lack of suitable sites for further major retail growth.

LEISURE AND RECREATION

BM12 The Council will permit development necessary to secure the retention of Pike Fold Golf Course as a significant leisure amenity for North Manchester.

To ensure its continued functioning in the light of reorganisation that will be necessary following the extension of the M66 motorway. A small amount of carefully located development may be necessary to secure the retention of a valuable leisure facility.

BM13 The Council proposes to provide for an increased range of recreation and leisure-based activities at Heaton Park in a manner which is compatible with the special character of the park and which respects the amenity of adjoining residential communities. In particular, any scheme must:-

take account of Policy E2.1 which relates to development in the Green Belt;
preserve and enhance the architectural integrity and educational and cultural value of Heaton Hall and its associated features, including the historic character of the landscape.

Heaton Park is a major strategic recreational opportunity not only for people living in Manchester but also for people in Salford, Bury, Rochdale and from further afield. The Council wishes to see a substantial improvement in the quality and range of facilities provided in the Park and also in Heaton Hall (a Grade 1 listed building). The process of revitalising the Park, and of ensuring that it achieves its full recreational potential, is likely to take many years and to involve considerable sums in both capital and revenue expenditure. The key projects are likely to include:-

- upgrading the golf course and introducing appropriate supporting facilities;
- ii) restoring and bringing into beneficial use all of Heaton Hall;
- iii) renewing and improving the landscape in each of the Park's zones;
- iv) bringing further attractions and events to the Park that are compatible with its status;

Heaton Park also forms the southern tip of an extensive area of open land which prevents the merging together of Whitefield, Prestwich, Middleton and North Manchester. As a result of the role it plays in this context the area is designated Green Belt. This means that only limited types of development are acceptable. The developments the Council wishes to promote will be consistent with the Park's role as Green Belt.

TRANSPORT

BM14 The Council proposes improvements for the safety of pedestrians and cyclists and to ease conflicts between road users at the following locations:-

Gardeners' Arms roundabout at Hollinwood Avenue;
junction of Rochdale Road/Victoria Avenue;
junction of Blackley New Road/Old Market Street.

To improve the safety of pedestrians and cyclists at road junctions with heavy traffic volumes, or unusual configuration where such improvements can be identified. The precise nature of the improvements will require detailed studies by the Council.

AREA 2 – CHEETHAM AND CRUMPSALL

THE AREA

North from the City Centre extends an area of land between the two pronounced valleys of the Irwell and the Irk. The ridge rises gradually northwards so that without being noticeably hilly, there are occasional striking views southwards, towards and across the centre of the City. Because of the strong radial emphasis of the roads, the area has strong links towards Prestwich and Whitefield. This is given added emphasis by the steep-sided Irk Valley which creates a clear

concept of Cheetham/Crumpsall as an area with its own identity within the city, separated from other areas to the north and east.

The original residential development of Cheetham, north of Queens Road and Elizabeth Street, was predominantly terraced housing for an artisan population, with Crumpsall characterised by middle-class villas, though in both wards new infill housing continued until the middle of this century. Following the more recent introduction of Housing Association infill and some Council and private developments, Cheetham now provides a broad mix of housing types and this mirrors a high level of social diversity. Crumpsall remains less varied, but it is becoming more mixed than it used to be.

Socially, Cheetham is one of the City's traditional areas for the settlement of the overseas newcomers, notably East Europeans and Irish from the middle of the 19th century onwards, with New Commonwealth groups after 1945. There is a wide range of ethnic groups and cultural needs in the area. It is estimated that the district has about 11% of its heads of household born outside the U.K., but within Cheetham that figure is more than three times as high. Matching that is a relatively young age structure in Cheetham, whereas Crumpsall is more typical of North Manchester in having a large elderly population.

At the very southern end of the area is Strangeways, adjoining the City Centre. The Strangeways neighbourhood contains a dense mix of manufacturing, wholesaling and cash and carry, with a special emphasis on the clothing trades and fancy goods. The area is estimated to contain up to 15,000 jobs, and so is a major employment area for the conurbation as a whole.

GENERAL POLICY

CC1 In deciding its attitude to proposals within Cheetham and Crumpsall, the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- improve housing of all types and avoid the need for future widescale clearance;
- provide infill and redevelopment sites for new housing;
- discourage over-development and over-intensive use of residential land and buildings and so avoid congestion and overcrowding in housing units and their surroundings;
- reduce the problems caused by vacant and derelict land and buildings by encouraging redevelopment, especially of smaller sites where shape and location would discourage proper maintenance for open space;
- concentrate the provision of public open space into suitable areas close to where people live;
- provide a network of green routes for pedestrians and cyclists between different parts of the area;
- create a safer environment and allow for a greater sense of personal safety for all sections of society, especially children and the elderly;
- encourage and promote the enterprise skills which exist especially in Strangeways and Chetwood, because of their contribution to the City's economic health;
- provide for improvements to public transport and reduce congestion in areas such as Strangeways and Cheetham district centre;
- ensure a balanced distribution and wide range of accessible shopping facilities to meet the needs of all sections of the community.

Reasons: Much unfit housing was cleared between 1960 and 1975, and replaced by Council housing, notably in the Waterloo Road and Halliwell Lane areas. Some of the public housing from that era has generated its own problems mainly requiring renovation and environmental improvement rather than demolition. The sounder areas of terraced housing have been retained and have been subject to improvement. However, the improvements have been made to the buildings rather than the surroundings. Consequently, for both public and private housing the need is not so much to replace the buildings, but to ensure an adequate quality in the areas around the home.

It is considered necessary to reduce the problems caused by vacant and derelict land, particularly within existing built-up areas. Suitable infill development needs to be encouraged especially of smaller sites where shape and location discourage proper maintenance, and where other uses would be inappropriate.

Throughout the area, but notably in Crumpsall, there has been a tendency to redevelop the larger old houses for higher density flat developments, and conversions to multiple occupation. As well as involving the loss of interesting features of the urban scene, such proposals can lead to increased problems of traffic generation, loss of green space, overlooking, and lack of privacy. Conversions, in particular, can lead to problems of parking and inadequate maintenance of property. The purpose behind the policy is to avoid congestion and overcrowding within housing developments, and to protect the distinctive character of the surroundings.

It is a recognised priority within the Plan to ensure the adequate provision of open spaces within an easy distance of established residential communities. However, in the southern part of this district, the distribution of open space reflects previous patterns of housing use. Parts that were once residential in character are no longer put to that use, and the remaining open space is now of the wrong type or is no longer needed. For example, Cheetham Park and its vicinity, the sites of the former Jewish Hospital and the open areas at Alderglen Road/Elizabeth Street are underused and no longer fulfil their original functions. A study is needed to look at how these areas can better meet the current needs of the local community.

As the area is separated from the rest of the Manchester community by distinct physical barriers, it is important that existing links are strengthened and new ones created, especially for the non-motorist. The Irl Valley in particular provides a green finger of open space close to dense areas of housing and employment. It has great potential value as a safe and attractive route for pedestrians and cyclists right into the City Centre, and out into open countryside to the north.

Because the area contains so many jobs, and has a subregional importance in the cash and carry trades, it is essential for the city that opportunities exist to sustain the economic development of the locality. One of the aims of planning policies will be to preserve the commercial vitality whilst tackling the associated problems of congestion and conflict between uses. This will need to be associated with a more effective use of public transport where there is inadequate parking provision. On the Metrolink line to Bury, the Council will investigate the potential for further stations in conjunction with the PTE. Special consideration will be given to stations adjoining Abraham Moss Centre and between Queens Road and Smedley Lane. The Council wishes to see improvements to the bus network in the vicinity of the Lower Crumpsall estate where the current provision of public transport is unsatisfactory for people wishing to visit the Regional Centre. This is a particularly poorly served part of the City, which is also an area of low income and thus low car ownership.

There is one main shopping centre, at Cheetham Hill which straddles the boundary with Salford. It is a popular and accessible shopping area, but is in need of a range of improvements. In recent years, a centre for bulky retail goods has become established at Queens Road/Cheetham Hill Road. It too needs improvement as a shopping environment. Together with good communication to the Regional Centre, and a number of small groups of shops around the area, Cheetham and Crumpsall are relatively well served for retailing purposes. It is important that this range and balance is not disrupted by inappropriate retail developments which fail to satisfy the structure of shopping needs within this part of Manchester. Strangeways has a sub-regional role as a Sunday trading area and the Council will consider the establishment of a regular Sunday market subject to proper provision for traffic, cleaning, public safety and management.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

CC2 As one of the City's major green fingers, the Irk Valley will continue to be subject to policies aimed at environmental improvement, recreational development and the protection of wildlife. Improvements will be made not just to benefit nearby communities, but also to produce linear pedestrian and cycle routes through the valley with the route being positioned near to the river wherever practicable.

Reason: This is a long-term strategy which is already bearing fruit. Further opportunities for the creation of open spaces, landscaping, pedestrian and cycle routes will be taken as they arise and with full regard to the need to protect the interests of existing businesses in the area.

CC3 Notwithstanding the generality of Proposal CC2, the Council will permit additional development for housing and business/industrial purposes in the Irk Valley, but only where this can be achieved without detriment to the environmental objectives described in that policy. This proposal applies to the Lower Crumpsall area, Crumpsall Vale and Hendham Vale (see CC12).

Reason: There is some scope for the development of housing and business activities in these parts of the valley, but proposals will require particularly careful siting, and a high standard of design. The primary objectives of environmental protection and improvement will continue to be given full weight by the Council in determining any planning applications.

CC4 The Council intends to enhance the character of Cheetham Hill Road, Bury New Road/Great Ducie Street, and the Metrolink line. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality.

Reason: To ensure improvements in the appearance of the City's major radial and orbital routes. To complement this policy, the Council will also take action to reduce the number of unauthorized signs and advertisements in the Cheetham Hill Road, and Bury New Road/Great Ducie Street areas.

CC5 In addition to the areas mentioned in CC4, the Council will act to maintain and improve areas of recognised townscape value, and will encourage the conservation and refurbishment of buildings of character and quality, especially:-
within the general area of Crumpsall Lane and Seymour Road;
in the Crumpsall Green area.

Reason: To conserve the distinctive character of these areas.

HOUSING

CC6 The following sites are allocated for residential development:-

- Barrow Hill Road/Charles Cradock Drive;
- Bignor Street;
- Derby Street/Salford Brow;
- Boomfield Drive;
- Newsholme Street/Winterford Road;
- Crescent Road;
- Middleton Road/Melton Road;
- Zeneca sportsground, Hazelbottom Road/Chataway Road (subject to a replacement site being agreed with the Council);
- Park Road.

Reason: To provide opportunities for a range of housing development so as to promote the revitalization of the City's housing stock and to meet the housing requirements set out in Strategic Guidance.

CC7 The Council will continue to improve the environment of terraced housing areas in need of upgrading, with priority being given to the Greenhill Road area.

Reason: To ensure the continued revitalisation of the City's housing areas, and to complement action to improve the housing stock itself.

CC8 The Council will continue to improve the environment of Council estates, especially the Waterloo Road estate.

Reason: To ensure the continued revitalisation of the City's housing areas, and to complement action to improve the housing stock itself. The elements of these improvements will be included in a brief to be prepared by the City Council.

CC9 The following sites are allocated as permanent residential and winter quarters for travelling show people:-

Collingham Street;

Waterloo Street/Celia Street.

Reason: To meet a specific need and to provide a degree of permanence to what have been temporary arrangements to date.

INDUSTRIAL AND COMMERCIAL USES

CC10 The Council will encourage the continued high level of economic activity in Strangeways and lower Cheetham Hill Road areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses (notably wholesale cash and carry and bulk distributive trades), by environmental improvements and better parking and servicing. Permission will be granted for the redevelopment of buildings or sites only where the proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements contained in policies expressed elsewhere in the Plan.

Reason: To ensure the continued economic vitality of this key area in the City's economy.

CC14 The Bury New Road/Fairy Lane site is allocated for commercial employment uses such as wholesale cash and carry, subject to proper provision being made to ensure highway safety, and proper safeguards for the amenity of nearby residents.

Reason: In order to promote employment opportunities. The site is alongside a busy main road and close to housing.

CC15 The main road frontage of the site at Cheetham Hill Road/Bignor Street is allocated for business uses, subject to a high quality of design.

Reason: To increase employment opportunities and secure the development of an unattractive gap in a main road frontage.

CC16 The former Queen's Road Tip is proposed for comprehensive development, to include:-

- office uses/light industry (B1 Use Class);

- general industry/wholesale/distribution (B2 and B8 Use Classes);
- leisure or recreational facilities, including open space accessible to the public.
- Any proposed development would need to demonstrate that there would be no adverse impact on adjoining residential communities and to take measures to ameliorate any ground contamination present at the time of development. Proposals should be designed to create better links for pedestrians and cyclists with adjoining residential areas and the Irk Valley.

Reason: To maximise employment and economic activity on an under-used site, and to take the opportunity provided by redevelopment to improve footpath, cycle and recreation links in the area. An example of the latter would be a connection between footpaths 108/95 and 90.

SHOPPING AND COMMUNITY FACILITIES

CC17 The Council, in partnership with Salford City Council and the private sector, will improve and further develop the Cheetham Hill District Centre. Particular emphasis will be given to improving safety, environmental quality and economic viability.

Reason: In order to consolidate the role of the District Centre in the community as part of a range of shopping facilities available to local residents. Detailed policies will be devised to improve bus facilities through and within the centre, traffic management and car parking. A study will also be carried out to identify the most appropriate range of uses for the land formerly reserved for the Cheetham Hill by-pass. These uses will include residential, business, leisure, car parking and open space, together with retailing.

CC18 The Council will not normally permit expansion of retail uses in the area around Cheetham Hill Road/Queens Road/Elizabeth Street beyond the area shown on the Proposals Map (which generally incorporates sites already developed or where planning permissions have already been granted) but would permit appropriate redevelopment schemes within this area. Notwithstanding the generality of this proposal, the Council will not usually permit food-based stores within this area.

Reason: If this area is to function properly as a "non-food retail warehouse park", steps need to be taken to impose a coherent circulation system, and a landscape framework which supports it and improves the visual quality of the area. The development of major retail units in an ad hoc way has created an unsatisfactory environment, from the point of view of pedestrians in particular.

CC19 The Council will permit redevelopment within the St. Luke's Church/Temple Cinema site on Cheetham Hill Road for commercial/ retail/leisure purposes, provided that the retention of listed structures and conservation of the special character of the site can be achieved.

Reason: To ensure the economic reuse of an important frontage site and the conservation of listed buildings in a proper setting.

LEISURE AND RECREATION

CC20 The Moss Bank land adjoining St Anne's School will be retained for use by the school as a recreational area with the intention of being incorporated into the school site and the former Middleton Road Open Air School playing fields will be reserved for educational use as playing fields.

Reason: To provide adequate facilities for the schools.

CC21 The following sites will be enhanced for recreation or for permanent open space:- Heywood Street;

former Wesleyan Cemetery, Thomas Street.

Reason: To ensure adequate and high quality open space remains in this densely developed part of the City which is characterised by housing with little or no private open space and limited access to formal parks. The precise elements of any schemes will be determined in a brief to be prepared by the Council.

AREA 3 – HARPURHEY, LIGHTBOWNE AND COLLYHURST

THE AREA

This area extends from the fringe of the City Centre to Boggart Hole Clough. It consists of a level-topped ridge between the valleys of the Irk and the Medlock. It is mainly residential in character, but some commercial uses do exist, particularly around the fringe of the City Centre and along the River Irk. This area also contains the northern tip of the East Manchester Regeneration Area (identified in the introduction to policy R1.1) containing Central Park which crosses the boundary of Area 3 and Area 4 of the UDP. The policy for Central Park is set out within Area 4 of the UDP.

There are around 5,900 children and teenagers living in this part of Manchester, with about one-third of the households containing children. This is slightly above the City average. About 7% of the households with children are single parent families. Again, this is slightly above the City average. There are about 16,000 people of working age in the district, but only about 2,000 jobs based within it. Consequently, most people travel out of the area to work. There are about 5,300 pensioners living in the area which is above average for Manchester.

So far as housing is concerned, the area can be divided into two. In the northern part, older terraced properties predominate. Any Council housing is mostly of two-storey traditional design. This area is generally stable and little change is likely apart from small-scale environmental improvements. The southern part is characterised by extensive areas of Council housing, the majority of which has been built over the last 40 years, with some being demolished in recent years. The area is well supplied with open space at Queen's Park, and along the Irk Valley and Moston Brook.

Harpurhey District Centre is the major shopping location together with a long parade of shops in Moston Lane. Over much of the area, access to the shops is not a problem for most people. However, south of Queen's Road the situation is worse with no retailers of any size.

GENERAL POLICY

HC1 In deciding its attitude to proposals within Harpurhey, Lightbowne and Collyhurst, the Council will have regard to the general policies in Part 1 of the plan in order to:-
secure the development of Central Park;
improve the quality of the local environment;
encourage new housing development and improve the quality of the existing housing stock;
provide adequate and accessible community facilities for all members of the community, particularly those with special needs;
create employment opportunities;
improve accessibility to employment and shopping facilities;
provide new and affordable housing for local people;
target public and private sector resources into the area in order to tackle problems of low quality housing, poor environment and derelict land.

Reasons: The creation of Central Park is a strategic component of the regeneration of East Manchester, and will attract new investment and create employment opportunities in the City. The Council will also be looking at ways to improve public transport in the area and will investigate with the PTE the potential for a new station at Monsall Street. The Council also wishes to see a new station at Dalton Street to help with the regeneration of Collyhurst.

Even though the area is well-supplied with open space, most of it is not well laid out or is underused in its present form. There is a need for the quality of the local environment to be given more emphasis, especially those open spaces close to or within housing areas so that they are

more relevant to the lives of local people. Within the Irk Valley itself a number of opportunities exist to add to or enhance the existing Green Finger and extend it to the City Centre.

The southern part of the area in particular has experienced severe decline over recent years despite the construction in Collyhurst during the 1980s of low rise housing to replace the walk-up blocks. The deterioration of the older Council housing stock and the poor physical environment have been factors which have contributed to the social and physical decline of the area. The Council will continue to target available resources for the improvement of existing Council housing stock, and in particular the tower blocks and maisonettes in Collyhurst South. Support will continue to be given to the Estate Action initiative at Collyhurst South, Monsall Estate and Kingsbridge Road. The retention and improvement of older terraced housing throughout Harpurhey and Lightbowne will be encouraged and supported by grant-aided improvements as resources allow. Priority will be given to the areas around Church Lane, Kenyon Lane, Lightbowne Street, and Cyprus Street. A number of potential housing development sites have been identified which offer scope for future improvements by providing new and affordable housing for local people. Over and above those sites that have been specifically allocated, the Council will investigate the potential for a mix of housing in conjunction with upgraded open space on land at New Allen Street and at Ashley Lane.

The area has more elderly residents and more families with young children than most parts of the City. Local communities are especially dependent upon facilities which are immediately available near their home. This pattern is particularly characteristic of the southern part of the area, and the Plan aims to create the conditions in which small-scale modern facilities, such as shopping, are attracted into the area.

The area contains few jobs and people travel out to seek employment. Nevertheless, the area has good development potential being close to the City Centre and the radial routes of Oldham Road and Rochdale Road which will provide links to the Outer Ring Road (M66). It also adjoins the orbital routes of Great Ancoats Street and the Intermediate Ring Road. When completed, this road network will give the area excellent links with the rest of the conurbation, and increase its attraction for commercial investment. The area to the north of Swan Street and Miller Street will be studied to resolve the competing needs of business activity, traffic flows and conservation. This will involve the examination of a range of options in order to secure the economic regeneration of the locality in a way which recognises its particular character.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

HC3 Along Rochdale Road and Oldham Road the Council will permit only designs and uses appropriate to such important thoroughfares which link the Regional Centre with the City's major Urban Regeneration Areas, including the proposed site for the Olympic-standard stadium. Landscaped areas should be enhanced and further landscaping opportunities sought in association with new development proposals.

Reason: To link the improvements to the wider regeneration strategy, and ensure that the quality of development reflects the strategic importance of the routes concerned.

HC4 The Council will permit the redevelopment of much of the land that lies between Rochdale Road and Fernclough Road. A range of uses is appropriate, including retail, commercial and residential. Schemes will be required to take into account:

- the need for a high quality design;
- the protection of residential amenity;
- the need to improve the overall appearance of Rochdale Road as a main route to and from the City; and the need to safeguard and improve the existing Peace Park.

Reason: To secure types of use and the quality of design appropriate to this important location.

HC5 As one of the City's major Green Fingers, the Irk Valley will continue to be subject to policies aimed at environmental improvement, recreational development and the protection of wildlife. Improvements will be made not just to benefit nearby communities but also to produce linear pedestrian and cycle routes through the valley with the routes being positioned near the river wherever practicable. Particular schemes for environmental improvement include:-

- Sand Street;
- Collyhurst Road/Fitzgeorge Street;
- Harpurhey Phase 2;
- Smedley Road scrapyard;
- Hendham Vale.

Reason: In order to enhance the environment for adjoining local residents and to optimise the recreational potential of the river valley. It is also necessary to improve the image of the area for existing and future economic investment, especially in the southern part of the valley which is primarily an industrial and commercial area on the fringe of the city centre. The Council especially wishes to create pedestrian and cycle routes which link the Irk Valley with the City Centre.

HC6 A number of sites throughout the area are proposed to be developed/landscaped for permanent open space including:-
Capstan Street, for St Matthew's School;
Moston Lane/Ashley Lane at the entrance to the primary school for use as an extension to the school playing field and nature study area.

Reason: To enhance the environment around local schools.

HC7 The Council will carry out schemes to enhance other open spaces remaining within the area, with priority being given to:-
Queen's Park;
St. Michael's Flags; and
Collyhurst Village Park.

Reason: *These are important open spaces which need to be improved and used more effectively to meet the needs of local residents. The element of the improvements will be determined in a brief to be produced by the City Council.*

HOUSING

HC8 The Council will carry out a series of environmental improvements in the areas of Monsall, Carisbrook Estate and Collyhurst. These will include the removal of narrow walkways and altering the layout to a more traditional form; and the removal of high fences, walls and planted areas close to pavements and footpaths.

Reason: The spaces around the buildings on these estates are poor and contribute to the problem of security and personal safety for local residents. The measures (which will also include better street-lighting) will complement other action designed to improve the housing stock itself.

HC9 The following sites are allocated for housing development:-
Kingscliffe Street/Hillier Street;
former Margaret Ashton College, Church Lane/Zeta Street;
Thistle Mill site, Factory Lane.

Reason: In order to comply with Strategic Guidance from the Secretary of State, and to provide a variety of housing tenures within the reach of local people wishing to remain in the area.

INDUSTRIAL AND COMMERCIAL USES

HC10 The following sites are allocated for business or commercial development:-

Dalton Street;

"CIS" site at Rochdale Road/Miller Street;

Oldham Road Goods Yard.

Reason: In order to maximise employment opportunities on suitable sites.

HC11 The following sites are allocated for commercial/business uses:-

adjacent to the junction of Rochdale Road/Queens Road, as part of the Monsall Urban Renewal Area;

western frontage of Rochdale Road, immediately south of Queens Park (subject to the retention of the majority of the trees).

Reason: The Council wishes to maximise employment opportunities wherever possible, but wishes to secure good quality development in this sensitive location near Queens Park. Site (a), in particular, will require the preparation of a development brief.

SHOPPING AND COMMUNITY FACILITIES

HC12 The Council will secure the improvement and extension of the Harpurhey District Centre for shopping and for other community facilities, including Leisure/recreation. Proposals for development will be designed to:-

improve car parking arrangements and access for shoppers and market traders;

improve the visibility of the centre from Rochdale Road;

secure the enlargement and enhancement of the centre by compatible linked developments (including additional retailing if appropriate) of the following sites:

Rochdale Road/Bankfield Street;

Rochdale Road/Moston Lane (south side);

Upper Conran Street, rear of Asda store;

Church Lane/market access road.

Reason: In order to improve and consolidate this important neighbourhood centre, in accordance with Part 1 Policy S1.2.

HC13 The Council will permit suitable proposals which would improve the range and size of shopping facilities in the area of Collyhurst and Monsall.

Reason: In order to reduce the existing deficiency of shopping facilities in these areas.

LEISURE AND RECREATION

HC14 The Council will maintain and enhance the line of Moston Brook as a recreational open space, especially around:-

the Monsall Urban Renewal Area;

Ravine Avenue.

Reason: In order to enhance the environment of adjoining local residents and the recreational and ecological value of the valley. The opportunity exists at Ravine Avenue for improving the area around the existing animal sanctuary and to improve the setting for a listed building.

TRANSPORT

HC15 The Council will improve conditions for cyclists and pedestrians, and ease conflicts between road users at the following locations:-

Moston Lane shopping centre;

junction of Rochdale Road/Lathbury Road/Fernclough Road;

junction of Northampton Road/Church Lane.

Reason: These are known problem locations for local people. The precise nature of the improvements will require detailed studies by the Council.

AREA 4 - EAST MANCHESTER

4.0 AREA DESCRIPTION

4.1 East Manchester is one of the United Kingdom's most deprived areas and suffers poor housing conditions, industrial wastelands, redundant buildings, a declining employment base, a poor physical environment and severe social and economic conditions.

4.2 East Manchester is located to the east of Manchester City Centre adjacent to the regional centre. It is bounded by Great Ancoats Street to the west, Oldham Road and the Manchester Victoria to Oldham Railway line to the north, the Manchester City boundary to the east and the Manchester Piccadilly to Gorton Railway line to the south.

4.3 Key features within the area include the Medlock Valley and Phillips Park, and the Ashton and Rochdale Canals. These canals are both Grade A Sites of Biological Importance (SBIs), and in the neighbouring borough of Oldham the Rochdale Canal is a Site of Special Scientific Interest (SSSI) and a candidate Special Area for Conservation (cSAC). Major transport routes include the A62 (Oldham Road), A662 (Ashton New Road) and A635 (Ashton Old Road) which all link the City Centre and East Manchester to the M60. Running from Victoria and Piccadilly Railway Stations there are various railway lines and junctions which cross East Manchester creating opportunities for development but also severance between areas.

4.4 East Manchester has lost a significant proportion of its population since 1991, while overall the population of Manchester has grown. The unemployment rate is more than double the Greater Manchester and national average. The area has higher morbidity and early death rates than the rest of Manchester and the mortality rate is 50% higher than the national average. Educational attainment is low in terms of pupils gaining 5 or more grade A-C GCSE's when compared with Manchester and the national average. Local business's find it difficult to recruit in the area due to lack of skills (particularly IT, basic literacy and numeracy).

4.5 Historically, East Manchester was an industrial area with mills, warehouses and engineering works dating from the 18th Century. Following the decline of the textile industry East Manchester was left with redundant buildings, many of which are listed owing to their historic and architectural importance. Until the 1980s it was still a major manufacturing area. East Manchester has suffered from successive recessions and a decline in the industrial and manufacturing sector leaving the area with many derelict and under used buildings together with large areas of vacant and degraded land. Its economy is still, however, dominated by manufacturing, distribution and catering.

4.6 Demand for housing stock across all sectors is low and in some areas with particular property types there is no demand at all. The housing is characterised by Victorian terraced housing, sixties and seventies council estates and cul-de-sac housing. Of this a significant proportion is in Council ownership or owned by registered social landlords. The privately owned stock contains a substantial amount of private rented accommodation. There are high vacancy rates in housing in all Council stock and other housing tenures. Within East Manchester there is a lack of real choice of housing types and tenures, especially for high quality housing.

4.7 The regeneration of East Manchester requires a planning framework which is clear and responsive, and which supports new development that will contribute to the regeneration of the area. Therefore, a set of general policies which guide all development have been developed followed by proposals for various sub-areas. The sub areas are:

- Sub-Area 1 Central Park
- Sub-Area 2 Newton Heath

Sub-Area 3	Miles Platting
Sub-Area 4	Ancoats
Sub-Area 5	New Islington
Sub-Area 6	Ashton Canal corridor
Sub-Area 7	Sportcity
Sub-Area 8	Upper Medlock Valley
Sub-Area 9	Clayton
Sub-Area 10	Lower Medlock Valley
Sub-Area 11	Beswick
Sub-Area 12	Lower and Higher Openshaw
Sub-Area 13	Ardwick Yards and Kay Street

OBJECTIVES

4.8 Within East Manchester the City Council is seeking:

- The holistic regeneration of the area leading to improvements in the quality of life and environment of residents, workers and visitors to East Manchester.
- The re-use of previously developed land and buildings.
- The creation of more sustainable patterns of development.
- The development of a mix of uses and dwelling types and a range of employment, leisure, community facilities.
- High standards of building design and urban design.
- Easy access to public open space and a hierarchy of sport and recreation facilities.
- The development of a highly accessible public transport system.
- A hierarchy of roads and other areas of the public realm including, open spaces.

POLICIES AND REASONED JUSTIFICATION

EM1 - EAST MANCHESTER

East Manchester is located immediately east of Manchester City Centre and is shown as Area 4 on the proposals map. It forms part of a major regeneration area within the City of Manchester and represents an integrated approach to regeneration, combining social, economic and environmental considerations where land use planning can be used to positively influence outcomes. The sustainable regeneration of East Manchester will extend beyond 10 years and will comprise the following:

- i. The provision of sustainable urban neighbourhoods in Ancoats, Beswick, New Islington, Clayton, Miles Platting, Newton Heath, Openshaw and Higher Openshaw. Ancoats is an Urban Village as well as a Conservation Area and part of a potential World Heritage site. New Islington is a millennium community.
- ii. Transformation of the River Medlock and its valley into an attractive environment for informal recreation with semi natural habitats. The Lower Medlock Valley area of protection will be narrowed to achieve environmental improvements and create a high quality green environment.
- iii. A new sporting and leisure complex known as Sportcity and comprising a new stadium, a National Institute of Sport, Velodrome, Tennis Centre, athletics facilities and other uses including employment, leisure and retail.
- iv. Maintaining and improving the District Centres of Openshaw and Newton Heath, and the designation of a new district centre within Sportcity comprising major food and non-food retail, a

new market hall, a range of smaller retail units along Ashton New Road, A3 uses and residential accommodation.

- v. Development of an integrated public transport system including:
 - a) Metrolink extension from the City Centre to Rochdale via Oldham (converting the existing railway line);
 - b) Metrolink extension from the City Centre to Ashton via East Manchester;
 - c) Quality bus corridor from the City Centre - Oldham Grotton (Water Road A669/A62);
 - d) Quality bus corridor from the City Centre - Ashton under Lyne - Stalybridge (A635);
 - e) Provision of links with the Reddish Lane Quality Bus Corridor (B6167);
 - f) Comprehensive pedestrian and cycle networks including routes along the Ashton and Rochdale Canals and Medlock Valley and through Philips Park;
 - g) Use of Ashton Canal and re-opening of the Rochdale Canal to canal traffic.
 - vi. The provision of community facilities including health centres, libraries and open learning facilities, community centres, leisure facilities and places of worship in district and local centres.
 - vii. Development of a wider employment base by attracting knowledge based industries, media industries, professional and financial sectors, tourism and life sciences. This will build upon East Manchester's close proximity to the Regional Centre and the Higher Education Institutions.
 - viii. Retention and expansion of existing industrial activity in chemicals, manufacturing and engineering sectors.
 - ix. Development of Central Park as a major new high quality business park, serviced by road, heavy rail and the new Oldham/Rochdale Metrolink line.
 - x. Continued industrial development and improvement of the Parkhouse Street Industrial Estate and Ardwick Goods Yards.
 - xi. Development of communication and technology infrastructure.
 - xii. Provision of a linked open space network to improve/increase recreational provision and biodiversity value, maintaining and enhancing the substantial nature conservation resource of the canals.
 - xiii. Provision of educational facilities.
- Individual development proposals will not be permitted if they conflict with the comprehensive planning of the sub-areas and strategy set out in this policy.

4.9 When the regeneration of East Manchester is completed, increased densities adjacent to the City Centre and along major transport corridors are likely to support a total population of 60,000. Central Park, the Parkhouse Street Industrial Estate and Ardwick Goods Yard will be developed to reclaim East Manchester's position as a premier industrial and business location, building on the existing sectors and attracting new sectors in knowledge based industries.

4.10 The Medlock Valley is an important area of open space providing wildlife habitats, areas of important biodiversity, an informal recreational facility, semi-natural habitat and an important green lung in the urban area. The valley is in two parts, an Upper and Lower section. The Upper section is a valuable area of good quality open space serving many functions. The Lower section of the valley between the City Centre and Sportcity is an under-used poor quality environment and the area of protection will be narrowed and enhanced to become an attractive green space to provide informal recreation.

4.11 Housing is the major land use in East Manchester and new housing development and improvements to housing will take place to create a mix and balance of housing types, sizes and tenures.

4.12 Local services and facilities including libraries, health services, schools, community facilities, recreational facilities and less formal places for community gathering will be integral to the development of East Manchester. High quality education facilities - pre-school, primary and secondary schools - are essential to attracting a more diverse population and regenerating East Manchester.

4.13 An integrated public transport system is a key element of the regeneration of East Manchester and many of the initiatives are set out in the Local Transport Plan. These comprise two extensions to the Metrolink network, which will serve Central Park, Sportcity and many of the residential areas. The Quality Bus Corridors in Manchester and neighbouring district authorities provide further opportunities in enhancing the coverage and links of the public transport network and corridors in East Manchester. Improved links between Central Park and the Higher Education Precinct will enable knowledge-based and high-tech industries in the business park to fully exploit the knowledge base in the Universities. During the lifetime of the Unitary Development Plan other public transport proposals are likely to be brought forward as a result of the South East Manchester Multi-Modal Study; it is the intention of the City Council to adopt and implement these proposals.

4.14 The Ashton and Rochdale Canals are both Grade A SBIs. In addition the Rochdale Canal over the border in the neighbouring borough of Oldham is a Site of Special Scientific Interest (SSSI) and a candidate Special Area for Conservation (cSAC). Both canals contain Floating Water Plantain, a European Protected Species (EPS). Any proposed development would be required to take these designations into account, and also that canalside buildings may contain roosting bats, also an EPS.

EM2 - DESIGN AND SUSTAINABLE URBAN NEIGHBOURHOODS

The renaissance of East Manchester will be dependent on creating regeneration that is sustainable and increases the demand to live, work and visit the area, now and in the future. To achieve this a holistic approach to regeneration is being promoted and creating a sustainable pattern of development will be a major part of the strategy for the whole area. This will comprise:

- i. Reuse of previously developed and underused land and buildings provided that this creates or maintains a good living environment. This will involve focusing new housing in existing residential neighbourhoods.
- ii. Conservation of the cultural heritage in East Manchester including Ancoats, the Ashton and Rochdale Canals and other historic structures.
- iii. Designs which enhance the quality of the built environment in terms of scale, density, height, layout, massing, landscape, access and detailing and conserve the natural environment.
- iv. Locating landmark buildings on prominent sites on major routes and corridors.
- v. The design and layout of development which maximises personal safety, the security of property and reduces opportunities for crime as a result of natural surveillance.
- vi. Designing fully accessible public buildings and public areas for all sections of the community.
- vii. Developing safe, integrated and accessible pedestrian and cycle networks linking the residential neighbourhoods to the local neighbourhood shopping centres, district centres, the City Centre, adjacent neighbourhoods, employment and leisure areas, public transport corridors, the Ashton and Rochdale Canals and Philips Park, and the Medlock Valley; and ensuring that secure cycle parking facilities are available to complement the cycle network and development within East Manchester.
- viii. Establishing a hierarchy of streets and open spaces with clearly defined roles which enable the routing of buses into residential neighbourhoods in line with the LTP.
- ix. Shaping new development patterns in a way, which minimises the need to travel and reduces the use of the car. This will involve locating and increasing the density of development for uses which generate a large number of trips, such as major mixed use development, high density residential, hotel, leisure, office, tourism, sport and recreation uses adjacent to Metrolink stops, along quality bus corridors, around railway stations, within and adjacent to the City Centre and district centres, along major routes and corridors and other locations well-served by public transport.
- x. A mix of dwelling types, sizes and tenures, including provision for disabled people, avoiding the creation of large areas of housing of similar characteristics.

- xi. Within residential neighbourhoods identifying areas for a mix of uses comprising local neighbourhood shopping centres, community facilities, open space and formal and informal sport and recreation facilities.
 - xii. Residential neighbourhoods within which priority will be given to the needs of pedestrians over and above the movement and parking of vehicles.
 - xiii. Locating primary schools, health care and other community facilities within district and local centres, close to public transport routes and housing.
 - xiv. Provision of energy efficiency measures within new development including technology to harness renewable energy resources for heating and lighting.
 - xv. Provision of flood prevention measures. Within the 100 year flood plain, as shown on the proposals map, development will be required to demonstrate that it will not adversely affect the flood plain area (or increase flood risk elsewhere) and will incorporate measures to reduce flood risk, including sustainable drainage systems. Developers should have regard to PPG25.
 - xvi. An accessible public transport system which considers the safety and accessibility of all sections of the community.
 - xvii. Protecting the residential amenity of neighbourhoods surrounding Sportcity from parking on match days and events.
- Within East Manchester housing in multiple occupation will not be permitted unless it is for local people with special housing needs.

4.15 Development will be focused on previously used and under-used land and buildings, existing residential neighbourhoods such as Ancoats, Beswick, New Islington, Clayton, Miles Platting, Newton Heath, Openshaw and Higher Openshaw. These areas are located close to the City Centre in an urban area with good existing and proposed public transport infrastructure for pedestrians, cyclists, public transport users and the car.

4.16 The rich history of East Manchester's industrial past will be conserved and enhanced, particularly the mills and warehouses located in Ancoats and along the canals and other built features such as, archways, bridges and viaducts. These buildings and structures provide a strong link with the past and are located throughout East Manchester providing an opportunity for adaptive re-use and restoration and establish a strong connection with the industrial heritage of East Manchester.

4.17 Design of new development and its curtilage has a significant effect on the character and quality of an area. It defines public spaces, streets and vistas and creates the context for future development. The design of buildings should be to the benefit of an area rather than to its detriment. The Council does not wish to stifle innovation, originality or initiative but encourage it particularly within residential neighbourhoods to create interest and character, which is unique to that neighbourhood and has a mix of dwelling heights, materials and architectural detailing. In addition the design of development along major routes and corridors should respond to junctions, corners, street frontages and ensure the scale and massing of built development reflects the location on a major road. The layout and design of major development should seek to create a permeable and legible environment for all users of the public realm and reduce opportunities for crime as a result of natural surveillance such as windows fronting onto public realm areas.

4.18 Mixed use areas and buildings will be encouraged within East Manchester particularly along major routes and corridors and next to Metrolink stops. This will help generate activity and higher densities. Furthermore, a mix of uses will help encourage people to use the same part of East Manchester at different times of the day and improve security and surveillance day and night.

4.19 Higher densities will be encouraged at the western edge of East Manchester to respond to the higher density development in Manchester City Centre, and lower densities will be encouraged in districts further out, reflecting the existing residential neighbourhoods and housing stock. Within residential neighbourhoods housing development greater than 30 dwellings per

hectare will be sought and in locations which are highly accessible this should rise to 50 dwellings or more.

4.20 Within residential neighbourhoods there will be a need for a greater choice of housing types, sizes and tenures than is currently available and which does not reinforce social distinctions. This will involve the introduction of a greater proportion of owner occupation housing in areas with substantial local authority or registered social landlord housing, to balance the predominance of social housing. The provision of housing should meet the needs and changing aspirations of current residents and attract residents who will invest in and live in East Manchester, such as a wider variety of housing types to appeal to a wider cross section of the community in terms of size, built form, tenure, lifestyle, needs of specific groups, income level and age. Within residential neighbourhoods surrounding Sportcity the amenity of residents will be protected from match day and events parking using a number of measures including residents parking schemes, homes zones, traffic calming, traffic regulation orders etc. All measures should ensure that the movements and reliability of bus services are not hindered. Houses in multiple occupation will be permitted if they provide housing for local people with special housing needs such as disabled people, the elderly, those with mental health problems and learning disabilities.

4.21 To create inclusive and accessible communities, the needs of disabled people, those with restricted mobility (such as the elderly and parents with young children), should be considered in the development of public transport routes, public realm areas, public buildings and residential areas. This will include: developing safe and accessible public transport routes, stops, nodes and pedestrian and cycle networks; ensuring the design of public buildings and the public realm is fully accessible to all sections of the community; locating housing for disabled people and the elderly close to public transport routes and local centres; and locating community facilities in local centres.

4.22 A variety of connections should link the districts including visual connections such as views and vistas, and physical connections such as roads, paths, rivers and canals and other natural features. A street grid should be established to enhance connections within and between neighbourhoods, maximise neighbourhood surveillance, increase security and reduce the opportunity for crime. Each street should have a clearly defined role within an overall hierarchy, for example high volume major roads, high streets, secondary and minor roads should have a particular design and landscape character.

4.23 A hierarchy of linked open spaces will be identified to respond to modern day needs - active and passive recreation, formal and informal, semi-natural areas, parks, squares and courtyards. Each area of open space should have a well defined recreational/leisure role and should be well integrated into the surrounding area. By edging parks and open spaces with a mix of active uses, such as housing, shops, other commercial uses and community facilities, such spaces can feel safer and the general level of vitality increased.

4.24 Sustainability requires that every effort be made to reduce the amount of non-renewable resources used both in the construction process and in the day-to-day running of buildings. Energy efficiency measures and the use of renewable energy sources can both contribute to this. Sustainable drainage systems will be encouraged within new development alongside flood prevention measures. The Environment Agency Indicative Flood Plain Maps 2000 identify an area between Holt Town and Ashton New Road as within the 100 year flood plain and within this area development will need to demonstrate flood prevention measures to avoid adversely affecting the flood plain.

4.25 The following are identified as major routes and corridors: Oldham Road, Alan Turin Way, Great Ancoats Street, Ashton Old Road, Ashton New Road, Rochdale Canal, Ashton Canal, railway lines, Metrolink and the River Medlock.

EM3 - DISTRICT AND NEIGHBOURHOOD CENTRES

Within the district centre in Sportcity, Openshaw and Newton Heath District Centres the following development will be permitted, to support their vitality and viability:

- i. retail A1, A2 and A3 of a scale and function consistent with a district centre;
- ii. mixed use development;
- iii. employment B1, leisure and community facilities.

Where suitable sites or buildings suitable for conversion to retail or leisure are not available within the above centres, then sites on the edge of centres will be permitted, provided that a need for the development has been demonstrated.

Within the residential neighbourhoods additional shopping to meet local needs will be permitted within local neighbourhood shopping centres and individual small retail units will be permitted within residential areas.

Retail development, which conflicts with vitality and viability of existing centres, will not be permitted.

4.26 The expected population increase is likely to lead to a growth in retail expenditure within East Manchester. New retail and leisure provision will be required to locate within the district centres and, if sites are not available within these centres, then on the edge of district centres. Development on the edge of district centres will be required to demonstrate a need for the type of retail. Within East Manchester there are three district centres - Newton Heath, Openshaw and the district centre within Sportcity. These form part of the hierarchy of centres when applying the sequential test and are the preferred location for retail and leisure development. These centres are in highly accessible locations where access by a choice of means of transport is easy and convenient.

4.27 The district centre within Sportcity is the largest of the three district centres and will serve the convenience and comparison retail needs of the residential areas of Beswick, Clayton, Openshaw, Miles Platting and Newton Heath. The District Centres of Openshaw and Newton Heath are older centres suffering from buildings in poor repair and vacant units. Improvements to the centres are required to attract new investment which may be in the form of environmental improvements, modern units and improved access to the centres. Improvements to district centres are dealt with in Part 1 Policy S1.2.

4.28 Improvements to residential neighbourhoods will involve the identification of local neighbourhood shopping centres to meet the local shopping needs of residents. These centres will be identified when the residential neighbourhoods undergo improvement and redevelopment. Single small scale shopping units, such as newsagents will be permitted within residential areas.

EM4 - MEDLOCK VALLEY

The Medlock Valley is an important area of multi-functional open space, with open landscape, informal recreation, biodiversity, semi-natural habitat and green belt value; it also contains Philips Park, a Registered Park and Garden of Special Historic Interest. Within the Medlock Valley, as shown on the proposals map, development will not be permitted which will have an unacceptable adverse affect on:

- i. the open landscape character and appearance/visual amenity of the Medlock Valley, including its edges;
- ii. its semi-natural habitats or other biodiversity/ nature conservation value;
- iii. people's ability to access it by sustainable means, from within and on the edge of the valley;

- iv. the informal recreational quality of the valley, including anything which reduces people's safety in or adjacent to the valley;
 - v. the character, appearance and setting of the Registered Park and Garden.
- Any development should be compatible with its setting in terms of siting/location, scale, materials, design and landscaping.

4.29 The Medlock Valley is divided into an upper and lower part separated by a culverted section under Sportcity. The Medlock Valley provides an important area of open space, a green lung in the urban area and an informal recreation/ amenity facility. A continuous link will be maintained between the Upper and Lower Medlock Valley.

4.30 The characteristics between the Upper and Lower Medlock Valley are very different. The Upper Medlock Valley is a large area of high quality informal open space, which provides opportunities for people to experience the countryside close to the urban area and is partly located within Green Belt (see policy E2.1). Within this area there are also pockets of valuable natural resource identified as a Site of Biological Importance (see policy E2.2). The Upper Medlock Valley should be protected and enhanced for the benefit of local residents.

4.31 In contrast within the Lower Medlock Valley problems of vandalism, tipping and safety and security have lead to an underused, unsafe, poor quality open space. The valley will be enhanced with the introduction of a pedestrian gateway into the valley from Great Ancoats Street, enhanced biodiversity and semi-natural habitats, greater safety and security from over looking housing fronting onto the valley and provision of footpaths and improved informal open space. A safe and convenient route shall be maintained where the route of the river passes in culvert under Sportcity.

SUB AREAS

SUB-AREA 1 - CENTRAL PARK

4.1.1 Central Park is located within East and North Manchester in the areas of Monsall and Newton Heath.

EM5 - CENTRAL PARK

Central Park is located in East and North Manchester and the regeneration of this area will be sought over the next ten years. Within Central Park, development will be permitted which includes:

- i. A high quality business park comprising Use Classes B1, B2 and B8;
- ii. B8 uses will only be permitted if it can be demonstrated that they will cause no harm to the location of knowledge-based industries, B1 and B2 uses;
- iii. The design of development and structure which creates a new central entrance north of Oldham Road that forms a gateway for the business park;
- iv. A combined Metrolink/Railway Station north of Oldham Road, with pedestrian and cycle links to the Oldham Road Quality Bus Corridor, and other transport facilities that enhance access to and from Central Park by public transport;
- v. Development which creates a focal point at:
 - a) the intersection of Oldham Road and Ten Acres Lane;
 - b) meeting point of the Rochdale Canal and Ten Acres Lane;
 - c) junction of Alan Turing Way and Oldham Road;
- vi. Facilities to serve the daily needs of employees and residents of the business park;
- vii. High quality landscaping to enhance the character of the area;
- viii. Improved access to the Rochdale Canal, a linear area of public open space traversing the business park, and improvements to the canal walkway.

The development of the business park will need to demonstrate that it does not have a negative visual or physical impact on existing residential areas. Any new residential development as part of a mix of uses will be expected to be of a high quality and designed to a scale to enhance the area.

4.1.2 The area is characterised by large areas of previously used land and buildings, sites that are currently under-used, land associated with railway infrastructure, and small residential blocks. It is however well placed to take advantage of its proximity to the City Centre, M60, national rail and road network and other areas within Greater Manchester.

4.1.3 The line of the proposed Oldham/Rochdale Metrolink extension has a planned stop in the business park, and this provision will be further enhanced by facilities allowing interchange with bus and rail services. The provision of bus stop facilities at the Oldham Road junction with Ten Acres Lane will enable greater access to the frequent bus services that operate along Oldham Road Quality Bus Corridor between Manchester City Centre and Oldham. Other public transport improvements may include the provision of park and ride facilities taking advantage of the existing high frequency services in the area if this is deemed appropriate within the context of the City Council's plans for transport and for the further development of Central Park. However, any such facility would not be serviced by a surface car park. The Rochdale Canal will allow direct pedestrian access to the centre of Central Park from neighbouring residential areas in Newton Heath and Miles Platting.

4.1.4 Central Park will provide a number of opportunities to developers including:
a range of sites to suit businesses within the service and specialist manufacturing sectors, from incubators and start up units to larger businesses requiring flexible business space;
a highly accessible location with good public transport links including the planned Oldham/Rochdale Metrolink extension, allowing greater penetration of the Business Park by a range of modes of transport;
close proximity to the City's Universities, the City Centre and other initiatives taking place in East Manchester; and
prestigious high profile gateway locations including development parcels at the Oldham Road/Hulme Hall Lane junction.

4.1.5 The locational benefits of the business park make this an important regional strategic employment area which will be developed over a period of 10 years and is sufficiently large for a critical mass of employment uses. Protecting the amenity of housing in the area will be an integral part of the development of Central Park.

SUB-AREA 2 - NEWTON HEATH

4.2.1 Newton Heath is located adjacent to Central Park. The Rochdale Canal passes through the area with a pedestrian path which extends to the City Centre via Central Park. The proposed Metrolink extension will run on the existing railway lines within the northern part of Newton Heath and the A62 Oldham Road will be improved as a quality bus corridor. The area is an established residential neighbourhood, served by Newton Heath District Centre.

EM6

Newton Heath is an established residential area and contains the Newton Heath District Centre. Within Newton Heath development will be permitted which includes:

- i. Retail, community facilities and mixed use development within Newton Heath District Centre;
- ii. Locating mixed use development along Oldham Road and around the proposed Metrolink stop;

- iii. Extending the type, size and tenure of new housing to create a mixed and balanced community with the introduction of more owner occupied housing;
- iv. Provision of environmental improvements to enhance recreational open space, public areas, the Rochdale Canal and Oldham Road;
- v. Retention of the modified grid street pattern which links to areas of open space, the Rochdale Canal and Newton Heath District Centre;
- vi. Improvements to the provision of pedestrian and cycle links between Newton Heath and Central Park and Sportcity, and within Newton Heath to the District Centre, proposed Metrolink stop and the quality bus corridor on Oldham Road.

4.2.2 Newton Heath District Centre fulfils an important role as a convenience shopping centre and is an important focus for activity in Newton Heath. To support this role further local retail provision will be expected to locate in the district centre and environmental improvements will be sought to the public areas on Old Church Street and Oldham Road.

4.2.3 Development of this area will build on the existing established community and modified grid with the introduction of a greater mix of dwelling types, sizes and tenures, such as semi detached, detached houses with 2 to 4 bedrooms, owner occupied housing and affordable housing. Improved links to Central Park using the Rochdale Canal, proposed Metrolink and quality bus corridor along Oldham Road will improve access to employment opportunities for residents of Newton Heath.

SUB-AREA 3 - MILES PLATTING

4.3.1 Miles Platting is located close to the City Centre and the public transport corridor on Oldham Road. The Rochdale Canal runs through this predominantly local authority housing area that includes a number of multi-storey residential blocks of flats. The area experiences low demand for social rented housing which has resulted in a high number of void properties and a poor physical environment.

EM7

Miles Platting is a predominantly residential area suitable for further housing development. The area is in a strategic location adjoining Ancoats Urban Village and the City Centre. Within Miles Platting development will be permitted which includes:

- i. Extending the type, size and tenure of housing in:
 - a) new development, and
 - b) refurbishment of existing housing including the four multi-storey blocks of flats adjacent to Oldham Road;
- ii. B1 Business uses to the east of Varley Street;
- iii. Locating community facilities, mixed use development and a local neighbourhood shopping centre in a location to underpin the new housing mix within this area;
- iv. Environmental improvements which provide and enhance recreational open space, public areas and the canal-side environment.

4.3.2 The quality of the Oldham Road frontage is poor and fails to provide an attractive street scene, therefore development should front onto the road providing street activity, visual interest and a strong built form.

4.3.3 The quality of housing in this area is very poor and a number of measures are required to improve its condition. The multi-storey blocks of flats alongside Oldham Road are in need of refurbishment and have the potential for conversion to apartments for market renting.

4.3.4 The area to the east of Varley Street is suitable for business uses owing to the existing uses in this location, its proximity to Central Park and the transport network. Any development will be required to protect amenity of the surrounding residential areas.

4.3.5 Environmental improvements should be directed towards the Rochdale Canal corridor and other spaces created through the redevelopment of existing housing; there should also be improvements to street lighting and other safety and security measures.

SUB-AREA 4 - ANCOATS

4.4.1 Situated on the eastern fringe of the City Centre is Ancoats, the world's first industrial suburb with some of the earliest urban steam driven mill buildings. It is characterised by architecturally and historically important Georgian and Victorian warehouses and mill buildings, in a tight grid iron street pattern. It has one of the largest concentrations of Grade II and Grade II* listed buildings in the City of Manchester with some dating back to the 1790s. The Rochdale Canal skirts Ancoats on its southern boundary to further emphasise the area's heritage which led to its designation as a Conservation Area in 1989 and more recently as an Urban Village. In recognition of its importance as a historic area, Ancoats (together with Castlefield and Worsley in Salford), has subsequently been accepted onto the UK shortlist for nominations onto the UNESCO World Heritage Site list.

EM8

Ancoats is a conservation area with many important listed buildings and structures and it has been identified as an Urban Village for mixed use development. Within the Ancoats area development will be permitted which includes:

- i. High density mixed use development comprising single buildings and groups of buildings with active ground floors occupied by uses that relate directly to passing pedestrians to create activity and surveillance;
- ii. A diverse mix of residential uses in terms of type, size and tenure;
- iii. The conservation and enhancement of the built heritage and character of Ancoats involving the reuse and restoration of mills and warehouses;
- iv. Retention of the grid iron street pattern and provision of improved pedestrian links to Miles Platting, the wider Ancoats area and the City Centre;
- v. Improved links between the City Centre and Ancoats, which will involve reducing severance by Great Ancoats Street;
- vi. Provision of public open space enclosed by refurbished and new buildings which is safe and accessible to all in the community;
- vii. A built form which defines the line of the Rochdale Canal and provides space for a widened area of canal-side public open space;
- viii. Restoration of the Rochdale Canal involving the excavation of previously infilled lengths of canal;
- ix. Introduction of a range of traffic calming measures.
- x. The relocation of "bad neighbour" uses from the Ancoats area.

4.4.2 Supplementary Planning Guidance has been prepared and approved for Ancoats in order to regenerate the area and provide opportunities for people to live and work in the same place. The location of Ancoats ensures good access to the City Centre and it is an area which is suitable for high density mixed use developments to take advantage of its location. The ground floors of development will be encouraged to contain active uses that generate pedestrian movement and add interest and activity to the street scene at different times of the day.

4.4.3 The historic mills and warehouses in Ancoats, such as the Royal Mill and Murray Mill complexes provide opportunities for restoration and reuse for a mix of uses including residential, leisure, office and retail uses.

4.4.4 The traditional grid iron street pattern should be retained to allow permeability and ensure the built character of the area is not adversely affected by development proposals. Redhill Street forms an important element of the built character adjacent to the Rochdale Canal. Traffic calming measures should respect the built heritage in terms of materials used and design to enhance the

quality of the Ancoats area. The introduction of a range of traffic calming measures will help to improve the pedestrian environment, and a reduction of traffic speeds will increase public safety and amenity.

4.4.5 The Rochdale Canal has some of the most important examples of cotton mills alongside its banks, providing a record of technological advancement in mill building design. These mill buildings form a bold and dramatic building line along the canal and this relationship between building form and canal should be maintained and enhanced by any development proposals.

SUB-AREA 5 - NEW ISLINGTON

4.5.1 New Islington is located on the edge of the City Centre and is characterised by low rise, low density unpopular local authority housing. The area has been designated as a Millennium Community under the Government's Millennium Communities Initiative and this proposal is critical to generating interest in the area, changing perceptions and setting new standards, in order to encourage a positive change to take place. Such change is likely to involve some selective demolition of existing public sector housing and substantial new development to broaden the range of tenure, and provide amenities for the new population through mixed use development.

EM9

New Islington is a predominantly residential area and has been identified as a Millennium Community, and will undergo major housing redevelopment and improvements. The area is within walking distance of the City Centre and Ancoats and it has the ability to build upon the existing community and create a wider social mix with the introduction of new types of tenure, particularly owner occupied housing. Within the New Islington area development will be permitted which includes:

- i. Major housing renewal of New Islington, the former St. Judes Primary School and the former industrial estate adjacent to the Rochdale Canal. This will involve some demolition of local authority housing and the provision of new residential development comprising a mix of dwelling types, sizes and tenures.
- ii. Provision of local neighbourhood facilities to include shopping to meet local needs.
- iii. Improved links between the City Centre and New Islington, which will involve reducing severance by Great Ancoats Street.
- iv. A built form which defines the line of the Rochdale Canal and enables access to, and a continuous footpath along, the canal.
- v. Provision of a legible and permeable road and footpath network.
- vi. Provision of linkages between the Rochdale Canal and the Ashton Canal.

4.5.2 The aim of the New Islington Millennium Community is to create a new part of the city that will provide a national and international example of innovation for edge of city living. A key to the area's regeneration will be a partnership approach involving the community and other stakeholders at each stage. New residential development will take the form of a mix of dwelling sizes, types and tenures. The area will form a key link between the city centre and the rest of Manchester, which will be sustainable and innovative in design.

4.5.3 A mix of uses will be encouraged which provides for the community's needs, such as small scale retail, community facilities including the possible provision of a new primary school, health care facilities and a mix of uses in a local neighbourhood centre.

4.5.4 New Islington is within walking distance of the City Centre. However, Great Ancoats Street, part of the Inner Relief Road around the City Centre, creates severance between the City Centre and New Islington. Any major development of New Islington should consider measures to assist in reducing the severance created by Great Ancoats Street.

4.5.5 New development which fronts the Rochdale Canal should form a bold and dramatic building line along the canal to reflect the line created by the mill buildings in Ancoats. Provision

of links between the Rochdale Canal and Aston Canal will improve connections between New Islington and Ashton Canal Corridor.

Sub-Area 6 - Ashton Canal Corridor

4.6.1 Ashton Canal Corridor is adjacent to the City Centre to the west and Sportcity to the east. The Ashton Canal runs through the area from east to west, and the area is characterised by old mill buildings and other industrial buildings fronting onto the canal and a walkway connecting the City Centre and Sportcity. Other linear east west features include the proposed Metrolink which will run parallel to the Ashton Canal for part of the journey, Old Mill Street, Ashton New Road and the River Medlock.

EM10

The Ashton Canal Corridor is a mixed use area comprising residential neighbourhoods and retail and employment uses fronting Great Ancoats Street. The area is characterised by historic buildings and infrastructure, such as viaducts and bridges, and linear features which cross from east to west, including the Ashton Canal, Old Mill Street, Ashton New Road, the River Medlock and the proposed Metrolink route and development. A new canal side neighbourhood will be developed within the Ashton Canal Corridor which includes:

- i. Medium-high density mixed use development along the Ashton Canal Corridor comprising residential and employment uses;
- ii. Re-use and restoration of historic buildings, including former textile buildings along the length of the Ashton Canal Corridor;
- iii. Redevelopment, improvement and modernisation of residential neighbourhoods in consultation with the local community;
- iv. A greater mix of housing types, sizes and tenures, particularly housing for private market renting, owner occupation and live/work units;
- v. Provision of a local neighbourhood shopping centre;
- vi. Improvements to the Ashton Canal including the provision of a pedestrian and cycle route, and additional access routes to the canal which would facilitate entry and exit from the canal and enhance the sense of safety;
- vii. Improved linkages between the Ashton Canal and Medlock Valley by undertaking environmental improvements to Beswick Street and where the Medlock Valley crosses the Ashton Canal;
- viii. The relocation of scrap yards and other “bad neighbour” uses from the Holt Town area;
- ix. Provision of linkages between the Ashton Canal and Rochdale Canal.

Development within the flood plain between Holt Town and Ashton New Road will be required to demonstrate that it will not adversely affect the flood plain.

4.6.2 Owing to its location adjacent to the City Centre, medium to high density development will be sought, for example, housing developments of 50 dwellings per hectare and uses that generate large numbers of trips. As a result of the Ashton Canal corridor's proximity to the City Centre and pedestrian link to the City Centre through Piccadilly Village, similar housing types to those found in the City Centre will be encouraged, particularly along the canal side. There will be an opportunity to provide a greater proportion of owner occupied housing and live/work units. New development along the Ashton Canal and adjacent to historic mill buildings will be expected to complement the setting and scale of the historic buildings in its design.

4.6.3 A greater mix of uses will be sought along Great Ancoats Street to take advantage of its accessibility to the City Centre, location on the Inner Ring Road and to develop a gateway into the Ashton Canal corridor. Linear features in the corridor will be enhanced by new development to create an emphasis on their contribution. The historic buildings will be suitable for reuse and this will establish the connections with the areas historic industrial past and contribute to the quality of the built form.

4.6.4 Environmental improvements to the Ashton Canal will be key to the area's regeneration, making it a safer, more usable space for a variety of functions, including walking, cycling, informal and formal sports and recreation. Linkages between the Ashton Canal Corridor and the Medlock Valley will also be enhanced as part of environmental improvements and in the longer term there is an aspiration to link the Ashton Canal and the Rochdale Canal with a navigable waterway.

4.6.5 The area between Holt Town and Ashton New Road is identified as within the Environment Agency's 100 year flood plain and any development within this area will be required to demonstrate that the development will not adversely affect the flood plain area. Developers should have regard to PPG25.

4.6.6 There are a number of scrap yards ("bad neighbour uses") concentrated in the area between Holt Town and the River Medlock and as a result the land is degraded and probably contaminated. In order to create an improved environment along the linear routes of the Ashton Canal, proposed Metrolink and the River Medlock, a number of these uses will be relocated, the land reclaimed, and remediation works carried out to create quality open space and an attractive riverside habitat in the area where the canal and river converge.

SUB-AREA 7 - SPORTCITY

4.7.1 Sportcity is located in the heart of the East Manchester regeneration area at the junction of Ashton New Road and Alan Turing Way. Its reuse is integral to the regeneration of East Manchester, as it is key to connecting the areas of East Manchester. Its redevelopment for uses which create a focus of activity in East Manchester is pivotal to the regeneration of the wider area.

EM11

Sportcity including the District Centre is a major focus for regeneration activity on previously developed land. It is located in a strategic position at the heart of East Manchester with excellent infrastructure and proposed infrastructure links to the City Centre, adjacent areas and the national motorway network. Within Sportcity, development will be permitted which includes:

- i. International sports facilities and mixed use development along Alan Turing Way;
- ii. The District Centre within Sportcity as defined on the proposals map comprising retail A1, A2 and A3, residential, community facilities and mixed use development to create a vibrant district centre and High Street along Ashton New Road;
- iii. Further commercial development to complement the nature and scale of facilities and their accessibility;
- iv. Provision of pedestrian and cycle links to adjacent residential neighbourhoods, the Ashton Canal, Phillips Park and the Medlock Valley;
- v. Residential and mixed use development adjacent to the Ashton Canal;
- vi. Provision of public art in prominent locations;
- vii. The provision of two Metrolink stops, one adjacent to the City of Manchester Stadium and the other on Ashton New Road adjacent to the District Centre.

4.7.2 The development of Sportcity has become a symbol of the renaissance of East Manchester with facilities to attract visitors from Greater Manchester, the region, and national and international locations. The infrastructure in place and proposed will create strong links between Sportcity and the City Centre, for example the proposed Metrolink from the City Centre to Ashton-under-Lyne with stops within Sportcity; the improvements to the Ashton Canal will provide a pedestrian and cycle path from the City Centre to Sportcity; and there is a high frequency of buses along Ashton New Road. Sportcity is surrounded by major residential neighbourhoods, namely Beswick, Miles Platting, Newton Heath, Clayton and Openshaw, and will be accessible by foot to a large proportion of these communities.

4.7.3 The area is being developed as a major mixed use area with a defined district centre boundary stretching from the shops on Ashton New Road to the Alan Turing Way and the Ashton

Canal. To the north of the district centre is the Velodrome and proposed housing which will abut the Ashton Canal and contribute to the activity and surveillance of the Ashton Canal, making use of this feature of the urban landscape and providing a waterside setting for new houses. To the west of the District Centre is the new City of Manchester stadium, a National Institute of Sport, Tennis Centre, athletics facilities and other uses including employment and retail. The area fronting the Alan Turing Way is suitable for a mix of uses including a hotel, leisure and other commercial uses.

4.7.4 Improvements to the Ashton Canal and the provision of a continuous link between the Lower and Upper Medlock Valley will contribute to improving the quality of the environment.

SUB-AREA 8 UPPER MEDLOCK VALLEY

4.8.1 The Upper Medlock Valley links to the Lower Medlock Valley and creates a direct route from the City Centre into the countryside. It encompasses Clayton Vale, Philips Park and Philips Park Cemetery providing a strategic green corridor through East Manchester.

EM12

The majority of the Upper Medlock Valley is within the Green Belt and forms an important element of East Manchester's recreational open space, and development will not be permitted if it is harmful to the character and role of this open space. Proposals for the management and enhancement of the environment in the valley should include:

- i. Restoration of the Medlock Valley including increasing the accessibility of the river valley from surrounding residential neighbourhoods and the creation of a continuous river's edge walkway;
- ii. The enhancement of both sides of the Medlock Valley in Clayton Vale to increase its biodiversity value;
- iii. Enhancement of Philips Park comprising improved entry points from the surrounding residential neighbourhoods, Alan Turing Way and the Velodrome, the introduction of recreation areas around existing ponds, and new pathways to provide improved links with the cemetery.

4.8.2 Much of Clayton Vale lies within the Green Belt and proposals are subject to Policy E2.1 which seeks to ensure protection of the Green Belt. Also within this area are small pockets of land that are a valuable natural resource and these are identified in Policy E2.2 as Sites of Biological Importance.

4.8.3 The Upper Medlock Valley forms an important multi-functional open space which can be used for both formal and informal recreational pursuits.

4.8.4 The River Medlock is an important natural feature which is vastly under-utilised and improvement works are required to the valley to create a continuous walkway along the river's edge. This will improve access whilst the enhancement of open space within Clayton Vale will increase biodiversity and the overall environmental quality of the river and valley system. The establishment of new features such as wetlands and reed beds would help in aiding biodiversity by creating new habitats for flora and fauna.

4.8.5 Philips Park forms an important historical legacy of Victorian Parks and is a Registered Park and Garden of Special Historic Interest. The park is currently underused and in need of improvement. Its location in relation to Sportcity and neighbouring residential areas will ensure it is at the heart of the network of recreational open space. Improving entry points into the park and crossing facilities particularly from Alan Turing Way will help enhance the park's use and role as a recreational facility in East Manchester.

SUB-AREA 9 - CLAYTON

4.9.1 Clayton is principally a residential area containing inter-war properties and some poor quality terraced housing. Clayton is positioned close to the major facilities such as Philips Park, Clayton Vale, Sportcity, the Aston Canal, Ashton New Road with high frequency public transport connections with the rest of the city, and the M60 5 kilometres to the west, and the City Centre approximately 3 kilometres to the east.

EM13

Clayton is primarily a residential area, it is well located to neighbouring facilities and amenities in Sportcity. Within Clayton development will be permitted which includes:

- i. The renewal, improvement and modernisation of residential neighbourhoods;
- ii. New housing developments that introduce a mix of size, type and tenure;
- iii. Development which improves and enhances the environmental quality of north-south and east-west links for pedestrians and cyclists;
- iv. Improvements to the quality of retail units located along North Road;
- v. Relocation of "bad neighbour uses" from Clayton;
- vi. Environmental improvements to Clayton Hall and its setting, and provision of open space particularly along the route of the Medlock Valley and Ashton Canal Corridor.

4.9.2 Clayton should largely retain its current form although improvements to the existing housing stock will be necessary to improve the overall quality of the neighbourhood, plans for improvements should be subject to consultation with tenants. Opportunities exist to develop infill housing of a high quality, which will extend the type of residential property available in this area. New housing will be developed for owner occupancy comprising townhouses, semi-detached and detached properties to create a varied, mixed community and built form.

4.9.3 Improving links for pedestrians and cyclists is vital to ensuring access to Central Park, Sportcity, Clayton Vale, adjacent neighbourhoods, the Ashton Metrolink extension and the Ashton Canal corridor. Improvements to the street pattern in Clayton will play an important role in enhancing permeability for pedestrians and cyclists in order to create good north-south connections with Monsall Road and Ten Acres Lane.

4.9.4 North Road cuts Clayton in two and is important for local pedestrian and cycle movements to facilities at Sportcity. The enhancement of North Road as a result of improvements to retail units and environmental improvements, including to the setting of Clayton Hall, will ensure it forms a strong east-west connection within Clayton.

SUB-AREA 10 - LOWER MEDLOCK VALLEY AREA

4.10.1 The Lower Medlock Valley is well placed in relation to the City Centre and Sportcity and it is within walking distance of Piccadilly Railway Station and the district centre at Sportcity, which is less than a kilometre away. Although this area is called the Lower Medlock Valley it is made up of residential areas as well as the Medlock Valley protected area of open space.

EM14

The Lower Medlock Valley area contains a spine of open space which passes through a predominantly residential area. The adjacent residential areas are in a strategic position close to the City Centre and Sportcity. Within the Lower Medlock Valley Area development will be permitted which includes:

- i. Residential development including redevelopment and remodelling with a mix of dwelling size, type and tenure that establishes a hierarchy of streets, particularly fronting the Medlock Valley to enhance use and a sense of stewardship of the valley;
- ii. Protection of and environmental improvements to the Medlock Valley area of protection including provision of a pedestrian route linking the area to the City Centre and Sportcity, additional access points to the Valley to increase use and safety, improvement of the open space to create opportunities for informal recreation;
- iii. Improve linkages between the Medlock Valley and Ashton Canal by improving access at the meeting point of the Medlock Valley and Ashton Old Road.

4.10.2 The Medlock Valley contributes to the area's sense of identity and when it is brought back into use it will serve a variety of functions, such as informal recreation and a pedestrian and cycle route to the City Centre and Sportcity.

4.10.3 Owing to the area's location adjacent to the City Centre, it is suitable for high quality housing for owner occupation. The area could sustain 2-3 storey townhouses, detached and semi-detached houses and 3-5 storey low-rise apartment blocks. Also affordable/social housing in the area will undergo improvement, redevelopment and/or modernisation.

Sub-Area 11 - Beswick

4.11.1 Beswick is situated to the west of Alan Turing Way between Ashton Old Road and Sportcity, and is characterised by large areas of housing with high vacancy levels, a poor quality environment and the declining Beswick centre. The area is adjacent to Sportcity and is in close proximity to the Medlock Valley, the City Centre and public transport routes.

EM15

Beswick is a predominantly residential area and the redevelopment and improvement of existing housing will be permitted which includes:

- i. Residential development with a mix of dwelling size, type and tenure that establishes a hierarchy of streets;
- ii. Pedestrian and cycle routes which are accessible, safe and provide linkages to the Medlock Valley, Sportcity, community facilities and open spaces;
- iii. Retail provision to meet local shopping needs in a local neighbourhood shopping centre;
- iv. Mixed use development along the Ashton Old Road frontage that includes leisure, office or residential uses;
- v. The provision of community facilities including education facilities with playing fields and recreational open spaces.

4.11.2 Within Beswick some of the housing stock will be improved whilst new housing development is promoted with a mix of housing type and size to secure a greater proportion of owner occupancy and family housing.

4.11.3 Development of the area should be based on the creation of a new street grid that will allow safe and easy movements through the neighbourhood and improve routes for pedestrians, cyclists and vehicular traffic. Pedestrian and cycle links within the area need to ensure safe access to local facilities including open spaces, community facilities, public transport, and Sportcity to ensure the impact of car borne traffic does not impinge on local pedestrian movements.

4.11.4 Retail development to serve purely local needs should be provided which serves the needs of the local community, alongside this community facilities including the possible provision of a new secondary school, will help to attract and support a more diverse population and help in the wider regeneration of East Manchester.

SUB-AREA 12 - LOWER AND HIGHER OPENSHAW

4.12.1 The area is located between Sportcity and the Manchester City boundary and has a number of strategic roads cutting through it including Ashton New Road, Alan Turing Way and Ashton Old Road. These roads provide important corridors for traffic movement but also sever Openshaw and Higher Openshaw from neighbouring facilities and communities. The area is predominantly residential with a number of distinct neighbourhoods that are punctuated with a mix of other uses, such as Openshaw District Centre, the Parkhouse Street industrial area, the new Smithfield Market and the industrial area to the south of Ashton Old Road which all add to the area's economic activity.

4.12.2 Major infrastructure within the area includes the Ashton Canal, the main Manchester-Leeds railway line, and the proposed Ashton Metrolink extension that follows the line of Ashton New Road.

EM16

Lower and Higher Openshaw are mixed use areas made up of predominantly local authority residential neighbourhoods with pockets of owner occupied housing and areas of existing industry in sectors such as chemicals, manufacturing and engineering and Openshaw District Centre. Within Lower and Higher Openshaw development will be permitted which includes:

- i. Retail, community facilities and mixed use development within Openshaw District Centre;
- ii. The redevelopment, improvement and modernisation of residential neighbourhoods;
- iii. Within the residential neighbourhoods a greater mix of housing types, sizes and tenures, particularly family accommodation and owner occupied housing;
- iv. Provision of a hierarchy of streets which is permeable to pedestrians and cyclists and connects to the residential neighbourhoods, employment areas, adjacent areas, Sportcity, proposed Metrolink stops along Ashton New Road and proposed quality bus corridor along Ashton Old Road;
- v. Continued industrial development and improvement of the Parkhouse Street Industrial Estate comprising measures to protect the amenity of neighbouring residential areas;
- vi. Mixed use developments along Ashton Old Road frontage.

4.12.3 Openshaw, Delamere Park, Toxteth Street, Galston Street, Openshaw Village, Lower Openshaw, Eccleshall Street and Ogden Lane will undergo redevelopment, improvement and modernisation following detailed consultation. These neighbourhoods contain a mixture of local authority housing, privately owned housing and some newer infill housing developments. Any new development will be expected to comprise a greater proportion of owner occupied housing to ensure a wider mix of tenure. There are also a number of neighbourhoods with new housing that is fully occupied and others with particular characteristics that should be retained. New housing should be arranged around a connected street pattern, the Ashton Canal and existing public open space. The type and size of housing should include two to three storey family accommodation with a mix of townhouses, semi detached and detached properties predominantly for owner-occupancy.

4.12.4 The consolidation of the Parkhouse Street Industrial Area for industrial uses will ensure that economic activity continues to add diversity to this area. Industrial developments should ensure that consideration is given to neighbouring residential areas in order to minimise the potential for affecting residents' level of amenity. The creation of a landscaping buffer between these uses will reduce potential loss of amenity to residents; proposals for a buffer need to ensure it positively contributes to the environmental quality of the area.

4.12.5 As part of a new street pattern a new Ashton Canal crossing will be sought to create three connections in total, improving access to Ashton New Road, Metrolink and the City Centre.

SUB-AREA 13 - ARDWICK YARDS AND KAY STREET

4.13.1 Ardwick Yards and Kay Street is predominantly an industrial area which comprises the former Ardwick Goods Yards East and West and the Kay Street industrial estate. The main railway lines - and their associated structures - sever the area from neighbouring West Gorton and Beswick and form barriers to movement within it. The area's relationship with the transport network does however provide opportunities for industrial activity.

EM17

Ardwick Yards and Kay Street is an industrial area comprising uses which require large sites, such as car dealerships, maintenance depots and recycling facilities. Within the Ardwick and Kay Street area development will be permitted which includes:

- i. Class B2 General Industrial development and Class B8 Storage and Distribution uses;
- ii. Relocation of "bad neighbour" uses to Ardwick West;
- iii. Environmental improvement to the Kay Street industrial area;
- iv. Provision of a high quality frontage along Pottery Lane to form a gateway to Beswick and Sportcity;
- v. Employment uses, which would take advantage of the existing rail infrastructure;
- vi. Provision of visual enhancement measures, such as landscape buffers and boundary treatments;
- vii. Provision of new local roads to open up sites for use;
- viii. Improved permeability within the area including access to Ardwick and Ashburys railway stations, West Gorton, Beswick, and Sportcity.

4.13.2 The railway infrastructure provides opportunities to expand rail based activities such as rail to road distribution centres. Proposals should take advantage of this infrastructure to promote more sustainable freight movements and greater use of the railway stations at Ardwick and Ashburys. In addition, due to the location of Ardwick West Goods Yard away from residential areas it is suitable for the location of "bad neighbour" uses.

4.13.3 Current industrial uses do little to enhance the visual quality of this area; proposals to improve boundary treatments should be designed to reduce the negative impacts, particularly the feeling of isolation, of current boundary structures. The provision of landscaped buffers, screens and boundary treatments should be well designed to avoid the creation of defensive, inhospitable spaces.

4.13.4 This area is characterised by the transport infrastructure that defines its boundary and splits the area internally; this affects the permeability particularly for pedestrians and cyclists. Development proposals should enhance the street network providing clear, legible and safe routes. The current isolation and physical appearance of Ardwick and Ashburys railway stations does little to encourage greater use of them; improved access needs to ensure that routes are well lit and designed to improve safety and security.

4.13.5 Ashton Old Road and Pottery Lane are major corridors within East Manchester; the introduction of strong high quality frontages along these corridors and a high quality landmark structure at the Pottery Lane, Ashton Old Road junction will provide an enhanced street and visual scene to the area.

Area 5 - City Centre

Introduction to the Area

This area contains the single largest concentration of commercial, cultural and educational facilities in the North of England. The great variety of activities found in the Regional Centre, together with its heritage and fine buildings and open spaces, give it a vitality and special quality. It provides employment for around 120,000 people and is an important source of jobs for Manchester residents.

A primary function of the Regional Centre is its role as a commercial centre in serving not just the City of Manchester and the Greater Manchester conurbation but the northwest region and beyond. The banking, insurance and related sectors need a City Centre location with the benefits of accessibility, interaction and prestige which this brings. The picture is not a static one, however, and activities which no longer need a central location may move out, to be replaced by new activities requiring to be in the City Centre.

In addition to its business function, the Regional Centre fulfils a role as a regional shopping centre with a range of retailing choice including national stores, speciality shopping, markets and "alternative" shops. The Regional Centre also contains a variety of cultural and leisure activities

including theatres, concert venues, museums, restaurants, pubs and bars. Such uses help to create activity in the evenings and at weekends.

In recent years an increasing number of people have chosen to live in the Regional Centre. Both new housing developments and conversions of older warehouse buildings to residential use have taken place. This upward trend in Regional Centre population is expected to continue and new activities may be attracted to meet the demands of residents.

An increasing number of people are visiting Manchester City Centre. Its commercial role attracts business people while its heritage, its shops and its cultural and leisure facilities attract tourists. Hotel floorspace in the Regional Centre is increasing to meet this growing demand.

The number and variety of employment opportunities, public and private services, and leisure attractions located in the Regional Centre make it essential that the Centre is accessible to all sections of the community. When the Inner Relief Route is complete, it will take through traffic out of the core of the Regional Centre but within the core the requirement is for private car users to have efficient access to car parking spaces and for the servicing requirements of businesses to be met. The focus of the Council's efforts will be in securing improvements in public transport provision and in the conditions enjoyed by pedestrians and cyclists. In addition, the Regional Centre needs to be accessible to disabled people and to those whose mobility is impaired.

There are many spin-offs from the activities which take place in the Regional Centre but the most important linkages are those between the Regional Centre's commercial role and the process of economic regeneration elsewhere in the North West region. The fostering of linkages with other secondary centres spreads the benefits of economic regeneration. One important secondary centre is found at Salford Quays and Trafford Wharfside where major commercial development has taken place since the mid-1980s. Development along the River Irwell and Manchester Ship Canal corridor will reinforce the linkages between the Regional Centre and the Salford Quays area. Similarly, with the regeneration plans for the Hulme area immediately south of the Regional Centre proposing the creation of significant commercial floorspace, functional and physical linkages with the Regional Centre will need to be fostered.

There are also numerous spin-off benefits from the Higher Education Precinct which occupies land either side of Oxford Road to the south-east of the City Centre core. Major land users are Manchester University, Manchester Metropolitan University, UMIST and the major regional hospitals. They are major employers in their own right but, more significantly, the higher educational establishments represent a significant resource of knowledge to the local economy, while the student population adds to the vitality of the City's cultural life.

The Regional Centre is a dynamic area, the effective management of which is essential to the economic wellbeing of the citizens of Manchester and a wider area beyond the City. As a consequence, the statutory planning framework which guides change in this area needs to be kept up to date.

In 1984 the Council adopted the City Centre Local Plan as the statutory planning framework for a major part of the Regional Centre and this Plan has been incorporated into the Manchester Plan. In 1988, the Government established an Urban Development Area covering an area of land across the south of the Regional Centre. Responsibility for regenerating this area was given to the Central Manchester Development Corporation (CMDC), which was granted powers to decide planning applications and has published an informal development strategy for the area.

The Council considers that the policies contained within the former City Centre Local Plan continue to provide a useful and relevant planning framework for today's Regional Centre. However, the Council recognises that the policies may not remain useful and relevant throughout the projected lifetime of the Manchester Plan. Following adoption of the Manchester Plan, and as part of the on-going process of monitoring and review, particular attention will need to be given to

the Regional Centre, and the Council expects that one of its earliest tasks will be to carry out a review of the planning framework for the Regional Centre and to promote amendments and revisions where appropriate.

The argument for retaining the existing planning framework for the Regional Centre within the Manchester Plan, and carrying out a review at an early stage following the Manchester Plan's adoption, is reinforced by the timetable for winding down the Central Manchester Development Corporation, which is currently proposed for April 1996. A review to coincide with the winding down of the Corporation will enable the Council to develop a comprehensive planning framework for the whole of the Regional Centre in the post-Development Corporation period.

Because of the complex and dynamic nature of development issues which arise in the Regional Centre, the Council may from time to time prepare additional material in the form of non-statutory plans and supplementary guidance which complements the statutory planning framework. One good example of the dynamics of the Regional Centre is provided by the "Gay Village" area around Bloom Street which has emerged as a much more clearly defined area since the former City Centre Local Plan was adopted, and where the Council will work with the gay and lesbian communities and other interested parties in the development of firm proposals. In addition, and in recognition of the importance which the Council gives to retaining and enhancing Manchester City Centre's architectural and urban design qualities, the Council intends to publish more detailed supplementary guidance about design matters in the City Centre.

The Planning Framework for the City Centre

The policies for the city centre are set out below. They comprise:

- (1) policies RC1 and RC2 which are new policies introduced into The Manchester Plan;
- (2) policies RC3 to RC19 which are the General Policies taken from the former City Centre Local Plan;
- (3) policy RC20 which sets out proposals for the 27 sub-areas taken from the former City Centre Local Plan and the 4 new sub-areas introduced into The Manchester Plan. Minor changes have been made to the text of the incorporated sub-area material to take account of implementation since the adoption of the former Local Plan. This is by no means exhaustive.

General Policies for the City Centre

RC1 The policies contained in the former City Centre Local Plan are incorporated into the Manchester Plan. In line with the general approach set out in the former Plan, the Council and, within the Urban Development Area, the Central Manchester Development Corporation will continue to provide more detailed supplementary planning guidance in relation to specific topics, areas and sites to ensure that there is a clear and up to date context within which the process of renewal and regeneration can take place.

Reasons: The Council is satisfied that the policies contained in the former City Centre Local Plan as a whole remain useful and relevant and this fact justifies their incorporation into the Manchester Plan without modification. Insofar as they presently overtop, the Central Manchester Development Strategy will continue to sit alongside The Manchester Plan. It was never intended that the former City Centre Local Plan would deal with all eventualities. Rather it provides the general context for the management of change and for development control. Where necessary both the City Council and the Central Manchester Development Corporation have issued more detailed guidance, for instance in the case of the Shudehill area, the area around G-Mex and the Victoria Station area, to facilitate the process of regeneration. This approach will continue and will inform the anticipated review of the Manchester Plan as it relates to the City Centre.

RC2 For the purposes of the Manchester Plan, the Council defines the Regional Centre more widely than the area covered by the former City Centre Local Plan. The area covered by the former City Centre Local Plan is to be extended to include four new sub-areas. These are:-

- a) St. George's (Area 28);

- b) All Saints (Area 29);
- c) The University (Area 30); and
- d) The Hospitals (Area 31).

The Council will apply the 17 general policies contained in the former City Centre Local Plan in taking decisions about the use and development of land in each of the four new small areas.

Reasons: The Higher Education Precinct provides a regional role and has strong functional linkages with uses found in the area covered by the former City Centre Local Plan and in the area covered by the Central Manchester Development Corporation. The St. George's area, although excluded from the former City Centre Local Plan is within the Central Manchester Development Area. It has the potential for attracting uses of a character appropriate to the Regional Centre and for acting as a physical link between the core of the Regional Centre and the Salford Quays and Trafford Wharfside areas. There is therefore good reason to extend the area covered by the former City Centre Local Plan to include the Higher Education Precinct and the St. George's area and to include these areas within the area defined as the Regional Centre for the purposes of the Manchester Plan.

RC3 MIXED USES

Compatible mixed uses will be encouraged throughout the area. Mixed use schemes will be preferred to single use schemes whether on redevelopment or using existing property. Proposals for major mixed use development will generally be required to include a significant proportion of housing.

Reasons: A great variety and mixture of uses is one of the major characteristics of the City Centre. Many of the activities, the different patterns of land use and even different uses within buildings support one another. The very complex relationships between all the various activities in the City Centre give rise in part to its special character and atmosphere. Mixed uses both in new development and in existing buildings would add to the existing variety and diversity of activity in the Centre.

In essence the Plan's proposals for mixed uses aim to ensure that every opportunity is available for such a positive mix of activity to become an even more characteristic part of the City Centre than it is at present, albeit without overlooking the need to avoid mixing uses which do not relate well together. The Plan has identified in the small area proposals areas where a single main use, such as industry or housing, needs to be protected from conflicting development but for the remaining majority of the area this general mixed used policy will apply. In addition, for particular development sites which are especially suited to mixed use redevelopment, some specific proposals have been made in the small area frameworks.

Examples of where further mixtures of new activities can add to the attractions of the regional centre are many and varied. In the core area the main commercial and retail activities could be complemented by the further addition of other uses which can serve (and attract more) workers and shoppers - cafes, public houses, entertainment, incidental open space, cultural facilities - in fact almost anything that would not be environmentally unsuited to the area. Also in the core, but more especially in the peripheral areas, introducing housing components into the mix of uses could begin to meet the latent demand for City Centre housing whilst adding new life to presently declining areas.

RC4 ENVIRONMENT

The following areas will receive priority in public environmental improvement programmes. Private development within them will be encouraged to make a positive contribution to the same end:-

- a) land adjoining the City Centre Waterways;
- b) Conservation Areas within the City Centre;
- c) the major gateways to the City Centre;

d) areas of major pedestrian activity including (in addition to the above) the central shopping area, major areas of public open space/civic squares, routes between railway and bus stations and the commercial core, and major surface level car parks.

Reasons : These areas have been singled out for special attention for a variety of reasons but, in general terms, they are where environmental improvement will yield particularly high benefits in terms of either enhancing existing high quality areas or increasing the attractiveness of and thereby the activity within especially important or currently neglected areas. There is also a clear emphasis upon improving conditions and facilities for pedestrians. The Great Ancoats Street frontage, for example, is presently the least attractive city centre fringe area, characterized by pockets of vacant land, drab and often poorly maintained buildings and an absence of landscaping. All this combines to produce a general air of neglect and a disincentive to further investment. It is, however, a prominent and increasingly important corridor of vehicle movement (forming part of the proposed Inner Relief Route) and one where environmental improvement should lead not only to increased activity but also to an improvement in the general image which the City Centre presents. The Council is already actively considering schemes to improve conditions on parts of the Great Ancoats Street frontage lying outside the city centre area, having declared Industrial Improvement Areas centred on Pollard Street and Bengal Street and it is intended that this action be augmented by appropriate schemes elsewhere on the frontage and by encouraging a diversity of uses to locate in the area. The 'major gateways' to the City Centre are, as the term suggests, prominent corridors of movement into and out of the Centre. It is considered important to enhance the visual amenity of these corridors so as to improve not only the general environment but also the image which the City Centre presents thereby stimulating confidence and further investment and activity in the City Centre. Particular attention will also be paid to the Medlock Street/Albion Street corridor in order to extend and consolidate the improvements which have or are being made elsewhere on this important route from the Airport to the Regional Centre.

RC5 WATERWAYS

Action will be taken to improve the public accessibility and amenity value of the City Centre's waterways. Development proposals for sites adjoining the waterways will accordingly be required to allow for walkways along the River Irwell, the River Medlock and the canals and where possible, to promote closer integration of the waterways into the adjoining areas.

Reasons : The City's waterways represent a large and substantially untapped recreational and environmental resource which the Council is anxious to exploit as fully as possible, particularly in view of the paucity of recreational open space elsewhere in the City Centre. In essence the approach to be adopted will be directed at extending the considerable improvements which have already been achieved in the higher reaches of the rivers and will reflect the different character and potential of the individual waterways.

In the case of the River Irwell, the Council is currently preparing supplementary planning guidance for development control purposes and setting up a rolling programme of environmental works. The works, to be undertaken by the Council in co-operation with other private or public bodies where appropriate, will be aimed at:-

- i) improvement of City Centre 'gateway' bridging points;
- ii) the opening up of views along the river corridor;
- iii) cleaning and painting the road and rail bridges;
- iv) street planting;
- v) linking up existing paths and access decks to create a continuous landscaped footpath along the river;
- vi) improving unsightly plots of land and buildings;
- vii) increasing the provision of riverside open space and introducing more extensive and more appropriate landscaping.

The proposed development control guidelines will further these aims and help to ensure that the opportunities offered by new development are fully exploited. In particular, new development will:

- i) be set back to allow for public access to and along the river bank;
- ii) be expected to present an attractive building elevation on the river bank and provide adequate and appropriate landscaping.

As with the Irwell, the upper reaches of the River Medlock have been substantially improved and these improvements now extend to the fringe of the Medlock Valley area. However, the scope for further widespread improvements of the Medlock and its surroundings within the City Centre is limited, at least in the short term. Nevertheless, the City Council is anxious not to leave any opportunity for improvement unexplored. In particular where redevelopment is proposed, the feasibility of opening up those stretches of the river that are at present culverted should be given detailed consideration and appropriate steps taken to improve the public accessibility and amenity value of the river. Whilst the rivers generally benefit from soft landscaping, the canals are rather different in character with, for the most part, built form associated with the canal-side. However, in order to increase their recreational value the Council will encourage the provision of small open spaces at a limited number of points as and when opportunities to do so arise. As with the rivers, canal-side development will be required to provide for public access to the canal.

RC6 TOURISM

The Council will actively promote the development of tourism in the City Centre, and seeks to increase the level of hotel, conference, exhibition, recreation and entertainment facilities. Developments which make a contribution to tourism will be encouraged.

Reasons : Tourism development has an important role to play enhancing the regional character of the City Centre and complementing business and shopping core activity. Hotel, exhibition and conference facilities all need to be expanded to reflect the growing 'business tourism' market whilst recreational, cultural, exhibition and entertainment facilities, readily available in the City Centre represent the special attractions that a truly Regional City Centre should offer those who might work, shop and live within it. Such activities have the potential to bring economic benefits including providing significant employment opportunities for residents of the areas of the City close to the Regional Centre.

The Plan intends to build on existing assets and particularly to encourage tourism development closely allied with the environmental changes that will make the City Centre a physically more attractive place. The development of an exhibition centre and other facilities at the former Central Station site is seen as especially important (see Policy RC20 Area 23). The historic Castlefield area has the potential to become a tourist attraction in its own right, based on the recent development of museums here and on the opening up of its waterside areas. Other canal-side and riverside areas in the City Centre offer the potential to provide attractive settings for a range of new activities contributing to improving the character of the Centre as a place to visit. In the Smithfield area Manchester Craft Village has brought small scale craft workshops into the City Centre - a valuable starting point for related uses. On Oxford Street, already an important entertainment centre with the Palace Theatre, cinemas, clubs and other facilities, the Plan seeks to encourage further consolidation of entertainment uses.

RC7 GATEWAY SITES

Development on prominent sites adjoining the 'gateway' entry points into the City Centre will be required to achieve high standards of environmental treatment. Accordingly such developments will be required to adopt design and/or landscaping treatment which reflects the importance of a particular site in terms of

- a) its prominence relative to main radial entry roads into the City Centre; and/or
- b) its prominence relative to the River Irwell or the Inner Relief Route (Mancunian Way/Great Ancoats Street/Swan Street/Miller Street/New Bridge Street).

Reasons : It is important that the entry points into the City Centre create a good initial impression for the visitor and express to some extent a sense of 'arrival' at the Regional Centre. High standards of architectural and/or landscape treatment will therefore be particularly appropriate. The Plan's detailed proposals include identification of the more important of these sites. Design considerations coupled to the locational advantages and general proposals in respect of offices, commerce and industry, all point towards a suitability for mixed use development and these particular opportunities have been highlighted in the small area frameworks.

The Council will be seeking to co-ordinate its own activities in undertaking environmental improvement with application of the 'gateway sites' environmental policies to maximise the impact of public and private sector action in these vicinities.

RC8 AMOUNT OF OFFICE DEVELOPMENT

In considering proposals for major office redevelopment particular regard will be paid to:-

- a) the level of outstanding planning permission for office development;
- b) the level of existing vacancies in office floorspace;
- c) the availability and suitability of sites and buildings identified in policy RC20.

All relative to the demand for new office floorspace.

Reasons : Office activity is a major and vital part of the Regional Centre, providing substantial, wide-ranging employment opportunities and helping to sustain, both directly and indirectly, a wide variety of other uses and activities. The Council is therefore anxious to ensure that existing and potential new activity is not constrained by a lack of suitable accommodation and places considerable emphasis on the benefits that office development can bring in terms of jobs, higher levels of activity and urban renewal. The Small Area Proposals accordingly provide a varied choice of development opportunities consistent with the diverse needs of the market and the characteristics of small areas within the City Centre.

This policy, in ensuring that the level of outstanding planning consents does not outstrip likely demands for new floorspace, will help achieve this by introducing a greater element of certainty into the development market. Thus, prospective developers should be better placed to judge the prospects of successful development and, in turn, to secure funding, without having their assessment of the potential future supply of new floorspace clouded by the existence of numerous widespread and excessive speculative planning consents which have no real prospect of implementation. At the same time, the policy will serve to promote orderly progress in the development of sites and focus pressures for renewal and refurbishment onto those areas where they will be of greatest benefit and, in particular, where they might take advantage of the action being taken by the City Council to improve operating conditions. Furthermore, in helping to ensure that planning consents are tailored more closely to real development prospects, the policy will reduce the inhibiting effect that hope values based on unrealistic speculative office consents may have on attempts to introduce other uses into the City Centre.

RC9 LOCATION OF OFFICE DEVELOPMENT

In considering office development proposals in locations other than where identified in small area frameworks, office development will be acceptable only where it can be shown that one or more of the following applies:-

- a) the development is small scale and designed to cater for local needs and could not therefore be suitably located in the identified localities;
- b) the development can be shown as necessary to meet a specified user's requirements and no equally suitable identified locations are available;
- c) the development involves the refurbishment of an existing office, a listed building or a building within a Conservation Area;
- d) the development forms an ancillary part of a mixed use scheme which would result in a substantial environmental or other planning benefits such as the provision of housing, public open space or public car parking or would create an appropriate main road frontage in townscape and

environmental terms to such existing or proposed uses; and the proposed development would not conflict with other policies and site-specific proposals in the Plan.

Reasons :-

Whilst the small area frameworks seek to identify an adequate range of sites which will be attractive to office users and where office development can make the most positive overall contribution to the future regional centre, they clearly cannot anticipate every individual users needs nor every opportunity that may arise to maximise the benefits that office development may present. The four instances listed in this policy allow exceptions to be made in appropriate cases where consistent with the general aims of the Plan.

- a) Allowing small scale 'local needs' offices in areas allocated broadly for other uses need not inhibit these alternative uses and indeed could prove useful supportive facilities in the local economy and further the aims of the Plan to encourage a mix of uses. Clearly the assessment of what constitutes such development will vary from area to area but will not normally exceed 1000 sq metres of floorspace.
- b) A general presumption in favour of owner occupied development or development where a substantial pre-let is shown to exist, is consistent with the overriding theme of the Plan to stimulate activity within the City Centre. Such development would nonetheless be subject to normal detailed local planning considerations, including the compatibility of the proposed use with existing or proposed adjoining uses.
- c) The Plan generally aims to conserve the considerable architectural and historic heritage of the City. The City Council is therefore anxious to ensure that no opportunity to attract potentially viable uses which would result in the enhancement of a Conservation Area or the refurbishment of a Listed Building is lost, provided that such refurbishment did not detract from the particular attributes of the building or Conservation Area which give them their special character.
- d) The City Centre would benefit significantly from the introduction on a greater scale than hitherto of uses such as open space, housing and public car parking. However, the nature of many sites within the city centre is such that these uses are very difficult to achieve by themselves. The inclusion of an office element in association with such uses can be of considerable advantage in making such mixed use schemes more economically viable and providing more appropriate frontages both in townscape terms and in relation to the housing environment.

RC10 SHOPPING

New shopping development will be limited to a scale appropriate to consolidating the role of the central area and, except where one or more of the following circumstances apply, will normally be required to be located within or adjacent to the central shopping area:

- a) the proposals are for small-scale shopping facilities serving the daily needs of people living or working in or visiting a particular locality;
- b) the Local Planning Authority is satisfied that such facilities are required to meet the need for retail outlets of a type which it may be acceptable or more appropriate to locate outside the central shopping area and whose activities would not undermine existing retailing in the central shopping area;
- c) the proposals are for an ancillary retail element in a proposed mixed use development fronting a major pedestrian route and of a scale consistent with that required to create a lively and interesting ground floor facade. In such cases individual shop units should not normally exceed 150 sq.m. of gross shopping floorspace; and the proposed development would not conflict with other policies and site specific proposals in the Plan.

Reasons : Policy 20 (Areas 3, 6 and 9) outlines the proposals for the central shopping area. The exceptions set out in this policy are designed to ensure that those retail users for whom the existing core will not be an appropriate location are adequately catered for in the city centre area, so that the contribution that local and specialist elements of retailing can make to increasing the level of activity and diversity in the City Centre as a whole are not lost.

i) Small-scale local shopping will include, for example, tobacconists, newsagents, sandwich shops and similar retailing meeting everyday needs. Where substantial concentrations of housing exist small convenience food shops may justify inclusion in this category.

ii) Certain specialist retail uses, for example, car showrooms and large DIY stores have particular locational and/or site requirements arising from the nature of the goods they sell and their mode of operation.

Recognising the benefits of such activities to the City Centre, the plan seeks to encourage their location in the City Centre periphery. However, where peripheral locations are sought for a special retail use, primarily in order to achieve extensive customer car parking, the application will be required to demonstrate that such provision is essential to the operation and illustrate why the central shopping area with its public car parking and public transport accessibility is unsuitable.

iii) Major stores would not normally satisfy the criteria in (b) because of their impact on trade in the existing shopping centre and the opportunities available within it. A number of streets, particularly those leading to and from major public and private transport termini, carry substantial pedestrian movements and on such frontages retailing can contribute a valuable service and introduce vitality and visual variety into a street scene. However, limits need to be applied in order to preclude any undue competition with the central shopping area and a size limit is therefore applied to individual units.

RC12 HIGHWAYS

It will be the policy of the Council, through its transport proposals to:-

- a) remove extraneous through traffic;
- b) improve conditions for pedestrians, cyclists and the disabled;
- c) achieve environmental improvements;
- d) provide better access for buses;
- e) improve traffic circulation in the City Centre. The following proposals will implement this policy: -

i) In the short term, the provision, by selective improvement and traffic management, of a more attractive route between Albion Street and Great Ancoats Street for circulatory traffic. Miller Street will also be widened;

ii) In the longer term, the construction of a complete Inner Relief Route (also passing through the adjoining part of Salford). This will utilize Mancunian Way and follow the lines of Water Street, Irwell Street, Swan Street and Great Ancoats Street.

Reasons: The Council is concerned to reduce the amount of through traffic crossing the Regional Centre, to rationalise local traffic movements so that these are minimised in the areas of maximum pedestrian activity, and to improve access to adjoining inner city industrial areas. These proposals represent a scaling down of the 1976 New Traffic Plan in accordance with financial resource availability and make the best use of the existing road system, whilst still retaining the majority of the Plan's benefits.

RC13 THE BUS NETWORK

The Council and the Passenger Transport Executive will pursue a longer term policy of extending routes to a restricted number of purpose-built bus stations, ultimately replacing Stevenson Square and Victoria Bus Station (Salford) as terminal areas. Passenger waiting conditions in Parker Street and at other important boarding points will be improved.

Reasons: This is intended to improve bus passenger amenities and accessibility in the central area and will also result in the general improvement of areas with major pedestrian activity or civic importance. The provision of new terminals depends, amongst many other factors, on the future development of the central areas railway system and its stations. Changes in the relative importance of central railway stations could also result in changes or additions to the existing Centreline bus service.

RC14 THE RAIL NETWORK

The Council and the Passenger Transport Executive will improve access between City Centre stations and the central core. The possibility of linking suburban rail services by cross-city centre links in the longer term is under investigation.

Reasons :-

It is intended to enhance the public transport accessibility of the City Centre and to improve the utilisation of the existing rail system. The intention to provide new suburban stations, where justified, will be complemented by the policy concerning accessibility to City Centre stations.

The Council and British Rail have established a Joint Study Group to examine possible cross-city centre links to follow the implementation of the Manchester/Preston/Blackpool electrification and construction of the Windsor Link in Salford. The detailed alignment of any firm proposals to emerge will be discussed with the local planning authority to ensure that they are compatible with other existing or proposed development.

RC15 USE OF PUBLIC CAR PARKING

Public car parking will be required to give priority to short and medium stay parking.

Reasons: Within the core the demand for land and the intensity of activity is such that, by and large, it is simply not possible to provide parking on any significant scale. The Plan accepts, therefore, that parking to serve this area (broadly bounded by Deansgate, Peter Street, Mosley Street and Cannon Street) will have to be provided in the more peripheral parts of the City Centre. The need to maintain an adequate supply of convenient spaces for shoppers and other visitors means that those spaces which are best related to the core will be used for short and medium stay visitor parking. All day commuter and contract parking will therefore have to be provided further from the core. Such discrimination may be achieved either by means of a selective pricing structure or by restricting the length of stay, depending on the circumstances of particular locations.

RC17 PRIVATE CAR PARKING

The provision of private car parking in association with new developments in the City Centre will be required provided that this does not, in the opinion of the Council: -

- a) unduly prejudice proposals for environmental improvements and improved conditions for pedestrians;
- b) create unacceptable traffic conditions; or
- c) result in a development which cannot be satisfactorily integrated into the neighbouring urban fabric.

This requirement will be applied so as to give a lower level of provision in the core in the periphery.

Reasons: Provision of adequate car parking in the City Centre is one of the fundamental objectives of the Plan. The Plan also seeks to encourage successful new developments that will result in increased activity in the City Centre. The extent to which it is necessary or possible for developments to have car parking associated with them depends on the type of activity being promoted and the proposed location. This policy seeks to establish a framework within which the amount of car parking associated with a new development will be sufficient to make that development successful.

It has to be recognised however, that the overall objectives for the City Centre depend on the implementation of a range of improvements of which car parking is but one element. It is also necessary to ensure that the provision of car parking does not make it more difficult to achieve these wider aims.

This policy seeks to reflect the attitudes that are taken towards the provision of public car parking. For financial, environmental and traffic reasons its impact is likely to result in a lower level of provision in the core than in the periphery. This highlights the importance of and the emphasis placed in the Plan on the need to improve the provision of short stay public car parking spaces on

the periphery of the core area. Beyond this area it is likely that new developments will provide for a greater proportion of their parking needs hitherto.

RC18 PEDESTRIANS AND CYCLISTS

The Council will seek the provision of safe, pleasant and convenient conditions for pedestrians and cyclists at appropriate locations within the City Centre.

Reasons :-

Pedestrians and cyclists may often need assistance to enable them to compete on more equal terms with other road users. The City Centre is a major focus of pedestrian activity and it is important that people are able to move around easily and safely if it is to be an attractive place for people to visit. However, in developing traffic circulation systems designed to facilitate improved conditions it is important that care is taken not to create problems for cyclists, for whom major traffic intersections can be particularly difficult and dangerous. Cyclists may also require assistance along the major radial routes into the City Centre.

A variety of measures are available to aid both pedestrians and cyclists. These include:-

- a) the pedestrianisation of main shopping areas, at least during the principal shopping hours;
- b) the introduction of priority facilities at major junctions;
- c) giving explicit consideration to the needs of pedestrians, cyclists and disabled people in the design of new traffic schemes;
- d) the provision of cycle parking facilities.

In many cases measures which are primarily for the benefit of pedestrians can also provide benefits for cyclists. This may mean exempting cyclists from restrictions which will apply to other road users. However, in the event of this leading to conflict between the needs of pedestrians and cyclists, priority would be given to pedestrians.

Area 5 - City Centre

Small Area Proposals

RC20 SMALL AREA PROPOSALS

In considering proposals for development, regard will be had to the general aims and objectives of the Plan; to the policies in Part 1; to Area 5 Policies RC1 to RC19; and to the detailed proposals which will apply in the following 31 small areas of the City Centre.

RC20 Area 1 Victoria Station/Cathedral Area

RC20 Area 2 Corporation Street/Miller Street/Shudehill/Withy Grove

RC20 Area 3 Arndale Centre/Market Place

RC20 Area 4 Swan Street/Shudehill/Tib Street/Church Street

RC20 Area 5 Blackfriars Street/Deansgate/Bridge Street/River Irwell

RC20 Area 6 Deansgate/St Mary's Gate/Cross Street/John Dalton Street

RC20 Area 7 The Financial Core

RC20 Area 8 Oxford Street/Portland Street/York Street/Mosley Street

RC20 Area 9 Piccadilly and Oldham Street

RC20 Area 10 Oldham Street/Lever Street/Newton Street

RC20 Area 11 Port Street/Store Street

RC20 Area 12 The Rochdale and Ashton Canal Basins

RC20 Area 13 Piccadilly Station/Trading Estate

RC20 Area 14 Fairfield Street/Mancunian Way/London Road

RC20 Area 15 UMIST

RC20 Area 16 Piccadilly/London Road

RC20 Area 17 Princess Street/Whitworth Street/Portland Street/Aytoun Street

RC20 Area 18 Whitworth Street/Princess Street/Portland Street/Oxford Street

RC20 Area 19 Oxford Road/Railway/Princess Street/Mancunian Way

RC20 Area 20 Medlock Street/Railway/Oxford Street/Mancunian Way

RC20 Area 21 Oxford Street/Lower Mosley Street/Mosley Street/Railway
RC20 Area 22 Chester Road/Medlock Street/Mancunian Way
RC20 Area 23 Deansgate/Peter Street/Lower Mosley Street/Whitworth Street West
RC20 Area 24 Princess Street/Mosley Street/Peter Street/Deansgate/John Dalton Street
RC20 Area 25 Bridge Street/Deansgate/Quay Street/River Irwell
RC20 Area 26 Quay Street/Deansgate/Liverpool Road/River Irwell
RC20 Area 27 Rivers Medlock and Irwell/Liverpool Road/Chester Road/Egerton Street
RC20 Area 28 St Georges
RC20 Area 29 All Saints
RC20 Area 30 The University
RC20 Area 31 The Hospitals

Reasons:-

The City Centre consists of a great variety and mixture of activities many of which have complex relationships with each other. Areas in the City Centre each have their own particular character, atmosphere and range of activities. One of the main objectives of the Plan is to seek to enhance this aspect of the character of the City Centre. This objective, coupled with the need to offer detailed planning guidance throughout the City Centre has resulted in the division of the City Centre area into the 31 small areas shown on the proposals map. The small area frameworks set out the main local planning considerations that the Council will seek to progress. They also provide the context for local changes and will form the background to the Council's development control action as well as making firm proposals for sites where the aims of the plan imply that this needs to be done. It has to be recognised, however, that in a continuous and complex urban area like the City Centre, any attempt to sub-divide must be somewhat arbitrary and each statement must be considered together with those for adjoining areas and against the Plan's wider aims and objectives.

RC20 Area 1 Victoria Station/Cathedral Area

This is an important area of considerable character. It occupies a prominent position which is both an accessible gateway location and close to the Arndale Centre and the shopping and office activities in the Market Place area. The area is bounded by the proposed Inner Relief Route, Corporation Street, Cateaton Street and the River Irwell and contains one of the peripheral rail termini, Victoria Station. A major part of the area is covered by the Cathedral Conservation Area whose principal components are the Cathedral itself, Chethams School, the Corn Exchange and the high townscape quality of certain surrounding streets. Victoria Station dominates the north of the area.

The area thus combines a number of locational and physical attributes which provide opportunities, warrant high priority environmental improvement and where development is appropriate, high standards of design. However the presence of numerous unsightly vacant or under-used sites and buildings, especially at the exit to Victoria Station and on the important Corporation Street frontage, substantially detract from the area's potential character and create a poor impression of the City Centre at a prominent gateway point. The dominance of the Cathedral and its relationship with the Irwell is also marred both by substantial movements of traffic through parts of the area and by the car parking at Exchange Station and the Cathedral Approach Bridge. This general air of neglect in parts of the area becomes even more evident in the vicinity of the Inner Relief Route reservation, north of the railway lines, where the environment is poor and marginal, often low intensity, uses predominate.

In countering these problems the Plan's proposals aim to exploit the benefits of the area's location, close both to the core, the Inner Relief Route and other major roads, its prominence, as a key entry point to the City Centre, and its character which stems from its architectural features and the adjoining River Irwell. The main concerns are, then, to promote the maintenance and improvement of the suburban rail network and the way it serves the core, to maintain access to the core both by foot and by car and public transport, to provide an appropriate level of car parking serving both the core and the needs of Victoria Station, and to enhance the character and environment of the Conservation Area and the Irwell and the Corporation Street corridors. All of these are important considerations and not one of them need, or will, be pursued to the exclusion of the others.

Environmental improvements will be given high priority and other proposals will be required to be consistent with this. In particular high standard environmental treatment incorporating an element of open space will be sought on the land lying between Victoria Station and Corporation Street. The area in front of the Corn Exchange on Hanging Ditch should be given over predominantly to open space use. There is a strong case for similar treatment and use of the site in front of Victoria Station which is not only an important entry point to the City Centre but may also be used to enhance the setting of Chethams.

Similarly, means of enabling the creation of a better setting for the Cathedral and a stronger, more integral relationship with the River Irwell will be investigated. Other ways of opening up the Irwell will also be advanced as and when opportunities arise. Subsequent detailed local planning needs to investigate the street scene in the vicinity of the Cathedral, and reducing traffic on Fennel Street in order to improve the relationship between the Cathedral and Chethams and the pedestrian links between the area, the station and the core.

The use of land for car parking within the area generally remains important in terms of supporting both the needs of Victoria Station and those of the commercial activities in the neighbouring core of the City Centre. The area to the north of the railway lines adjoining the proposed Inner Relief Route is especially well-suited to long-stay permanent car parks and such a use is to be encouraged in conjunction with environmental improvements and the maintenance of existing activities.

There is a current outline planning consent for an hotel on the site west of Corporation Street, between Fennel Street and Todd Street. Presently used predominantly for car parking, the site makes a valuable contribution towards meeting the needs for car parking in this area to serve both the core and the station. Consequently, should the present proposals for an hotel development not be implemented, high priority will be given to securing more permanent high standard environmental improvements of the car park.

In addition the surplus space within Victoria Station would be of particular value in accommodating vehicles (buses, taxis and cars) serving the station.

The theme of environmental improvement and the enhancement of the character of the Conservation Area will be reinforced not only by a sensitive, balanced approach towards car parking, but also by, amongst other things, ensuring that any development in the area complements the proposals for the environmental improvement of the land to the east and south west of the station. Priority will be given to improving the attractiveness of these areas as open spaces, although should Chethams School require additional development for expansion or additional facilities every effort will be made to accommodate their needs within the immediate vicinity. In such a case built form will be sought on the Long Millgate frontage.

RC20 Area 2 Corporation Street/Miller Street/ Shudehill/Withy Grove

This highly prominent and accessible area lies to the east of Victoria Station and adjoins both Corporation Street, an important 'gateway' into the City Centre, and the proposed Inner Relief Route. A major part of the area (between Corporation Street and Dantzic Street) is occupied by a variety of important regional commercial activities (including the headquarters of the Co-Operative Wholesale and Insurance Societies) which occupy a mixture of substantial new and older floorspace and represent a significant component of City Centre office employment. A considerable proportion of this area has a current planning consent for major office redevelopment, part of which has been implemented with the construction of the head office building for the Co-op Bank. The land east of the CIS Tower fronting the Inner Relief Route and opposite the proposed housing in Smithfield, also has an outstanding consent for office development.

The south-eastern quadrant of the area, in marked contrast to the adjoining area west of Dantzic Street, is characterised by a mixture of small scale commercial and industrial activities housed in older and frequently very small, obsolescent premises with marginal, specialist and "fringe" retailing uses predominating on the Shudehill frontage.

In view of their importance to the Regional Centre and its economy the primary consideration in the area is to retain the major commercial activities - CWS, CIS, and those at Thompson House, within the City Centre. To this end in the short term particular emphasis will be placed on improving the servicing arrangements for Thompson House in conjunction with the provision of well-screened permanent car parking on the land to the rear of Thompson House and the new Co-op Bank . Although this site and the wider area to the north has planning consent for major office development the present office market is such that this consent is unlikely to be taken up in its present form. Nonetheless renewal of older floorspace for owner occupation remains however acceptable in principle and the broad mix of commercial uses in the area is confirmed.

The main road frontages to Corporation Street and Miller Street are considered high priority environmental improvement corridors and so high standards of design and environmental improvement will be sought here. More specifically the Miller Street/Amber Street site, in view of its prominent location fronting the Inner Relief Route, will be subject to these considerations. This site has particularly good locational advantages and whilst there will normally be a presumption against major speculative office development, development tailored to a specific users' requirements or mixed commercial development (for example a combined commercial/light industrial/administrative/show room use), would be acceptable. Any development would be

required to be of high design standard and to provide for its own car parking needs. Where practical, the inclusion of a residential and/or public car parking element will also be encouraged.

The area is well located for the provision of permanent long stay public car parking serving either neighbouring activities or those of the core. Whilst at present there is only one specific firm proposal for public car parking (adjacent to Garden Street, at the rear of Thompson House) this use is considered acceptable in principle throughout the area provided satisfactory environmental standards and access arrangements are achieved.

Within the south-east quadrant bounded by Hanover Street, Dantzic Street and Withy Grove/Shudehill the main concern will be to retain existing activities. Commercial development will therefore be expected to be consistent with the scale and character of existing activities. There may be scope for introducing a residential element into the mixture of uses north of Withy Grove/Shudehill and therefore, where opportunities arise this use will be encouraged.

RC20 Area 3 Arndale Centre/Market Place

Lying to the immediate north of the financial core and the established shopping area in and around St Ann's Square, this area is part of the Regional Shopping Centre and contains the major proportion of shopping floorspace in the City Centre, including numerous large multiples. The Arndale and Market Place developments dominate the area and provide modern, largely covered and traffic-free shopping facilities set in a lively environment. Other significant uses in the area are housing (at Cromford Court above the Arndale Centre), modern offices and substantial amounts of multi-storey and underground car parking. The only older properties in the area are on the south side of Market Street and are of varying architectural quality.

The level and diversity of shopping facilities in the City Centre are a vital component of its regional role and character. Consequently this is an area where the theme of improving and building upon existing assets is especially important and relevant. For the most part this theme finds expression in the firm emphasis placed on improving the attractiveness of the area, particularly its pedestrian environment, for the potential shopper and visitors. Significant progress will be made when the permanent environmental treatment of Market Street is completed. This scheme needs to be viewed in terms of the street scene as a whole - not just ground treatment but also environmental improvements to buildings, street lighting, and so on. There is also scope for further enhancement of the shopping environment, particularly on the fringes of this area.

In promoting environmental improvements, both within the area and around it, the importance of maintaining accessibility for shoppers must not be underestimated. In this context, the Plan's policies and proposals for improving the provision and effectiveness of short-stay car parks and the way these, and the transportation network generally, serve the core are very important indeed, as also is close attention to more detailed matters such as the provision of convenient bus routes and bus stops. It will also be important to ensure that measures designed to reduce traffic levels and improve conditions for pedestrians are not detrimental to cyclists and disabled visitors. Special parking arrangements for both these sections of the community will be provided wherever possible. In short a balanced approach to environmental improvement and accessibility needs to be pursued.

The aim of an attractive, safe and accessible shopping environment will be further complemented by a favourable attitude towards proposals which would add to the level of activity on shopping frontages. Thus, whilst the predominantly retail character of the main shopping streets will be safeguarded, a limited introduction of uses such as public houses and cafes will be encouraged. Similarly the introduction of further residential uses (e.g. at the upper level south of Market Street) will be encouraged.

RC20 Area 4 Swan Street/Shudehill/Tib Street/Church Street

A very diverse mixture of uses occupy this area at present. The area south of the former Wholesale and Retail Fish Markets is currently used for a mixture of small scale commercial

activities housed in predominantly old and often obsolescent premises. Although occasional vacancies and numerous small cleared sites are evident, especially in the Copperas Street/Edge Street area, most of the buildings are in active use despite their age, condition and lack of adequate parking, servicing and access facilities. Thomas Street is the principal local street through this part of the area and acts as a lively focus for the textile trades which predominate in the surrounding area. Small scale, often highly specialised, retail uses are predominant on Tib Street, whilst more substantial broadly commercial uses front Swan Street. The Church Street multi-storey car park is located in the south-east corner of the area.

Moving northwards, the former Fish Market buildings are important features of the area and both are the subject of works by the City Council. The Retail Fish Market building has been converted into a Craft Centre creating a permanent working base for artists and craftsmen. Alongside the former Wholesale Fish Market site is envisaged as a walled open space integrated into the extensive cleared area to the north currently used as a surface level car park. The whole area is earmarked for a further substantial housing development extending the housing newly developed by the City Council through to Shudehill.

The Plan's aim to introduce further housing into the City Centre is especially important and relevant in the area north of Thomas Street. The need to build upon the substantial residential component (both existing and planned) and improve its surroundings will be the principal and critical reference point against which all proposals in the adjoining areas will be judged.

In particular, the Copperas Street/Edge Street area is considered suitable for further accretions of housing use by way of single and mixed use infill development or conversion. Consequently, whilst existing activity will not be actively displaced, any redevelopment should be clearly linked in scale and character to the existing commercial activities or those of the Craft Centre. In the event of larger sites becoming available, housing, open space or car parking will generally be the only acceptable uses.

In parallel with all this, action needs to be taken to make the environment generally more conducive to housing. In particular, high standards of landscaping of sites used for car parking, itself a valuable and appropriate use in terms of existing activity and in view of the area's location relative to the core, will be sought as will further areas of open space.

The Swan Street frontage north of the existing and proposed housing adjoins the proposed Inner Relief Route. It is therefore an appropriate location for a mixture of commercial uses and the present uses are therefore confirmed in the Plan.

On and to the south of Thomas Street, the emphasis will be on retaining the existing activities and their scale and character. To this end investment in existing buildings and the provision of better access, servicing and car parking facilities will be sought in association with other environmental improvements. Where vacant sites do become available public parking or parking to meet local needs will normally be preferred, as will open space use.

RC20 Area 5 Blackfriars Street/Deansgate/River Irwell

This area includes important elements of the City Centre's office and retailing activities. The shopping activity ranges from the Kendal Milne Department Store on Deansgate to a wide variety of small shops in Bridge Street King Street West and in Deansgate itself. The office activity, which is concentrated along the Irwell, includes a substantial amount of both new and refurbished older premises. The street scene at St Mary's Parsonage, together with the open space, in Parsonage Gardens, contributes to generally attractive surroundings. The King Street West multi-storey car park serves the area well.

The area alongside the river has little potential for change. The main scope for positive action will be in relation to opening up the Irwell banks for access and environmental improvement. This is particularly true on Bridge Street, an important route into the City Centre for both vehicles and

pedestrians, where some work has already been undertaken and where there is further scope in the Motor Street area.

The effects of the concentration in shopping brought about by the Arndale development means that whilst the presence of Kendals ensures that this area remains very much a part of the Regional Shopping Area, it may become increasingly necessary to accept the introduction of non-retailing uses. So far as shopping is concerned, it will be important to strengthen the links between this area and the remainder of the Regional Shopping Area. Deansgate is, an important traffic route, although its role will change when the Inner Relief Route is completed.

RC20 Area 6 Deansgate/St Mary's Gate/Cross Street/John Dalton Street

This area comprises primarily older property in generally good repair, with retail uses predominant at ground floor level. A substantial part of the area forms the St Ann's Square Conservation Area, containing several important regional attractions - high quality retailing, the Royal Exchange Theatre and several restaurants. Fine buildings and the lack of through traffic already offer valuable environmental qualities here encouraging both retailing and smaller office uses. King Street, which has been pedestrianised, is now a pleasant up-market shopping street, with the Royal Exchange Shopping Centre and Barton Arcade refurbishment also aimed at 'prestige' retailing.

The heart of this area is an important part of the Regional Shopping Centre, providing a link between the Arndale and Market Place Developments and Deansgate. It is of fundamentally different character to the modern developments north of Market Street and this character is something which it is important to reinforce. This will mean ensuring that new ground level uses on King Street, St Ann's Square, St Ann Street (west of the Church), Market Street, and Cross Street (north of St Ann Street), remain consistent with the character of these frontages as predominantly retailing locations. The uses in this area tend to be those relating to high environmental quality and the basic approach to this area must start from a desire to further enhance its physical qualities.

None of the streets in the area are of fundamental importance in terms of through traffic. The primary need is to ensure the accessibility of the area for essential vehicles and at the same time move towards the creation of an attractive environment for pedestrians. This has already been achieved in King Street, St Ann's Square, Barton Arcade and Police Street and there is further scope for similar improvements in the area, particularly in Ridgefield. The objective will be to promote improvement in the physical appearance of the area by use of a floorspace treatment to define the whole of this area as one in which pedestrians should, in general, have priority, without this being achieved at the expense of accessibility.

It will also be necessary to improve the links between this area and the Arndale Centre. Cross Street is an important public transport route and provides for access to the King Street area. It will be necessary to both ensure that it is able to fulfil this role and also to look at ways of making it environmentally a more attractive street which is easier for people to cross. It is extremely important that the improvements envisaged to both parts of the Regional Shopping Area are not lost because of difficulties encountered in trying to move between them.

RC20 Area 7 The Financial Core

This relatively homogeneous area is the heart of the regional centre office market. High quality buildings both new and old and a concentration of major financial agencies and institutions predominate. Much of the area is in the King Street Conservation Area and a substantial proportion of the older buildings are listed. Recent development interest has swung noticeably towards refurbishment and with the degree of security now offered to important older premises there is likely to be only limited scope for further redevelopments in the area.

The western boundary of the area is formed by Cross Street, an important access route for both pedestrians and vehicles, and the southern boundary by Princess Street, an important route for movement in and around the City Centre. (See also Areas 6 and 24).

In view of the area's importance as a major source of employment and its vital contribution to the regional role of the City Centre, the prime consideration here will be to sustain the existing level and character of activity. Particular encouragement will be given to further refurbishment for office use.

The maintenance of a high level of activity in the Financial Core is not simply a local concern but a main aim of the Plan and its office policies generally. This will therefore be a major consideration in determining the acceptability of proposals for office development elsewhere in the City Centre. With little scope for physical change within the area itself, the measures most relevant to progressing this aim, notably improving the availability of convenient short-stay parking and enhancing the City Centre environment generally, will mainly have to be progressed elsewhere, although where there is opportunity for improvement of both these components by better management of the space between buildings within the area, this will be taken up.

Where appropriate opportunities arise, a more lively and interesting street scene will also be sought by, for example, the introduction of an active ground floor use or by a sensitive approach to the design of frontages. Such measures are especially appropriate on Fountain Street with its substantial pedestrian flows. Indeed this street may also offer scope for environmental improvements although these must not undermine its important role as an access route. Upper King Street too may offer scope for both environmental improvements and marginally increased on-street car parking although here again its essential access role must not be prejudiced by such measures.

RC20 Area 8 Oxford Street/Portland Street/York Street/Mosley Street

This area is adjacent to the Financial Core and whilst having a history of commercial usage is now clearly illustrative of the decline of old commercial uses and buildings. The area north of Charlotte Street is occupied by substantial buildings having a relatively long life. New development has taken place on Portland Street (the Bank of England), south east of St Peter's Square and on infill sites further up Lower Mosley Street. However, the predominant character of the area as a whole is that of older floorspace with much of this apparently lacking adequate maintenance. A substantial degree of vacancy is evident particularly away from the main frontages and there are a number of sites where buildings have been cleared and car parking, usually lacking either landscaping or surfacing, is to be found. Despite the general physical decline the area has seen recent new activity and some reinvestment through a significant concentration of Chinese restaurants and emporia. This grouping, linked as it is to financial and cultural activities of the Chinese community in Manchester, represents an important part of Manchester's increasing role as a regional focus for the Chinese community in the UK.

Reduced traffic levels in Mosley Street will ease access for buses and make it more pleasant for pedestrians. Conversely there will be an increase in traffic on Portland Street where it is intended that a long established road improvement scheme that would have affected much of the Portland Street frontage should not now go ahead. Improvements will now be restricted to the section between Charlotte Street and Piccadilly (where the carriageway will be widened without affecting any of the frontage property) and to the junction of Oxford Street and Portland Street.

This area is seen to lie outside the present office and shopping core areas, although proximity to the financial core is an important feature. The need for short to medium stay parking relevant to the financial core may be met in this area by either multi-storey or surface level car parks or a combination of both. The low activity and often poor property offer scope for the incremental assembly of sites for surface level parking that could combine the provision of open space and environmental gains in parallel with the provision of parking. Part of the area, lying between George Street and Faulkner Street north of Nicholas Street is the site of a current City Council

proposal for car parking, and the area generally is one of the few locations suitable for providing the additional short stay parking which is central to the Plan's aim of maintaining activity in the core. Consequently, with the exception of the main road frontages incremental assembly of sites for car parking/open space will be encouraged and new development for other uses will not normally be acceptable. In the event of applications for private car parking, high standards of landscaping will be required.

The recent growth of the Chinese community in the area has been closely related to the availability of cheap older floorspace and, whilst seeking to see those buildings that have little or no further usefulness replaced by parking, continued encouragement will be given to users willing to take on and maintain the more viable older properties. The frontages to Oxford Street, Portland Street, Charlotte Street, Princess Street and Mosley Street are prominent and are occupied by buildings of a higher general standard and use level than the core of the blocks behind them. Consequently, the retention of commercial uses in frontage buildings and infill office or other commercial redevelopment at a limited scale on frontage sites is appropriate and need not preclude car parking provision behind.

RC20 Area 9 Piccadilly and Oldham Street

A number of factors combine to make this area an active and important part of the Regional Centre. Whilst the recent completion of the Arndale Centre to the immediate west has resulted in a shift in the focus of mainstream shopping in the City Centre, this area, especially on the north side of Piccadilly and in the vicinity of Market Street, remains an active and vital part of the Regional Shopping Centre.

The substantial pedestrian activity which stems from the area's shopping role is supplemented by the attractions of Piccadilly Gardens, a major civic open space, which is also a focal point receiving passengers from the numerous bus stops in the area and those en route from Piccadilly Station to the shopping and office core areas.

The area is characterised not only by high pedestrian and bus activity but also lies at the edge of major routes (Portland Street/Newton Street) for general traffic moving around the core. It is thus an area where the Plan's concern of improving the environment of the Regional Shopping Centre and the major civic open spaces, of maintaining accessibility whether by foot, bus or car and of enhancing the level and diversity of activity generally are of direct relevance.

The main emphasis will be on enhancing the character and appearance of the area, making it even more conducive to pedestrian activity whilst at the same time ensuring continued access to and free movement around the core. Particular attention will be given to the improvement of pedestrian links to the bus station and those pedestrian routes through the area leading to Piccadilly Railway Station.

The Market Street pedestrianisation scheme has resulted in improvement on Market Street between Lewis's and Debenhams. Furthermore the proposals for Portland Street/Lever Street/Newton Street, together with the promotion of the use of Travis Street and Whitworth Street as a through route, will not only cater for movements of general traffic around the City Centre but also offer further scope for enhancing the pedestrian environment notably in Oldham Street and Piccadilly Gardens and its surroundings as well as improving accessibility by public transport.

Yet further improvements would accrue from a reduction in the prominence of bus station activities around Piccadilly Gardens. The Council and the Passenger Transport Executive will concentrate bus terminal stands in the Parker Street Area and remove the bus stands fronting Piccadilly. In addition, bus services will be extended from Greengate (in Salford) and from Lever Street to Parker Street, whilst those presently routed north to south through the Piccadilly area will be rerouted to concentrate on Oldham Street and Mosley Street.

One of the attractions of the area is its lively, commercial and undeniably urban environment. Two of the essential features contributing to this are the form and appearance of surrounding buildings and the uses within them. In this context retailing is both a vital element in the City Centre's role as a regional centre and provides a lively and interesting atmosphere. Although two major retailers, C & A and British Home Stores have relocated from the area into the Arndale Centre, leaving two substantial vacancies on Oldham Street, it is intended that shopping will continue to be the predominant frontage use. However, there are also numerous non-retail services which not only contribute to street activity but also complement neighbouring shops and provide a useful service to the substantial numbers of people walking through the area. Uses such as building societies, estate agencies and job centres are therefore to be encouraged provided the predominantly retailing character of the area is not lost.

The opportunities for major redevelopment in this area are likely to be very limited. Existing office and hotel uses in the area are confirmed, whilst a mixture of uses, including, for example, housing will be encouraged on refurbishment of existing buildings or in any limited redevelopment, subject again to shopping remaining the dominant use of the area.

RC20 Area 10 Oldham Street/Newton Street/Lever Street

This area is predominantly commercial, with a high proportion of substantial older properties and a textile warehousing base. The area's qualities, notably its many sound buildings, suggest that general environmental and operational improvements, particularly the cleaning of buildings and an increased availability of parking to meet local needs, could well stimulate higher levels of future activity. Easy access to the Inner Relief Route adds to the attractions for new uses to supplement the existing mix in the area.

The shift in the City Centre shopping pattern brought about as a result particularly of the Arndale Centre Development has brought evident loss of trade for retailing on Oldham Street and Tib Street, with the broadly based comparative shopping on Oldham Street more markedly affected than Tib Street's smaller specialist shops. The general assumption here is that some degree of non-retail or quasi-retail uses need to be accepted or even encouraged, particularly on Oldham Street where the generally larger buildings offer scope for cash and carry/retail warehousing use.

Newton Street and Lever Street link Portland Street with Great Ancoats Street and the rest of the Inner Relief Route and together represent a better and more attractive route than Oldham Street in catering for cross-city movements of general traffic. There will be a reduction of general through traffic on Oldham Street and this will allow improved bus operations and pedestrian improvements in the part of Oldham Street within this area. Improvements to parking and servicing will be important to encouraging a diverse mix of new uses and the provision of additional public parking on a site at Bradley Street/Spear Street would be particularly relevant both to activity on Oldham Street and to maintaining activity levels in commercial buildings around Lever Street.

None of these measures need imply major change in the character of the area and the aim overall will be both to retain existing activity and encourage further additions to the mixture of uses. In the longer term, with housing uses proposed on the two adjacent areas of Smithfield and the Canal Basins, housing could play a positive part as one of the elements in the mixture of uses in this area.

Retailing in Stevenson Square and the strong wholesaling element also apparent are clearly linked to the area's garment trade. The Square's role as a bus and taxi terminus tends to dominate its character at present. The attractiveness of the area would clearly be improved if it were possible to remove some buses and carry out environmental works to create a more attractive urban space, linking also to environmental improvements elsewhere in the area. The potential for this may be limited in the short term but will be substantially increased when the intention of the Council and the Passenger Transport Executive to replace Stevenson Square as a bus terminus is fulfilled.

RC20 Area 11 Port Street/Store Street

This area contains a variety of uses and separates the Rochdale and Ashton Canal basins from the Inner Relief Route along Great Ancoats Street. The Lees Street/Store Street area is industrial and although active has seen recent decline with evident vacant premises. Commercial premises on the Great Ancoats Street frontage are, on the whole, in poor condition. The Ashton Canal forms the southern boundary of the area.

The two most important considerations in this area are the adjacent proposals for single use housing development at the Rochdale Canal Basin and for a significant housing element at the Ashton Canal Basin and the existence of the Inner Relief Route (Great Ancoats Street) with its opportunities for uses of a commercial character notably in the retail warehousing and service industry fields. Whilst it is important to retain existing commercial and industrial activity, in the long term extension of housing from the Rochdale Canal Basin across Tariff Street would appear practicable as would extension of housing from the Ashton Canal and Basin onto vacant sites in the Store Street/Meadow Street/Ashton Canalside area.

With a similar attitude to existing uses, it is proposed to promote new activity on the Great Ancoats Street frontage and to identify a 'commercial frontage strip' consistent firstly, with the aim of encouraging frontage development of a scale and character appropriate to the Inner Relief Route (with an emphasis on mixed commercial/service/retail warehousing components) and secondly, enabling long-term housing development of sites to the rear as accretions from the canal basins' proposals. New uses will be expected to complement this approach and behind the commercial frontage strip only housing, open space or parking use of cleared sites is envisaged.

The area as a whole has attractions for long-stay parking acting to offset lost capacity displaced from the Canal Basins on their redevelopment. Suitably landscaped parking would be a particularly appropriate interim use for longer term housing sites in this area.

RC20 Area 12 The Rochdale and Ashton Canal Basin

This area contains two large, predominantly open areas each based on a canal basin.

Around the Dale Street basin of the Rochdale Canal is a large site presently used for car parking. Around this area are a number of substantial older commercial properties with several having some architectural merit. Most of these are in the Dale Street/Tariff Street area, but others on Ducie Street and Upper Stanley Street also contain moderate levels of existing commercial activity, with textile warehousing, some retail warehousing, older offices and vacant floorspace all evident.

The Ashton Canal Basin which includes an important listed former railway goods warehouses is also largely undeveloped and used for parking. Some small scale environmental improvement work has been progressed adjacent to the Ashton Canal.

The introduction of housing into the City Centre is one of the key themes of the Plan and sites of sufficient size and character to enable housing to create an 'internal' residential environment are rare. The Rochdale Canal Basin offers perhaps the best example of such a site and housing is considered to have overriding priority here. One of the greatest assets of both canal basins for housing is the opportunity to create a distinctive waterside environment which could give a housing development a strong and attractive character. To realise this potential it will be particularly important to promote environmental works immediately around the canal basins and to open up canalside pedestrian routes and recreational opportunities. Since these could be potentially important elements of the City Centre environment as a whole as well as an asset to on-site development, it will be important to ensure that public access to an improved canalside environment is secured in connection with housing development.

The area as a whole lies outside the core and is well placed to offer parking. This use is not inappropriate until such time as housing development can be secured. Whilst the retention of car parking at the Rochdale Canal Basin is not regarded as so essential as to preclude its use for housing, a significant parking component should be retained in any development of the Ashton Canal Basin area in association with major housing and open space uses.

The retention and re-use of important older buildings in the area will be encouraged, particularly the Ashton Canal Basin warehouse where any use appropriate to its retention and future maintenance will be allowed. The Plan as a whole seeks to sustain the level of existing activity in older commercial premises including those around the Rochdale Canal Basin. Any scope for practical attention to servicing and local parking difficulties where these arise will be considered.

The Plan's broad approach to 'accretions' of housing adding to short-term developable sites points to the potential for extensions of housing use into adjacent properties and also to the possibility of extending new housing development ultimately into the area lying between the Canal Basins and the Inner Relief Route. In the Dale Street/Tariff Street area existing older commercial floorspace may offer residential conversion prospects. In the event of vacant sites arising on demolition of any existing property, this approach to the area as a whole points to only housing, permanent landscaped car parking or open space uses being appropriate.

RC20 Area 13 Piccadilly Station/Trading Estate

This area is predominantly industrial, with premises ranging from relatively large older buildings around Chapel Street to modern floorspace on the Piccadilly Trading Estate.

New small industrial units have been built near Store Street and there are further cleared sites nearby which offer the potential for additional development to take advantage of the area's ready access to the Inner Relief Route and to the rail network. The Great Ancoats Street frontage offers particular opportunities for mixed commercial uses where consistent with the general policies for the City Centre Area.

The largest single user in the area is British Rail with Piccadilly Station's bulk effectively divorcing much of the area from the heart of the City Centre. However the general area immediately behind the station is not inappropriate for long-stay parking use as already exists at Sheffield Street.

The potential of Travis Street as a traffic route is an important consideration in improving access to the City Centre and especially relevant to catering for through traffic seeking to avoid the core. The increased use of Travis Street, which connects well into Whitworth Street, is proposed. Store Street is restricted as a traffic route by its limited width at the canal aqueduct and its junction with London Road. The attraction of new uses to the area should seek not only to generate new activity but also to integrate it more closely into the City Centre as a whole.

Environmental works throughout the area will be relevant to increasing its attractions as a working environment and these, together with improved access arrangements and parking provision where appropriate, will be important in sustaining and encouraging existing activity. The provision of adequate on-site parking will be required on redevelopment. Environmental measures, which will be valuable in this area, need to reflect the importance of the Great Ancoats Street frontage.

RC20 Area 14 Fairfield Street/Mancunian Way/London Road

With Mancunian Way to the south and London Road to the west, much of this area is close to important elements of the City's road network, although within the area itself the River Medlock forms a more apparent spine alongside which older industrial uses have concentrated. Along London Road, the ribbon of new office blocks represents a substantial component of commercial activity and a prominent visual feature on entering the City Centre. However there is only limited opportunity for further frontage development here and the major part of the area, east of the London Road frontage offices, is industrial, with generally older works close to the Medlock but more modern buildings also apparent including the British Rail Parcel Depot (former Mayfield

Station). In the eastern part of the area and close to the Piccadilly Trading Estate, there is a recreation ground on land over the culverted Medlock. Part of the eastern extremity of the area is affected by a road reservation for the proposed Inner Relief Route, forming a new link between Great Ancoats Street and Mancunian Way.

The general attitude to the area is one of seeking to sustain existing activity. In the long term it is hoped to improve the Medlock Valley with riverside environmental improvements. There is a similar aim of improving the appearance of key traffic routes into the City Centre by appropriate built form and landscaping treatment adjoining main entry radials such as London Road and the Inner Relief Route, of which Mancunian Way is a part. There is considerable scope in this area to progress both of these aspects of environmental concern.

In the case of the Medlock it is intended to adopt an opportunistic approach based on a strong statement of intent to open up the river where possible, but such an approach would be implemented with sympathy for the viability of existing riverside industries. The eastern part of this area appears to offer the earliest prospects for riverside environmental improvement, although progress will largely depend on if and when redevelopment proposals arise. Recent development of the adjacent Piccadilly Estate coupled to the locational advantages of proximity to the Inner Relief Route suggests scope for some redevelopment in which case the general aim of improvement of the Medlock Valley and a presumption against further culverting will be applicable, as will the more specific concern to improve access to the riverside and recreation ground from surrounding areas. For redevelopment proposals adjacent to the Inner Relief Route, standards of design and site treatment appropriate to the prominence of their location will be essential.

Sites close to Piccadilly Station are also well placed to offer long stay parking, as at Travis Street/Carston Street where a surface level car park already exists.

RC20 Area 15 UMIST

This area is the present extent of UMIST's main site - a stable area of long life floorspace with little likelihood of change in basic use. On the western edge of the area UMIST have a substantial amount of parking, much of this in a multi-storey car park with a substantial proportion available for public use. Surface parking on the undeveloped area adjacent to Princess Street and Brook Street has little landscaping screening despite its prominence on this main radial route.

UMIST is an important user and there is no wish to inhibit consolidation of their campus activities. However, the existing availability of public parking is important to meeting general needs in the vicinity around Whitworth Street and any reduction would be opposed.

In the short term, environmental improvements need to be progressed on the Princess Street/Brook Street frontage consistent with this route's importance as a City Centre gateway. Subject to this there is no reason why the surface level parking should not continue to be an appropriate use of the undeveloped part of the site. Future development of the Higher Education Precinct will be clarified by the review of the Higher Educational Precinct plan currently progressing. Consideration of the parking needs of the various education establishments will be an important part of this review. Any further development should not result in any loss of public parking availability within the City Centre. As part of detailed local planning work in both areas it will be important to strengthen both pedestrian and cycle routes between UMIST and the remainder of the Higher Education Precinct along Oxford Road and between both these areas and the core of the City Centre.

RC20 Area 16 Piccadilly/London Road

The London Road/Piccadilly route dominates this area's character acting as a major gateway and accommodating large numbers of buses and pedestrian movements to and from Piccadilly Station. Important routes across the City Centre are also significant. The Portland Street to

Newton Street and Lever Street route skirts Piccadilly Gardens, whilst the Whitworth Street to Store Street and Travis Street routes cross the area and with their potential for increased use, will be important components of the road network. Regional Centre uses, including the Portland Hotel close to Piccadilly Gardens, contrast with evident vacant floorspace in some substantial older buildings, although commercial development is also to be found including the prominent Gateway House on Piccadilly Station Approach.

The frontages to Piccadilly and Aytoun Street north of Auburn Street offer opportunities for commercial re-investment. Both refurbishment and further redevelopment for office or other commercial uses would be appropriate here when they accord with the Plan's general office policies, whilst other regional centre activities including hotels would be welcomed. On Piccadilly, lively ground floor uses will be essential in view of the street's importance for pedestrians. Ground floor shops are common here at present, and will remain appropriate although the scale of individual new retail uses needs to be limited as major additions could prejudice existing parts of the Regional Shopping Centre. To aid pedestrian movement to and from Piccadilly Station and the bus terminal facilities in and around Piccadilly Gardens, convenient crossing facilities will be provided both at the junction with Ducie Street and at Portland Street/Piccadilly Gardens. General environmental improvements will also be progressed both to improve conditions for pedestrians and cyclists and to reflect the importance of the London Road and Aytoun Street routes to the core.

The area between Whitworth Street and Auburn Street will require particular environmental improvement attention. A large part of this area is vacant and used for surface parking. Surviving older buildings on the London Road frontage contain a mixture of users but illustrate evident decline. Whilst activity in existing buildings will be encouraged to remain, the main aim for this part of the area is the provision of well landscaped surface level parking. Easy pedestrian access to the core, proximity to Piccadilly Station and the opportunity to offset reducing car parking availability at the canal basins all point to parking as particularly useful and appropriate here.

South of Fairfield Street is the listed former Fire Station building. Other equally substantial buildings, on Granby Row and Fairfield Street, are in general commercial use. Here the intention is to retain existing activities and find new uses for vacant floorspace. The residential accommodation that was present in the former at the Fire Station represents a use which might be extended, with proximity to the UMIST campus suggesting scope for student accommodation or for other ancillary activities relating to the Higher Education Precinct. Other uses of the existing buildings for offices, warehousing/retail warehousing or service industry would also be appropriate in many cases.

RC20 Area 17 Princess Street/Whitworth Street/Portland Street/Aytoun Street

This diverse area contains many substantial buildings, both old and new. It has the potential to offer a more attractive environmental setting and to sustain a higher level of activity.

Portland Street is an important route for traffic crossing the City Centre, whilst Whitworth Street's available capacity offers an attractive way to meet cross city centre traffic movements which do not need to impinge on the Core. Princess Street has an important function as a radial route whilst to a lesser extent Aytoun Street and Chorlton Street also have important traffic roles. Opportunities to improve the frontages to these routes need to be carefully handled.

In the north of the area substantial development has taken place, including Westminster House, offices on Portland Street and Chorlton Street, Manchester Metropolitan University buildings and the Chorlton Street Coach Station and multi-storey car park. Important older properties are also represented, notably the Police Courts and the former Cook and Watts Warehouse on Portland Street, now with a new use as a hotel well related to the existing hotel concentration near Piccadilly Gardens. The setting for many of these Regional Centre uses is capable of significant improvement, with a number of derelict buildings and large vacant cleared sites around Major Street used for surface level parking and illustrating the reduced prospects for large scale office

development. However the present high level of available parking represents a definite asset, meeting medium to long stay needs of the core as well as servicing this area as a whole. Permanent parking use of the major vacant sites behind County Hall, at Major Street/Bloom Street and at Aytoun Street/Minshull Street is therefore confirmed and further office redevelopment on these or other major sites throughout the whole area is generally excluded. To improve the general environment of the area, site treatment should aim to improve the setting for existing buildings to include elements of incidental open space and to establish attractive relationships between buildings and open areas. Throughout the area limited infill development would only be appropriate where assisting toward these aims.

At Canal Street and Richmond Street there is significant environmental potential with the Rochdale Canal passing through the area and with Sackville Gardens (6) an attractive open space. These assets, together with the more domestic scale of existing buildings and a limited through traffic use of the area, offer possibilities for residential use initially in the Canal Street area but with possible longer term extension to Richmond Street and across the Rochdale Canal to the Whitworth Street/Princess Street/Rochdale Canal/Sackville Street block. The Conservation Area status of much of the area and the importance of many particular buildings make it essential to adopt an attitude of encouraging a wide mix of uses for existing buildings, but the area also has potential for small scale infill redevelopment and suitable sites will be sought for housing to be introduced incrementally in single or mixed use schemes. This area is also well placed to offer parking, but the promotion of housing development will be given high priority in the instance of cleared sites arising. Parking use would be acceptable however, subject to high landscaping standards. Additional incidental open space and improved canalside access need to be part of the general environmental improvement of the area.

The Princess Street frontage is part of one of the City's most characterful street scenes, with important listed buildings, often with severe vacancy problems. Here any use consistent with the aim of conserving the character of the built form will be encouraged. Similarly at Bombay Street/Granby Row the main aim will be to secure a future for the existing textile warehousing use and widely encouraging new uses with special attention given to introducing housing into the mixture of uses in the area. Only housing, open space or car parking use would normally be considered appropriate uses of any cleared sites.

RC20 Area 18 Whitworth Street/Princess Street/Portland Street/ Oxford Street

This area is one of very considerable architectural character, with a substantial proportion of the finer Victorian and Edwardian buildings in the Princess Street/Whitworth Street Conservation Area. The Princess Street and Whitworth Street frontages are particularly fine, whilst the Oxford Street and Portland Street frontages also have significant architectural merit. All these streets also have important traffic functions and Oxford Street acts also as the major pedestrian route to Oxford Road Station. The Rochdale Canal and River Medlock both pass through the area.

South of the Rochdale Canal the importance of key elements of Manchester's Victorian Heritage and the general aim to seek improvements along the Medlock will guide future action. The refurbishment of the Palace Theatre has brought a major regional centre activity back to this area of otherwise evident underuse and acts as a key pointer to the potential for new activity. The overriding importance of the majority of the existing buildings gives a presumption for their retention so strong as to imply acceptance of virtually any use compatible with the broad aims of conservation. Although substantial office uses would not be appropriate in redevelopments so far from the core areas, these uses need not be precluded here in existing buildings where their contribution to conserving built form would override general use considerations. However some of the existing buildings offer particular potential for housing as a preferred use. The existing surface level car park south of the Medlock is a major asset to be brought into play together with encouraging new activity. This site is well located to offer parking with associated substantial landscaping works to improve the immediate riverside area and the rear aspect from listed buildings including the Refuge Assurance building and India House.

Canalside improvements and the creation of incidental open space along the Rochdale Canal would make a positive environmental contribution, but the opportunities to do this are limited. The substantial buildings north of the canal show a higher level of commercial use than those to the south, but despite some recent refurbishment, underuse of upper floors is a common problem and it is clear that not all of the specialised older buildings are suited to present day commerce. There is also a marked shortage of short stay local car parking relative to the substantial floorspace. Here too, whilst aiming to sustain existing activity, it is clearly necessary to encourage a wide range of uses compatible with the broad aims to raise activity levels and to conserve the Victorian Heritage and enhance the important frontages to the major streets. On Oxford Street in particular lively ground floor uses will be appropriate alongside this important pedestrian route.

RC20 Area 19 Oxford Road/Railway/Princess Street/Mancunian Way

This area is dominated by the regional headquarters of the BBC and the National Computing Centre, both of which occupy redeveloped areas. The block between Princess Street and Pritchard Street has a mixture of commercial uses in older buildings, some of which show signs of disrepair and underuse. These buildings obscure the River Medlock which flows through the area. Charles Street has a higher level of activity and has seen some small scale redevelopment on sites backing onto the Piccadilly to Oxford Road railway viaduct.

Bounded on three sides by major roads and on the fourth by the railway, the area is extremely prominent. Although it is outside the office core area, its attractions, in terms of proximity to major transport facilities and to the existing 'prestige' institutions, support the case for specialized commercial development of an appropriate character. The BBC is the most likely user to require any additional land and its expansion and consolidation will be encouraged.

The smaller premises on and adjacent to Charles Street are considered valuable in meeting the needs of small mixed commercial and service industry uses, particularly those related to the activities of the neighbouring national concerns. New development should be of a scale and character consistent with the existing mix of uses in the area. Car parking is an acceptable activity in this area, both for the longer stay commuter and to meet local needs.

The River Medlock contributes little to the area at the present time. The long term opening up of its banks for public access and high quality associated landscaping are regarded as important aspects both of creating a more satisfactory aspect for the BBC and at the same time contributing to improving the appearance of the Princess Street frontage as a 'gateway' to the City Centre. There will therefore be a strong presumption against any further culverting of the Medlock in this area.

RC20 Area 20 Medlock Street/Railway/Oxford Street/Mancunian Way

This area includes a mixture of industrial activities and the Manchester Metropolitan University. Most of the buildings are old, although there has been some redevelopment related to the construction of Mancunian Way. Whilst this has largely been associated with the Manchester Metropolitan University, there has been commercial redevelopment taking advantage of the locational advantages of the area. The Oxford Road frontage is a mixture of entertainment and local retailing uses with car parking behind.

This area offers considerable potential. The existing industry provides valuable jobs and the plan seeks to promote improvements in operating conditions in terms of access and car parking where there is scope for such action. Medlock Street is the main entry point into the City Centre from the Airport and Princess Parkway and is in close proximity to the GMex, the redevelopment of which is envisaged as a major contribution to the regeneration of the City Centre as a whole and not least, its immediate environs. In this context the Medlock Street frontage is seen as a major gateway site capable of supporting showrooms and other commercial activity including offices where a high standard of environment would be particularly appropriate.

In environmental terms the objective will be the general enhancement of the area as befits its locational importance. Advantage will be taken of any opportunities to open up access to the River Medlock which arise in the event of redevelopment. In such circumstances housing would be considered a possible use. This could be related to the neighbouring Higher Education Precinct.

The presumption will be that the area should provide for its own car parking needs and also contribute to those of the adjacent Area 19. The car parking in Chester Street is particularly valuable in this respect and should be retained. Further car parking in the Gaythorn area, either in isolation or in association with redevelopment, will also be encouraged.

RC20 Area 21 Oxford Street/Lower Mosley Street/Railway

This is an area of substantial opportunity bordering the edge of the core and adjacent to the G-Mex. Oxford Road is both a major traffic route into the City Centre and the main pedestrian route between the core and Oxford Road Station. Lower Mosley Street is the main access route from Princess Road and the Airport. The Rochdale Canal forms a spine along the southern edge of the area although at the present time it is neither a prominent feature of the area nor is it readily accessible. Whitworth Street West, running alongside the canal is part of an important route across the City Centre.

The overall level of activity in the area is low, with large vacant sites between Lower Mosley Street and Chepstow Street associated with former National Ice Skating Centre project and redevelopment proposals for the Oxford Street frontage. Much of this land is currently used for surface car parking, although neither acceptably surfaced nor landscaped for this use, whilst on Oxford Street, the frontage buildings (of which the facade of Princes Buildings is listed) are retained, but enjoy only minimal levels of activity. The recent cleaning of part of this frontage has improved its general appearance.

Chepstow Street forms part of another important route across the City Centre from Great Ancoats Street to Deansgate, although the present standard of the road is inadequate for this role. The improvement of the Chepstow Street/Oxford Street, the Lower Mosley Street/Great Bridgewater Street and the Albion Street/Whitworth Street West junctions are proposed to ease the flow of traffic into the City Centre and to encourage through traffic to avoid the core. The existence of the major routes along Portland Street and Whitworth Street should not be allowed to become a barrier to pedestrian movement between Oxford Road Station and the core or for cyclists coming into the City Centre.

The remainder of the Oxford Street frontage contains a mixture of buildings and uses, many of which illustrate clear links with adjacent areas. The large and listed Victorian former Headquarters building of Tootal Limited shows a clear affinity to the buildings in Area 18 and is one of the finest older commercial buildings in the City. Canada House, adjacent, is also architecturally important and in active commercial use. The other frontage buildings contain leisure or entertainment uses reflecting the concentration of such activities in this area.

The large area alongside Lower Mosley Street provides a rare opportunity for accommodating a large scale regional facility. This will be retained as a single site for such a use which may be related to the G-Mex. In view of its prominence substantial environmental improvement will be required, presenting a high quality appearance to Mosley Street. A similar approach will apply to Albion Street.

The Oxford Street frontage is not considered appropriate for major office development. The existing entertainment concentration and the relationship between this area and G-Mex suggests potential for future development related to either of these activities. The listed facade to Princes Buildings is of value and any development here should incorporate its retention. Immediately behind the facade a range of uses relevant to this end, including offices, would be favourably

considered. A substantial element of car parking in any scheme associated with this development would be expected.

There is some evidence of the underuse of buildings along Whitworth Street West. Car repair and related activities in the railway arches present an active but unattractive street scene. The potential of the canal will be exploited to greater advantage. The whole of the area associated with the canal is considered suitable for car parking, public open space and a mixture of small scale residential or office developments, all of which would be expected to improve the level of public access to the canal.

RC20 Area 22 Chester Road/Railway/Medlock Street/Mancunian Way

This area sees the transition between the River Medlock and the navigable canal network of Castlefield. It is a predominantly industrial area and has seen some redevelopment for industrial users, with several new industrial/warehousing developments recently completed near Mancunian Way. Further renewal is continuing, with clearance of older works and their replacement by modern floorspace near to Chester Road, an important entry point into the City Centre from Trafford and, via the Inner Relief Route, from the M602.

The area between the Bridgewater viaduct and Deansgate contains a mixture of buildings and activities. Whilst functionally part of this area it is also linked to the neighbouring Castle Quay (Area 27) at water level. The remainder of the area is characterised by older premises, notably between the River Medlock and the railway viaduct. Despite some run down property the appearance is of a thriving area with a high level of activity and diverse industrial uses. Larger, more substantial premises on Whitworth Street West are also in active commercial use. A City Council long stay car park occupies the Little Peter Street/Albion Street corner adjacent to the River Medlock.

The locational advantages of this area are reflected in the extent of redevelopment that has already taken place. The Council would wish to exploit any further opportunities that exist, seeking to broaden the range of activities in the area and at the same time to generally upgrade the environment at these important entry points to the City Centre. Similarly any development associated with the Medlock will be required to contribute to the general improvement of the environment of the area. The specific nature of the activity is likely to be of less importance than the contribution it is able to make to the improvement of the area. Consequently a whole range of activities would be considered appropriate, either in isolation or, preferably, as part of a development involving a mixture of uses. Specific opportunities can be identified on Medlock Street and Albion Street, whilst on Chester Road the area in and around the old canal basin between Knott Mill Bridge and the Bridgewater Viaduct has considerable potential both in its own right and also as a way of obtaining greater benefit from the canal and providing access to the Castle Quay area.

The location of the area also means that it is able to accommodate car parking. New developments will be expected to provide for their own needs whilst public car parking can contribute to both the needs of this area and to the long stay needs of the core.

RC20 Area 23 Deansgate/Peter Street/Lower Mosley Street/Whitworth Street West

This area is dominated by the G-Mex and the adjacent Great Northern Railway Warehouse, the Midland Hotel and the Free Trade Hall. Apart from G-Mex and the frontage buildings to Deansgate and Peter Street, the area is used mainly for car parking. Along Peter Street the Midland Hotel, the former Y.M.C.A., Theatre Royal and Free Trade Hall are all listed buildings. These frontages coupled with those along Deansgate offer a uniformity of street-scene unique in the City Centre and the recent cleaning of the Deansgate facade has revealed more of the quality of this elevation. South of Great Bridgewater Street workshops are located under the approach of Central Station. These, like adjacent premises are broadly industrial with a strong motor trade theme.

Taken as a whole this area offers one of the most important opportunities to bring new activity into the Regional Centre and to improve its environment. Steps toward these primary aims for the area will be given every possible encouragement. Central Station has been redeveloped as the Greater Manchester Exhibition centre (G-Mex).

Proposals for the regeneration of the area include commercial and hotel development in the Great Northern Railway Warehouse and on the Deansgate and Peter Street frontages. The proposals also provide for the Free Trade Hall to become a hotel and conference facility. The strategy retains much of the site's function as an important car parking area and offers potential for improved pedestrian links between Castlefield, Deansgate Station and the core. The proposals are also compatible with Metrolink.

All of the main elements of the proposals will make an important contribution to the future Regional Centre.

Environmental improvement at and around the G-Mex will be important and works to improve the appearance of the Deansgate and Lower Mosley Street/Albion Street frontages could have a significant impact on these prominent gateways into the City Centre. The Rochdale Canal runs to the south of the area and there is scope for further environmental improvement here. Between Whitworth Street West and Great Bridgewater Street the emphasis is likely to be upon improving the conditions of existing activities.

RC20 Area 24 Princess Street/Mosley Street/Peter Street/Deansgate/John Dalton Street

This area contains primarily office floorspace. Several large modern buildings have been completed or are under construction but the predominant character is set by older buildings, notably the Town Hall and Central Library. The John Dalton Street and Deansgate frontages are generally well maintained older premises with retail uses commonly found at ground floor level. The Divisional Police Headquarters occupies a large area in Jackson's Row. Albert Square and St Peter's Square are both important open spaces which, together with neighbouring buildings are both designated as Conservation Areas.

This area is on the fringe of the main office core, with some scope for redevelopment, particularly on the main frontages which are important in townscape terms, and with potential for car parking to serve both this area and the neighbouring core. The main aim is to retain and consolidate the existing commercial activity. The amount of new office floorspace recently constructed in Albert Square and Queen Street will absorb a large proportion of foreseeable demand in this area. Further small scale infill or redevelopments of existing floorspace is possible, however, and would be supported provided that it is set firmly in the context of the scale and general character of the area.

Encouraging the use of existing premises implies a need to increase the general attractiveness of the area. In addition to public car parking there may be some scope for private parking provision to be used in relation to existing floorspace. It would clearly be desirable if such private parking could also be made available for public use wherever possible. The opportunities for this are greatest in the Jacksons Row/Bootle Street areas.

The most important scope for positive change, however, will be in improving the visual and pedestrian environment of the Civic Squares, with Albert Square in particular offering scope for a high quality urban square. In order to achieve this it will be necessary to work towards reductions in traffic levels and increasing the amount of space given over to the pedestrian. The pedestrianisation of Brazennose Street coupled with the smaller civic square to the rear of Heron House will complete an important pedestrian route between the Law Courts and the Town Hall. Incidental open space treatment, based on Brazennose Street but spread throughout the area, will go a long way towards the general environmental upgrading of this area.

RC20 Area 25 Bridge Street/Deansgate/Quay Street/River Irwell

This area has been substantially redeveloped with major new buildings for the Magistrates and Crown Courts, the newspaper publishing complex on Deansgate and the College of Building. Some older buildings remain along Deansgate, notably the John Rylands Library, along Bridge Street and in the block between Quay Street and Hardman Street. Along with several small surface car parks the Gartside Street Car Park provides for local needs in this area and makes a modest contribution to the wider needs of the City Centre.

The River Irwell is relatively inaccessible at this point, although hopefully this may be remedied in the longer term. However, Crown Square, Deans Court and Spinningfield provide a series of linked open spaces through the heart of the area and provide a sound base for further environmental improvements.

The presence of important public buildings in and around Crown Square adds an element of stability to the area. Such development as might be envisaged is seen as likely to be related to existing activities. West of Gartside Street there is scope for the further expansion of the College of Building whilst the Courts extension will enclose Crown Square and complete the Bridge Street frontage. Bridge Street is a thriving area of mixed uses on the fringe of the Regional Shopping Centre, which adds to the general level of activity in the area.

Environmental improvements for the River Irwell and the entry points into the City Centre at the Albert and Irwell Street Bridges will be important as will the improved landscaping of surface level parking. This area is outside the main core and well suited for car parking. Consequently, except for land required to facilitate the expansion of existing activities, a similar approach to that adopted in Area 8 would be appropriate here making good the present deficiency in this area in terms of the "moat" of car parking to be provided surrounding the core. All but the major frontages to Quay Street, Deansgate and Bridge Street will therefore be earmarked for car parking primarily intended to serve the core. In practice, however, given the limited room for manoeuvre in this area, the major provision is to be found behind the Deansgate frontage in the block between Hardman Street and Atkinson Street. In order to minimise the effect of Deansgate becoming a barrier to pedestrian movement it will be important to maintain and, where possible, improve crossing facilities along this stretch of road. This is particularly important at the major junctions.

RC20 Area 26 Quay Street/Deansgate/Liverpool Road/River Irwell

Lying for the most part within the St John Street and Castlefield Conservation Areas, this is an area with an extremely rich mix of activities and opportunities.

To the west of the area is the headquarters of Granada Television, a major activity and involving a variety of facilities associated with television production and recreation. This relates well to Liverpool Road Station, the world's first railway passenger station, now the Museum of Science and Industry; the conversion of the City Exhibition Hall into the Air and Space Museum; the development of a Local Heritage Centre in the former Campfield Market Building on the corner of Deansgate and Liverpool Road and the development of a variety of facilities in and around Castlefield Wharfs (Area 27). Along the western boundary of the area is a thin strip of land between Water Street and the river which is affected by the proposed Inner Relief Route. At the present time the river is relatively inaccessible, being screened by several old warehouse buildings (one of which is listed) and vacant sites being used for car parking.

The eastern part of the area fronting onto Deansgate and centred on St John Street is a stable and environmentally attractive area, likely to remain buoyant in terms of demand for smaller commercial premises and for the recently completed private housing at St John's Gardens. Most of the built form is either recent or long life with some architectural merit, the only major remaining development opportunity being along the Deansgate frontage. The area is characterised by small office suites often used as medical consulting rooms or by solicitors and barristers, the area being conveniently located in relation to the neighbouring Crown Square court complex (Area 25). The changes that are evolving in this area are to be welcomed and the basic approach here should be to do anything that will encourage them. Deansgate and Quay Street will remain important traffic

routes and the commercial use of frontage sites to these streets is envisaged whether in existing or redeveloped buildings. Any redevelopment would be considered very much with reference to the characteristics and qualities of the St John Street area and would give encouragement to a wide use of relevant small scale commercial uses. High environmental standards will be required and uses not relevant to the future character of the area and determined by the adjoining tourism and housing components will be precluded.

Elsewhere it will be important not to inhibit the further expansion of Granada's activities, with some consolidation around Grape Street and expansion between Water Street and the River in association with the Liverpool Road Station developments. Such developments should take account of the wider aims for opening up access to the Irwell and achieving some riverside environmental improvements. The listed riverside warehouse may have potential for conversion to housing whilst the use of any remaining land for car parking should be encouraged to provide for the developing activities in the area. It would clearly be desirable if any private car parking in the area can be made available for public use when not required by the private owner so as to add to the general level of car parking available for the recreational facilities. Such demands are likely to be complementary.

The provision of adequate car parking is important to the success of the museums in this area which are seen as very important to the future regional centre. The amount required will clearly vary considerably and will require an increasingly flexible approach to the provision of car parking in this area of the City Centre.

RC20 Area 27 Rivers Medlock and Irwell/Liverpool Road/Chester Road/Egerton Street

This large area most of which is in the Castlefield Conservation Area is predominantly industrial in character, with older warehousing and works around the Rochdale and Bridgewater Canals contrasting with new industrial development along the Water Street and Egerton Street frontages. The canals and the River Medlock at present tend to divide the area which is also crossed by several railway viaducts which further limit access. Castle Quay and Castlefield Wharf, to either side of the River Medlock, have several historically important canal warehouses and an area of relatively open land. The area between Deansgate and Duke Street marks the site of the original Roman settlement of Manchester and excavation of the Roman Fort has recently taken place. The land to the west of Water Street and Dawson Street is characterised by the river frontages onto the Irwell and the Medlock.

This area offers considerable potential to extend the tourist related facilities planned for the area north of Liverpool Road and part has been designated an Urban Heritage Park. The basic approach in this area will be to encourage such uses and stimulate environmental improvement whilst at the same time keeping and strengthening the area's links with the past. As opportunities occur, the site of the Roman Fort will be opened up and made a permanent feature of the area. Apart from the Roman Fort, the presence of large tracts of canal and river offers scope for water related activity and environmental improvement which will significantly enhance the character of the area. Given the necessary environmental improvements there is no reason why some new housing cannot be encouraged in the area with the greatest potential being in the Castle Quay area where a host of canal related activities could also be accommodated. In addition to environmental improvements, such developments can only be expected to take place if the existing accessibility of the area is improved. Such improvements, coupled with increased car parking provision, would also benefit the existing industrial activity in the area.

Dawson Street, Egerton Street and Regent Road form an important route from the west to the City Centre and to Mancunian Way. This role has been strengthened with the completion of the M602 and Cross Lane Diversion in Salford. Together with Water Street this route also forms part of the Inner Relief Route. This means that the western part of the area and in particular that bounded by Regent Road, Dawson Street and the Rivers Medlock and Irwell is extremely well located and is an important gateway into the City Centre. This offers scope for a mixture of commercial activities and the opportunity to exploit the river frontage by generally upgrading the

present environment and increasing the level of public access in a way that would complement other initiatives in Castlefield. The level of car parking associated with such development would be such as to minimise the demands it would place on public car parking elsewhere in the area. As in Area 26, such car parking might also contribute to the peak demands created by the tourist facilities in the area.

RC20 Area 28 St. George's

The St. George's area Lies on the south western fringe of the City Centre and is the westernmost sector of the Central Manchester Urban Development Area. It is bounded by Chester Road (A56) to the south, the River Irwell and River Medlock to the north and the line of Egerton Street to the east. The area is crossed by the Bridgewater Canal and the Cornbrook Railway Viaduct.

To the north east of the area Lies the core of the City Centre and more immediately the Castlefield area where over the last few years significant change has taken place as older industrial uses have moved out, significant environmental improvements have been secured, and new development for residential, leisure and commercial uses has been attracted. The Castlefield area (mainly contained within area 27) is designated as a Conservation Area and as an Urban Heritage Park. Within the Urban Heritage Park, the local planning authority is committed to promoting leisure and tourist-related uses while at the same time respecting and enhancing interpretation of the area's unique history. Part of the St. George's area around St. George's Church and around Hulme Junction Lock lies within the Castlefield Conservation Area. The area to the north of Ellesmere Street and the east of Hulme Hall Road is also within the Urban Heritage Park.

To the west of the area lie Salford Quays and Trafford Wharfside where major regeneration initiatives are underway and in the last few years significant housing and commercial development has been completed. To the south across Chester Road Lies the inner city housing area of Hulme where major regeneration is proposed. The location of the St. George's area on an axis between the core of the City Centre and Castlefield, and Salford Quays and Trafford Wharfside, and close to Hulme, will have an important influence on the area's future development.

The St. George's area is currently a somewhat run-down industrial area containing a mix of uses, some of which can be described as 'bad neighbours'. The environment is generally poor and accessibility is limited. Many properties are under-utilised.

Despite being adjacent to Chester Road which is a major 'gateway' into the City Centre and which feeds into the strategic road network, accessibility to St. George's by road is generally poor. The area is also poorly served by public transport and although the Cornbrook Viaduct which runs through the area will carry the new Metrolink tram system there are currently no plans for a station to serve the area when the system opens. Within the area vehicle, cycle and pedestrian accessibility is not good with the railway viaduct and canal acting as physical barriers. To the north there is only a single pedestrian footbridge across the Irwell.

The general approach to the St. George's area will be to revitalise the area's industrial activities while at the same time taking advantage of the area's location and physical assets of the rivers and canals to attract new development for leisure and recreation uses and for new housing. To this end, attention will need to be given to improving accessibility to and within the area for vehicles, cyclists and pedestrians and to enhancing the area's environment and image.

Along the eastern fringe of the area the Council will complete the Inner Relief Route by improving the junction at Chester Road/Mancunian Way, by replacing the existing flyover with an underpass, and by widening Egerton Road/Dawson Street to a two-lane dual carriageway. In the detailed design of these highway improvements, attention will be given to the overall environmental impact on the Castlefield Conservation Area and Urban Heritage Park, and to the need to maximise accessibility for pedestrians and cyclists into Castlefield and to the City Centre.

The Hulme Junction Lock area, with its river and canalside locations, have considerable development potential. Housing and leisure, recreation and tourist-related activities would be acceptable either as single use developments or part of mixed use schemes. New uses must build on the successes in Castlefield to the east of Egerton Street and create functional links to the areas of regeneration at Salford Quays and Trafford Wharfside.

At the bus depot site bounded by Hulme Hall Road, the Bridgewater Canal, Hulme Junction Lock and the railway viaduct there is potential for leisure-based redevelopment utilising the canalside location.

Accessibility to the area needs to be improved. Vehicular access to the St. George's industrial area off Chester Road and the Inner Relief Route will be maintained and, where possible, enhanced.

The area is poorly served by public transport and this is a major limitation on the revitalisation of the industrial area and the fulfilment of the potential of Pomona for leisure and housing use. The local planning authority will promote the provision of a new station on the Metrolink route at Cornbrook Road. Furthermore, the River Irwell has potential for use as a transport link between the City Centre, and Salford Quays and Trafford Wharfside. The local planning authority will support the establishment of a river bus or equivalent service on the River Irwell.

The local planning authority will seek to improve accessibility for pedestrians and cyclists both into St. George's and within the area. Links to Castlefield, the core of the City Centre, Hulme, and the north bank of the Irwell will be priorities. In particular, the local planning authority will seek the completion of a riverside walkway between St George's and the core of the City Centre. Parts of the walkway already exist closer to the core of the City Centre and a section of walkway has been completed along the Irwell to the south of its junction with the River Medlock. Improving conditions for pedestrians and cyclists is part of the Council's policy of encouraging walking and cycling and it will increase the attractiveness of St. George's as a place in which to live, work and invest. The Council will seek to enable access to the Bridgewater Canal from Hulme Halt Road and at Egerton Street, and to reopen the Hulme Hall Lock towpath link to the proposed riverside route.

Improvements to the environment are the second major element of the strategy for St. George's. The River Irwell and Bridgewater Canal will be promoted as part of a network of strategic recreational routes crossing the City. In addition to meeting recreational needs these routes will be of ecological value. To this end the Local planning authority will promote environmental improvements alongside the River Irwell and the Bridgewater Canal such as that recently completed close to the junction of the Rivers Irwell and Medlock. In addition, the local planning authority will encourage the improvement of water quality through its support for the Mersey Basin Campaign.

In order to secure environmental improvements, the local planning authority will seek to relocate bad neighbour uses such as scrap yards, vehicle repair businesses and open storage uses where suitable alternative locations can be identified. If bad neighbour uses must remain within the area, the local planning authority will seek to minimise their negative effect on the environment, for example, by rationalising uses within a smaller, defined area and by improving the appearance of those sites which contain bad neighbour uses.

The railway viaducts which traverse the area are dominant physical features and the local planning authority will seek to improve their physical appearance through support for environmental improvements such as painting, cleaning and repair work. As part of improvements to the viaducts the local planning authority will seek to upgrade the viaduct arches and secure their use as small-scale business units. Such uses should support the regeneration objectives for the area.

The local planning authority will seek to improve the environment along the Chester Road corridor which is a major "gateway" route into the City Centre. The environment along "gateway" routes has an important effect on the image of Manchester.

St. George's Church is a listed building and an important local landmark. It also lies along the Chester Road "gateway" into the City Centre. The building is currently vacant and the local planning authority will encourage its re-use. Leisure and tourist-related uses or community uses are considered to be most appropriate for this building, although the local planning authority would be prepared to accept other uses provided that they maintain the architectural and historic character of the Church. Leisure and tourism related uses would support the objectives of the Castlefield Urban Heritage Park designation and community uses would be a resource for people living in Hulme and in any new housing developments in the area.

RC20 Area 29 All Saints

The All Saints area forms the northern sector of the Higher Education Precinct and is bounded by the Mancunian Way, Cambridge Street, Booth Street West and Upper Brook Street. The important axis of Oxford Road bisects the area.

Immediately to the north of the area lie important and established Regional Centre uses including the B.B.C., the National Computing Centre and the John Dalton Building of Manchester Metropolitan University. To the south lies the main campus of Manchester University (see Area 30) while to the east and west lie areas of predominantly public sector housing. In Hulme, to the west, major redevelopment is proposed.

The All Saints area is dominated by educational land uses. It contains the main buildings of Manchester Metropolitan University, part of the UMIST campus and the Royal Northern College of Music. There is a significant amount of student accommodation, notably UMIST's Grosvenor Place and Bowden Court developments, and the Metropolitan University's Cavendish and Loxford buildings. A number of small-scale retail units front Oxford Road and these in part serve the daily needs of the student population.

In recognition of the importance of the Higher Education Precinct to the people and the economy of Manchester and the region, policies for the All Saints area are intended to sustain and enhance its educational role and maximise the spin-off benefits which result from the concentration of scientific and technological resources in the Higher Education Precinct. The Council recognises the need for the educational institutions to respond to changing pressures and will respond favourably to necessary development and redevelopment proposals. There will be a presumption in favour of development and redevelopment of land and buildings which support the area's educational function. Small-scale commercial units such as shops and restaurants which serve the daily needs of the student population will be acceptable. Large scale developments containing primarily commercial floorspace will not be acceptable, although the Council recognises that ancillary commercial floorspace may be required in primarily educational developments to ensure the development's economic viability. Commercial uses at ground floor level should provide a lively street frontage. Retail units and offices which are accessed by the public would bring diversity of use and activity to the area and complement its primarily educational role.

Four sites within the All Saints area have particular development potential. Grosvenor Square is an important public open space, but the Council recognises that there is some redevelopment potential along the Oxford Road frontage of the site. Any development should be for educationally-related use only and should involve the retention and upgrading of a significant element of the existing public open space. Regardless of any future development of the site there is an immediate need for the open space to be upgraded and a safer environment created.

The land fronting Oxford Road in the ownership of UMIST at the junction of Booth Street East is a major development opportunity. The site would accommodate a mixed use scheme related to the educational function of the area which could include an element of commercial activity.

On Oxford Road, the area of land between the Royal Northern College of Music and the Mabel Tylecote Building, which is currently used for car parking, has considerable development potential for educational and related uses. Regardless of the longer term development potential of the site there is a need to improve the appearance of the car parks through quality landscaping schemes.

The land bounded by the Mancunian Way, Upper Brook Street, Hillcourt Street and York Street, which is currently in use for car parking, has potential for an educationally-related development. Any development of this land could also incorporate the vacant site currently used for car parking which fronts Grosvenor Street. Regardless of the development potential of these sites, there is a need in the short term for them to be landscaped with quality surface and boundary treatments and-for vehicle circulation to be better managed.

The large number of students attending educational institutions places heavy pressure on the availability of student accommodation both within the Higher Education Precinct and in adjoining housing areas. The Council will encourage the development of new student accommodation in the All Saints area. Residential units should be designed to be fully accessible to disabled people.

Because of the public functions located in the University area there is a need to maximize accessibility to all sections of the community. Special regard needs to be had to the requirements of disabled and mobility impaired people and to the needs of those on low incomes to ensure that these groups have equality of access to educational facilities. Particular improvements are needed in public transport provision and in the conditions experienced by pedestrians and cyclists. The Council is to investigate the possibility of extending the bus priority measures which currently exist along Oxford Road and Upper Brook Street.

Cycling is an important means of transport for the student population and the Council will carry out improvements to cycle lane provision and upgrade the general conditions for cyclists throughout the area. Existing cycle lane provision on Oxford Road is to be improved and extended. Cycle routes in the All Saints area will be integrated into a City-wide network.

Conditions for pedestrians will be improved by providing surface level routes and better surface crossings at busy main roads. In particular pedestrian linkages will be improved between the All Saints area and the adjoining UMIST campus to the north of the Mancunian Way, and between the All Saints area and the adjoining inner city residential areas of Hulme and Brunswick.

Attention will be given to resolving problems of on-street parking and to improving off-street parking facilities in the area.

The Council recognises that the student population is particularly vulnerable to personal attack and attention will be given to making the environment of the area safer. To this end the Council will make the curved underpasses at the junction of Upper Brook Street and the Mancunian Way safer by, for example, improving lighting.

In view of the regional, national and international significance of the Higher Education Precinct efforts are required to improve its environment. Improvements in the Higher Education Precinct will also benefit residents in neighbouring housing areas, for whom the Precinct provides many important services. The Council will encourage land owners to tidy and Landscape derelict or unsightly areas, with priority being given to those sites along radial routes and main road frontages.

Oxford Road is an important 'gateway' route through the Higher Education Precinct and into the core of the Regional Centre. Environmental improvements along this route will make a significant

contribution to the image of the Precinct and the City of Manchester in general. The block of buildings on the east side of Oxford Road between Grosvenor Street and Sidney Street contains several vacant and unsightly plots and these need to be landscaped as a short-term priority. In the longer term these plots provide opportunities for well-designed infill developments.

All environmental improvements in the All Saints area will have regard to the access requirements of disabled and mobility impaired people and to the need to create a safe pedestrian environment. The design of tree planting and landscaping schemes should not prejudice the personal safety of pedestrians in the area and should require little ongoing maintenance.

RC20 Area 30 The University

This area contains the main campus of Manchester University, including the Medical School and the Dental Hospital. The area is bounded by Booth Street to the north, Moss Lane East to the south, and Upper Brook Street, Grafton Street and Oxford Road to the east. The western boundary runs along Higher Cambridge Street, Lloyd Street North, Cecil Street, Dilworth Street, Acomb Street, Burleigh Street and the western edge of Whitworth Park. The area is bisected by Oxford Road, which along with Upper Brook Street is a major radial route into the City Centre.

To the west of the University lies the Manchester Science Park and the major public sector housing area of Hulme where significant regeneration is proposed over the next decade. To the east lies the Brunswick area which is dominated by public sector housing, although there are pockets of commercial activity along Upper Brook Street. Both Hulme and Brunswick are important areas for student housing.

To the north of the University area is All Saint's which is also dominated by educational institutions, notably the Manchester Metropolitan University (formerly the Manchester Polytechnic), and UMIST. To the south lies the 'Hospitals' area which also has important functional links with the University.

The University is the predominant Land user in the area. Specific uses include the educational buildings themselves, student accommodation and extensive areas of car parking. To the south of the main campus lies Whitworth Park, an important area of open space for the local community, and Whitworth Art Gallery, an important cultural resource.

The shopping precinct at the junction of Oxford Road and Booth Street and small retail units along Oxford Road serve the daily needs of the student population.

There is a significant pressure in the area for car parking to serve staff, students and visitors. Excessive demand leads to on-street parking in the neighbouring residential areas and around the Hospitals and this causes conflict and nuisance. While wishing to encourage the development and growth of the Higher Education Precinct, the Council recognises that further development may create pressures for more car parking. The main opportunities for new development are likely to be areas which currently provide surface level car parking. In considering proposals for new developments within this area the Council will take account of their effect on car parking for the University especially the adequacy of short and medium stay parking for people wishing to visit the University.

The largest such area is the Higher Education Precinct. One of the major issues affecting this area is the growth in the need for student housing accommodation as student numbers grow, and it may well be that this cannot be solved within the Precinct area but needs to be tackled as part of the wider regeneration process in the City.

In recognition of the importance of the Higher Education Precinct to the people and the economy of Manchester and the region, policies for the University area are intended to sustain and enhance its educational role and maximise the spin-off benefits from the concentration of

scientific and technological resources in the Higher Education Precinct. The Council recognises the need for the educational institutions to respond to changing pressures and will respond favourably to necessary development and redevelopment proposals. There will be a presumption in favour of development and redevelopment of land and buildings which support the area's educational function. Small-scale commercial units such as shops and restaurants which serve the daily needs of the student population will be acceptable. Large scale developments containing primarily commercial floorspace will not be acceptable to the Council, although the Council recognises that ancillary commercial floorspace may be required in primarily educational developments to ensure the development's economic viability. Commercial uses at ground floor level should provide a 'lively' street frontage. Retail units and offices which are accessed by the public would bring diversity of use and activity to the area and complement its primarily educational role.

Because of the public functions located in the University area there is a need to maximize accessibility to all sections of the community. Special regard needs to be had to the needs of disabled and mobility impaired people and to the needs of those on low incomes to ensure that these groups have equality of access to educational facilities. Public transport improvements are needed and to this end the Council will investigate the introduction of further bus priority routes on Upper Brook Street and on Oxford Road. Cycling is an important means of transport for the student population and the Council will carry out improvements to cycle lane provision and upgrade the general conditions for cyclists on Oxford Road and link these routes into a City-wide network.

Conditions for pedestrians will be improved, especially at major road junctions. Pedestrian linkages between the University area and the neighbouring housing areas of Hulme and Brunswick need to be improved.

The Council recognises that the environment of the Higher Educational Precinct needs to be improved to reflect its status as an international educational centre. In addition, environmental improvements in the Higher Education Precinct will benefit residents in neighbouring housing areas, for whom the Precinct provides many important services.

All development will be required to be of a high quality, especially along major road frontages. The Council will seek improvements to the appearance of surface level car parks, with the focus again being on major road frontages. The design of tree planting and landscaping schemes within the University area should not prejudice the personal safety of pedestrians in the area and should require little on-going maintenance.

RC20 Area 31 The Hospitals

Manchester Royal Infirmary (MRI), the Royal Eye Hospital and St.Mary's Hospital are situated within this area, which is bounded by Grafton Street, Upper Brook Street, Hathersage Road and Oxford Road. Upper Brook Street and Oxford Road are important radial roads into the City Centre. MRI also have medical facilities located in the immediately adjacent areas at Hathersage Road (Area 4 sub area 30) and Hathersage Road (Area 11) which are related to the main hospital site.

To the west and north of The Hospitals area lie All Saint's and the Manchester University, and the three areas together form the Higher Education Precinct. To the immediate west of the Hospitals, across Oxford Road, is Whitworth Park and Art Gallery and to the east is the primarily public sector housing area of Brunswick. To the south of the Hospitals is the inner city residential district of Rusholme.

The medical facilities found in this area are a national and regional resource but in addition provide a service for much of the City and a local health facility for nearby residential areas. Hospitals and associated medical uses, including some medical student and nurses' residential accommodation dominate the area. Car parking for visitors to the hospitals and for staff is another

major land use within the area, especially along Grafton Street and Hathersage Road. Pressure on car parking often results in on-street parking elsewhere in the Higher Education Precinct and in neighbouring residential areas, where it is a particular nuisance.

The Council supports the continuation of health-related uses in this area. In recognition of the regional importance of the Hospitals and the spin-off benefits they bring to the economy and people of Manchester, the Council will respond favourably to development and redevelopment proposals of a health-related nature.

The Council will seek to ensure that, as land within the Hospitals site is developed and redeveloped, improved car parking is provided. This will help to relieve the pressure for parking on neighbouring streets. A particular priority will be the improvement of parking provision for hospital visitors.

The Council wishes to see accessibility to the Hospitals improved for public transport users, for cyclists and for pedestrians. The Council will investigate the possibility of extending the existing bus priority measures along Oxford Road and Upper Brook Street. Conditions for cyclists will be improved with the extension of existing cycle lane provision on Oxford Road and the Council will promote additional cycle stands in the area. Pedestrian access will be enhanced with particular emphasis on improving surface crossing conditions at main road junctions.

In the Hospitals area it is especially important that accessibility for disabled people is maximized and the Council will have regard to this in carrying out improvements to the environment, in consultations with the PTE about bus services, and in discussions with land owners and developers.

The environment of the area will be improved, with particular attention being given to the major road frontages of Oxford Road and Upper Brook Street. Surface level car parks, especially those close to the edge of the Hospitals site, will be required to include high quality landscaping. The design of any landscaping scheme must not prejudice the personal safety of pedestrians and should require little ongoing maintenance.

Area 6 – Hulme

THE AREA

Hulme, an area dominated by 1960's Council housing, is less than half a mile from the City Centre, the Higher Education Precinct and three major regional hospitals. Two key radial routes, Princess Road and Chorlton Road, run through the area. Princess Road linking the City Centre with Manchester Airport. Yet residents of Hulme are isolated from the prosperity of these adjacent areas. Unemployment and poverty combine with outmoded and unsuccessful deck access housing and a poor unsafe environment to create unprecedented deprivation and stress.

The acknowledgement of these problems led the City Council to submit Hulme as its candidate for the Government's City Challenge initiative in 1991, and its plans, to alter radically the physical social and economic structure of the area, have been agreed by the Department of the Environment. These proposals, detailed in the Council's preliminary submission and subsequent Action Plan, underpin the Manchester Plan policies.

GENERAL POLICY

HU1 In deciding its attitude to proposals within Hulme, the Council will have regard to the general policies of Part 1 of the Plan in order to:-

- a. bring about the lasting regeneration of Hulme by providing the framework for a partnership involving the Council, local residents, the private sector, Central Government

- and a range of agencies to create a community and business mix which is significantly diverse to be self sustaining and will be of strategic significance for the City as a whole;
- b. provide a radically improved physical, social and economic environment with corresponding changes in the internal and external perceptions of the area;
 - c. improve infrastructure to facilitate development and overcome the current "barriers" which inhibit links with other parts of the City;
 - d. provide employment opportunities and housing choices to ensure a balanced and self-sustaining community;
 - e. ensure the involvement and support of local residents throughout the redevelopment period so that the benefits of regeneration are secured.

Reasons: Hulme is a City Challenge area, and the Council will create a framework for a partnership involving local residents, the private sector, a range of locally based agencies and Central Government to concentrate and co-ordinate investment to bring about its successful self sustaining regeneration.

Unemployment at 31% is twice as high in Hulme as in the rest of the City, and 4 times greater than the national average; 44% of households receive housing benefit or income support. Other indicators of poverty and stress are high, despite the many agencies in the area working to overcome these problems. The area also has a significant number of people who are elderly, single, one parent families or from ethnic minority groups. All these factors point to a need to develop a more balanced, permanent and self-sustaining community.

Despite Hulme's location, it is isolated from the prosperity and activity which surrounds it because of the lack of adequate links to adjacent areas and the difficulty of moving within Hulme which is caused by the outdated and unsafe road and footpath system.

At present Hulme is predominantly an area of Council housing which is dominated by the "deck access" housing which accounts for over half the total dwellings in Hulme. These system-built blocks are impersonal in scale, set in large areas of poorly used open space, and suffer from substantial physical defects. The Council has resolved to demolish all this deck access housing and to replace it with new developments offering a choice of tenures, and to proceed with improvements to the stock which will remain to cater for the needs of those tenants who wish to remain in Hulme, and to encourage newcomers.

Hulme's caring and committed community, and a wide range of agencies are already working with the Council to overcome the many problems of the area. The regeneration of Hulme should be based on the full involvement and support of these groups, and aimed at securing its benefits for local people.

AREA POLICY

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

HU2 A pattern of traditional streets will be developed to establish a safe environment. Proposals for development will normally be required to adopt a physical form which will respect and contribute to the development of these principles.

Reason: To remove the isolation, anonymity and unattractiveness of the current development form, and create self-supervised areas of public contact and interaction.

HU3 New developments will normally be required to be built at a human scale, and to accord with the Council's policies relating to "defensible space" where appropriate. New developments will not normally include any undefined areas of public open space.

Reason: To ensure that all new developments have a high quality, well managed and safe environment. The terms "human scale" and "defensible space" are not easy to define in the

abstract, but they are important principles which the Council wish to see implemented in Hulme. More detailed guidance will be available outside the framework of the UDP itself.

INDUSTRIAL AND COMMERCIAL USES

HU9 The former Birley Playing Fields site adjacent to Princess Road is allocated for business, industrial or commercial uses. A detailed design brief to be prepared for the site will recognise its strategic importance and its importance to the overall regeneration objectives of Hulme City Challenge.

Reason: The Birley Playing Fields site is of strategic importance to Hulme, the City and the county owing to its location, close to the city centre and on the main route out of the city to the airport and motorway to the south, and its size, offering opportunities rarely found so close to the Regional Centre. The development of the site for commercial uses accords with the Council's plans for Hulme's regeneration to be facilitated by the City Challenge Initiative, and is a contribution to the requirements of Strategic Planning Guidance. In particular the site is suitable for biotechnology or telecommunications industries.

HU10 Sites within Manchester Science Park are allocated for science and research based businesses.

Reason: To ensure this important development between the City, private enterprise and Higher Education continues to develop and expand to provide a range of skills and opportunities for new enterprise. In particular the Science Park is considered suitable for the location of Britain's second Teleport (a telecommunications centre and satellite link). Development generally will be required to have regard to the detailed requirements of the Manchester Science Park Board and should ensure a high quality of landscaping.

SHOPPING AND COMMUNITY FACILITIES

HU12 The City Council will demolish and redevelop Moss Side District Centre, except for the office block and leisure centre. The Centre will be replaced by a large supermarket, a new indoor and outdoor market, a range of other shops and service premises with residential or office use above, and with ground level car parking. The western part of the site is allocated for housing, and will be developed in accordance with a brief for the site. The Council will seek to modernise and improve the leisure centre.

Reason: To provide appropriate modern shopping facilities for the people of Hulme and Moss Side. The redevelopment of the centre will be carried out in consultation with local groups and organisations, so as to minimise the effects of this major programme on local people.

LEISURE AND RECREATION

HU18 The Council will give favourable consideration to the development of private leisure facilities in the District Centre or on Stretford Road, subject to the overall design objectives for Hulme and the Council's development control policies.

Reason: To broaden the range of choice of leisure activities available for local residents.

TRANSPORT

HU20 The Council will close the subways under Chorlton Road and Mancunian Way/Chester Road Roundabout and replace them with alternative surface level crossing facilities.

Reason: To improve safety for pedestrians and cyclists and security and remove the eyesores which currently exist.

Area 7 – Moss Side

The Area

Moss Side, located about 1 mile south of the City Centre has two distinct parts; the older terraced housing to the east of Princess Road and the 1970's Alexandra Park council estate to the west. Moss Side District Centre and Scottish and Newcastle and Hyde's breweries are the major employers in the area, although the shops, offices and other service uses focused on Princess Road and Claremont Road are also important.

The severe social and economic problems of Moss Side can only partly be addressed through the planning process, but it will be important to ensure that development and changes in uses of land and buildings are used to secure local benefits.

The area has a range of social, sporting and leisure facilities which are very important to the strength of the community. It will be necessary to ensure that these facilities continue to serve the needs of local residents.

GENERAL POLICY

MS1 In deciding its attitude to proposals within Moss Side the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a) improve the physical and environmental aspects of Moss Side and in particular improve the physical condition of its housing stock and the appearance of its streets and open spaces so that it becomes an attractive area in which to live;
- b) improve and expand the range of shops in the area and explore ways of improving and enhancing local facilities;
- c) encourage commercial opportunities on key sites to expand the number and types of jobs within the area;
- d) increase opportunities for training and retraining among all the population of working age;
- e) provide opportunities for a range of house types to meet the needs of all sections of the community;
- f) increase and upgrade the range of sporting, recreational and Leisure facilities within the area;
- g) expand and make more accessible community facilities for all members of the community, and improve links with the existing agencies within the area, encourage the formation of local representative groups and to extend their role within the Community;
- h) provide a north-south Linear recreation route through Moss Side to Link up with the city-wide network set out in Part 1 of the Plan.

Reasons: The older area is characterised by terraced housing, pavement fronted with small rear yards, narrow alleyways, a grid-iron street pattern and little attractive open space. Housing in Alexandra Park Estate is constructed in a nontraditional layout many without front gardens or street frontages. The ill-defined pattern of open space and network of narrow footpaths pose problems of security and safety. In both areas an overall environmental improvement programme is being developed, and the Plan assumes the continuation of this work in conjunction with housing improvements, to ensure the maximum benefits can be obtained for residents from their local environment.

The District Centre, Princess Road and Claremont Road provide a good range of shopping and related services. All three areas need considerable upgrading to ensure they continue to provide for local needs. The Council will continue the 'facelift' scheme for shop fronts along Princess Road and elsewhere to improve the appearance of local shopping parades within the area. Outside these centres local shopping is poor, particularly on the western side of Alexandra Park Estate.

Unemployment, at 21% in Moss Side, is amongst the highest in Manchester. Almost 1 in 3 men are without a job. Moss Side is an excellent location for the development of further employment and the opportunities exist for job creating activity along Princess Road and Moss Lane East and West. It will be essential however to ensure that such jobs are made available for local people, and that training is provided so that they can compete on equal terms for vacancies.

Maintenance and upgrading of both Council and privately owned housing is essential to ensure the widest provision of accommodation for the area's diverse population, which includes large proportions of children, young people and single parents. Opportunities for providing new and improved play areas within the Alexandra Park Estate will be discussed with local residents. The Council will also explore the provision of a toddlers play area within Moss Side Community Park.

The extent of poverty and deprivation in the area and the varied needs of the areas communities means that it is important to ensure that shopping, social and leisure facilities are within easy reach.

The Council wishes to secure improved bus services, or the provision of community based transport services, particularly to serve the needs of disabled people, women and lone parents within the Alexandra Park Estate. The Council will also seek to assure that extensions to the Metrolink tram system serve the area.

The Council is committed to providing a linear recreational route through Moss Side as part of a city-wide network of such routes. The Council is not yet in a position to identify a firm line for such a route as the re-planning of the Alexandra Park estate is not complete. The Council will include the line of the route in the Plan as soon as possible by promoting it as a modification to the adopted Plan.

Area Policies

Area 8 – Ardwick, Brunswick & West Gorton

The Area

The predominant land use in the area is housing, much of which is modern construction and Council owned. Nevertheless, in many parts of the area, the quality of the environment is poor. There are significant pockets of commercial and industrial activity in the area, particularly in West Gorton, and there are opportunities for further employment generating businesses in the vicinity of Hyde Road and Ardwick Green and alongside the Intermediate Ring Road.

The area is poorly served in terms of shopping and related services, and the impact of several major road and rail routes cutting through the area, combined with low car ownership, mean that local people have limited access to shops or to the few community facilities.

General Policy

AB1 In deciding its attitudes to proposals within Ardwick, Brunswick and West Gorton the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a. improve the area as a place to live by seeking to upgrade the housing stock, by the enhancement of communal areas and by improvements designed to make people feel safe in their environment and by promoting improvements to shopping facilities;
- b. revitalise the local economy and improve the accessibility of local people to existing and newly created jobs both locally and in the wider context of the City as a whole;
- c. increase the attractiveness of the local environment, particularly around people's homes.

Reasons: Much of the open space in the area, and particularly within and around the Council estates, has a poor environment. Improvements are proposed to ensure these areas function more effectively in the future.

Improvements to existing shopping facilities will be supported and proposals to improve the range of shops and services will be encouraged. Wherever possible, shopping areas will be upgraded by way of lighting and environmental improvements. Priorities will be Brunswick Street, Stockport Road (near to the Apollo), Guide Port Square, Gortonville Walk and Shropshire Square. The Council will also promote improvements to local shopping in the Hathersage Road/Plymouth Grove area.

Unemployment is high, but the area has potential for the development of jobs; and it will be important to work with new employers to increase job and training opportunities for local people.

The opportunity presented by the redevelopment of the Coverdale Crescent estate, together with improvements to the Council's housing stock at Bennett Street and New Bank Street, will enable significant progress to be made on the provision of good quality housing and a greater choice of accommodation within the area.

Because the area is split up by busy road and rail links, the retention of local facilities is important. The Plan seeks to do this and to ensure that they appeal to and cater for the needs of the diverse local community. This is particularly the case with respect to shopping, as the area has no district or local centres and people therefore rely on small shopping parades.

Area Policies

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

AB2 The Council will implement measures to improve the Manchester/Stockport railway line corridor. These measures will include improving the appearance of adjacent premises and encouraging development of the highest quality on adjacent sites.

Reason: To improve the appearance of one of the major routes into the City.

HOUSING

AB3 The following sites are allocated for housing:-

- a) Coverdale Crescent;
- b) Heywood House;
- c) St. Francis Church (conversion);
- d) Kniveton Road.

Reason: *To ensure that the housing needs of the community are met and to give residents and potential residents a choice of tenure, size and location and enable them to feel secure in their environment. The Ardwick area is within walking distance of the Higher Education Precinct. Within the area there is scope for a mix of new housing to meet the needs of the local population, including students, and this will be encouraged.*

AB4 Within the existing housing areas, measures will be taken to improve the quality of the external environment. Priority areas are:-

- a) around the maisonettes and high rise flats in Brunswick;
- b) Clowes Street in West Gorton;
- c) Bennett Street estate, West Gorton;
- d) New Bank Street estate.

Reason: To improve the quality of life for residents and to improve security. The steps which the Council will take will vary, depending on the precise circumstances. They are designed to complement efforts to improve the quality of the housing stock itself in this area of the City.

SHOPPING AND COMMUNITY FACILITIES

AB5 The site on the corner of Devonshire Street/Stockport Road is allocated for a local supermarket and other related commercial uses.

Reason: To provide greater choice for existing and future local residents and to consolidate the local shops at Guide Post Square.

AB6 Land to the rear of Textile Street at the end of Ambrose Street is allocated as playing fields for St. Francis' School.

Reason: Although the land needs to be reclaimed and the Corn Brook culverted, this site is ideally located next to the school. Its development for playing field use would also improve the environment.

INDUSTRIAL AND COMMERCIAL USES

AB7 Land at the junction of the Intermediate Ring Road and Hyde Road is allocated for business/commercial development, including hotel uses. The southern most site, adjacent to the railway line, offers potential for rail-related development.

Reason: To attract suitable employers to the area, to increase job opportunities and to enhance the environment. These are strategically important sites, and a high-quality development will be required.

AB8 The following sites are allocated for commercial/industrial use:-

- a) the site of part of the former Nicholls Ardwick School on the corner of Hyde Road and Devonshire Street - suitable for a B1 light industrial/office use which is compatible with the residential development to the south east;
- b) the former Ardwick Sports Centre, adjacent to the Apollo, Hyde Road - suitable for a B1 office/light industrial use or alternatively some type of leisure facility offering accommodation for a variety of uses, for example sporting events, evening classes or entertainment subject to the provision of satisfactory car parking;
- c) the former Roy Hall Cash and Carry on Belle Vue Street - suitable for a range of non-retail commercial purposes;
- d) the site on the corner of Hyde Road/Higher Ardwick - suitable for a B1 light industrial/office use;
- e) the sites bounded by Mancunian Way/Brydon Avenue/Higher Ardwick/Temperance Street - suitable for a variety of commercial and industrial uses;
- f) land fronting Ardwick Green North, adjacent to the newly constructed offices - suitable for B1 office/light industrial use;
- g) land at Queensland Road/Crossley Road, fronting Hyde Road - suitable for a variety of commercial and industrial uses;
- h) Daisy Works on Stockport Road which provides an opportunity for small scale workshops/offices/light industrial units;
- i) Land adjacent to Daisy Works bounded by Stockport Road, Richmond Grove East and South Street - suitable for small workshops/light industrial units.

Reason: To guide development to those areas which are most suitable.

AB9 Land to the West of Preston Street is allocated for industrial uses.

Reason: To facilitate the accommodation and relocation of industrial uses which can cause residential disamenity. This site is capable of being well screened and does not lie close to areas of housing.

TRANSPORT

AB10 Along Hyde Road, the Council will improve pedestrian facilities and, where appropriate, provide traffic calming measures in neighbouring residential areas, improve and maintain public transport use and enhance the opportunities for economic regeneration in the area.

Reason: The Hyde Road Improvement Scheme to create a dual carriageway with two lanes in both directions is now abandoned by the Council. For development control purposes the previous land protection envelope for the Hyde Road widening stretching from the Intermediate Ring Road to the Mancunian Way is abandoned, except for the section between Devonshire Street and Coral Street. A new but reduced land protection envelope has been adopted around the junction of Clowes Street, the junction of Bennett Street, between Bennett Street and Devonshire Street and on Devonshire Street from Stockport Road to Hyde Road.

In recognition of the distinct characteristics associated with various stretches of the corridor, the Council will continue to develop solutions specific to the needs of each part of the corridor for the purposes of bringing forward detailed proposals to help secure social and economic regeneration in the area.

LEISURE AND RECREATION

AB11 The public open spaces at Lauderdale Crescent, the Peace Park on Stockport Road, Ardwick Green and Swinton Park will be enhanced as recreational areas.

Reason: To safeguard and improve local amenities and confirm their permanent use.

Area 9 – North and South Gorton

The Area

North and South Gorton comprise distinctive, well established communities bordering on the City's boundaries with Tameside and Stockport. Within the predominantly residential areas are pockets of longstanding industry which, although they provide much needed facilities, can sometimes cause considerable disamenity for local people.

Gorton has a relatively high level of open space and some facilities, such as the playing fields and parks, attract users from outside the area. Within the densely built housing areas, an attractive environment and useful leisure space is sometimes lacking.

Gorton District Centre is an important focus for shopping and related services and needs to be properly developed in the future.

GENERAL POLICY

GO1 In deciding its attitudes to proposals within North and South Gorton, the Council will have regard to the general policies within Part 1 of the Plan in order to:-

- a. improve the quality and range of the local housing stock to meet the needs of the community;
- b. improve the quality of the local environment;
- c. encourage industrial and commercial development and improvement where there will be no detriment caused to residential amenity;

- d. improve the quality and promote the use of open spaces and recreational facilities for leisure use;
- e. reduce the amount of traffic passing through residential areas so as to improve the safety and the quality of environment;
- f. provide an efficient transport system, improving access to job opportunities, shopping and leisure facilities and open space.

Reasons: The area has many different types of housing which is of various ages and tenures. Many older terraced houses and inter-war houses need improvement. Particular consideration will be given to the area south of Hyde Road and off Reddish Lane. The Council also wishes to see improvements to the areas of Council housing where priority will be given to the inter-war estates at Ryder Brow Road. There are also several important vacant sites which offer potential for new private or housing association developments.

Small scale improvements to crofts, back alleys and unused pieces of land are important in this highly built up and populated area. At the other end of the scale the area has some important large open space which need improvement and maintenance. Environmental improvements, particularly with an eye on personal safety will be important along Hyde Road and at the District Centre. The Council also wishes to establish permanent uses for the former tip sites at Matthews Lane and Pink Bank Lane. Because of ground conditions, the most suitable use is likely to be open space.

There are opportunities for investment in new business development, and some sites along Hyde Road in the vicinity of the District Centre have been identified as suitable for this purpose.

The improvement of Hyde Road offers the opportunity of restricting movement of through traffic in residential streets thus enabling improvements to safety and to the environment.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

GO2 In the Gorton District Centre the Council will improve the visual environment and tackle problems of pedestrian safety, vehicular access and parking.

Reason: To improve and upgrade the appearance of the District Centre and pedestrian safety. The Council will work with the private sector to achieve these objectives and will, as a priority, remove unattractive and unsafe areas of landscaping. There is also a need to reduce the traffic problems in the Centre, especially around Garratt Way, and to address the parking problems on the south side of Hyde Road.

GO3 The Council will bring about environmental improvements to the following sites:-

- a) Glencastle Road;
- b) Levenshulme Road;
- c) Acheson Street.

Reason: To achieve environmental improvements to these run-down sites. The Council will implement this policy by proposing development briefs and by a range of direct means including tree-planting, upgrading of pedestrian footpaths and pavements as well as general landscaping, and rationalizing and improving access arrangements.

GO4 The Council will protect the line of the Nico Ditch from the effects of harmful development.

Reason: To protect an area of historic heritage. The Council will also investigate the scope for creating a long-distance recreational route based on this feature and will undertake a study of its wider educational value.

HOUSING AREAS

GO5 The following sites are allocated for new residential development:-

- a) Taylor Street;
- b) Vine Street;
- c) Lees Street/Constable Street;
- d) Gibson Avenue/Abbey Hey Lane;
- e) Knutsford Road;
- f) Wembley Road/Holmcroft Road;
- g) Collin Avenue;
- h) Bowling Road;
- i) Wayland Road South;
- j) Jubilee Works, Constable Street;
- k) Sunny Brow Road/Williams Street;
- l) Sandfold Lane.

Reason: These sites will contribute to the regeneration of Gorton North and South and the Plan's overall housing land availability. Once the precise extent of the area that can be developed at Sandfold Lane has been determined, the remainder of the land will be reserved for open space.

INDUSTRIAL AND COMMERCIAL USES

GO6 Sites on the Hyde Road frontage, as shown on the Proposals Map, are allocated for industrial, commercial or retail development.

Reason: To increase the number and range of job opportunities and training available for local people. Subject to suitable safeguards for residential amenity, these sites are capable of accommodating increased commercial activity and extensions to the Gorton District Centre.

GO8 No further extension or intensification of the existing industrial or commercial activity will be permitted in the existing industrial premises at:-

- a) Lees Street;
- b) Sunny Brow Road.

The Council will view favourably the redevelopment of these sites for residential uses.

Reason: To limit the adverse affects of these activities on nearby residential properties.

SHOPPING AND COMMUNITY FACILITIES

GO9 The Council will permit further shopping development within the District Centre. Development proposals will be expected to have particular regard to the proposal GO2 of the Plan.

Reason: To maximise the development opportunities available on sites fronting Hyde Road close by the District Centre and improve the links between the north and south sides of Hyde Road.

TRANSPORT

GO10 Along Hyde Road, the Council will improve pedestrian facilities and, where appropriate, provide traffic calming measures in neighbouring residential areas, improve and maintain public transport use and enhance the opportunities for economic regeneration in the area.

Reason: The Hyde Road Improvement Scheme to create a dual carriageway with two lanes in both directions is now abandoned by the Council. For development control purposes the previous land protection envelope for the Hyde Road widening stretching from the City boundary to the

intermediate Ring Road has been abandoned and a revised protection envelope for the section between Chapman Street and the former Gorton Baths adopted.

In recognition of the distinct characteristics associated with various stretches of the corridor, the Council will continue to develop solutions specific to the needs of each part of the corridor for the purposes of bringing forward detailed proposals to help secure social and economic regeneration in the area.

GO11 The City Council will provide satisfactory and safe access for pedestrians as part of the improvements to Hyde Road. This proposal applies in particular to:-

- a) the District Centre;
- b) Tan Yard Brow;
- c) Debdale Park;
- d) Belle Vue.

Reason: To improve pedestrian safety, particularly for those with disabilities. The precise nature of the improvements will require detailed studies by the Council.

LEISURE AND RECREATION

GO12 The Council will permit proposals in Line with the Gore Brook Valley Park Strategy to create an informal open space linking Sunny Brow Park and Debdale Park, and will refuse planning permission for proposals which conflict with that objective. Further improvements will include landscape works to Brookfield Churchyard and leisure uses on land adjacent to Gorton Reservoir.

Reason: To improve the local environment and provide a comprehensive network of linked open spaces and varied recreational uses. The Gore Brook Valley Park Strategy has been pursued by the Council for many years and has the Strategic objective of improving access to areas of open land from the surrounding residential areas.

GO13 The Council will, in co-operation with Stockport MBC and British Rail, create a "green" link from Abbey Hey to Highfield Country Park in Levenshulme along the disused rail line.

Reason: To provide a safe and attractive route, away from traffic, for recreational walks and cycling as part of the City's strategic network of open space. This proposal will be promoted in consultation with the local communities to ensure that it is carried out with proper regard to safety and amenity.

GO14 The Council will protect the line of the former Stockport Branch Canal from development to provide a "green" link from Debdale Park to the wider community in East Manchester. The Council will improve the safety and environmental quality of, and access to, this important recreational route.

Reason: To create a strategic open space and recreational link between areas of disadvantaged communities. The route of the link will need to be the subject of consultation with Stockport MBC and other interested parties.

GO15 The Council will protect the Godfrey Erman playing fields from built development in order to encourage the re-use of the site for recreational purposes.

Reason: The Council wishes to see an increase in local recreational opportunities and considers that the whole of this land should be protected so that the former sports and recreation use may be restored.

GO16 The Council will continue to recognize the importance of areas of open land and water on the Manchester/Tameside boundary between Hyde Road and Ashton Old Road, and will seek to

protect them from development which does not provide for or enhance leisure or recreational uses.

Reason: To protect the particular character of the area, increase and improve local recreational opportunities and prevent the incursion of urban development into the area.

Area 10 Whalley Range

THE AREA

Whalley Range is one of Manchester's oldest suburbs, still mainly residential in nature. The northern part has retained its early Victorian character with larger properties, some fine buildings, and mature trees. The area south of Clarendon Road is composed mostly of inter-war housing. The social, physical and economic fortunes of the area were in decline for many years, through the decay of the housing stock, the lack of jobs, poor access, poor traffic management and the lack of shopping, recreational and leisure facilities. Recently however, things have begun to change with more investment in the area, the development of 'infill' sites and the conversion of many properties for a range of residential uses. However, this change in fortunes brings its own problems which require new solutions and the careful management of change over the next decade.

General Policy

WR1 In deciding its attitudes to proposals within Whalley Range the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a) improve the area as a place to live by encouraging the upgrading and renewal of housing in the area and improving the appearance of the streets;
- b) improve local shopping facilities so that the daily needs of local residents can be better met within the area;
- c) encourage commercial development on Withington Road and Upper Chorlton Road to expand the number and types of jobs within the area;
- d) provide for a range of living accommodation suitable for all sectors of the community;
- e) upgrade the physical environment through the provision of more open space, protection of trees and traffic management schemes;
- f) improve access to the range of sporting and leisure facilities within the area.

Reasons: Considerable numbers of properties are in a run-down condition. However, Whalley Range is in a good position, as an attractive residential area, to link into the overall regeneration of the southern fringes of the City Centre. Change is likely to take place through the demolition or improvement of existing properties, since few large development sites are available.

Large parts of the area are a considerable distance from any shopping facilities, and those that do exist are somewhat run-down in appearance. Because of a concentration of poorer and less mobile sections of the community in the area it is important to improve shopping facilities for local people. The Council will encourage the improvement of the existing shopping parades on Withington Road so that they are made more attractive and are capable of accommodating a wider range of services.

The unemployment rate is well above the City average, 17% as compared to only 13% for the City as a whole (mid 1991). This figure masks particularly high rates of female and youth unemployment which are almost twice the City average. The area of Upper Chorlton Road is appropriate for new employment-creating uses.

The existing housing stock in the area offers significant opportunities particularly through the conversion of larger properties into a range of smaller, good quality private accommodation, or forms of shared accommodation, particularly for the elderly. However, the Council will expect this to be done in a way which reflects the recent declaration of much of the area as a Conservation Area, and the need to protect its particular character of large attractive, tree-lined properties. Within the Conservation Areas, the Council will actively promote the re-use of buildings of special character such as St Edmund's Church and A/os. 12-14 Whalley Road (the former Belgian Consulate). The general aim of the Plan to introduce traffic-calming and similar measures will offer some improvement to areas such as those around Russell Street and Clarendon Road.

The extensive mature tree cover in Whalley Range can pose problems of personal security as it can lead to darkness and intimidating areas of shadow. There is, therefore, a need for particular attention to be given to the quality and location of street lighting to ensure the policy of maintaining the area's tree cover is not compromised.

Public open space provision within the area is poor, although Alexandra Park is within walking distance for many residents. Access to recreational and sporting facilities for most people in Whalley Range therefore depends on whether they are prepared to travel outside the area. However, there are a number of organisations within the area, such as local churches, sports clubs and community centres which provide a range of facilities which are not generally available to the public at large. The Council will work with local people and particularly local schools to identify appropriate opportunities to improve public accessibility to recreational facilities.

Potential sites include:-

- i) St Bede's College;
- ii) Manley Park Junior School, College Road;
- iii) St Margaret's Church of England Primary School, Withington Road;
- iv) Manley Park Junior and Infants School, York Avenue.

Area Policies

SHOPPING AND COMMUNITY FACILITIES

WR5 The Council will permit the redevelopment of a site on Withington Road in close proximity to the local centre for a small supermarket or parade of shops.

Reason: The area is poorly provided with shopping facilities, being served by small parades offering a restricted range of goods. This particularly affects the quality of life of poorer and less mobile local residents. The Proposals Map shows a particularly suitable site on the corner of Mayfield Road, but other sites would be considered on their merits.

AREA 11 - RUSHOLME AND FALLOWFIELD

THE AREA

Rusholme and Fallowfield are primarily residential in character, although there are substantial areas of open space including Platt Fields and Birchfields Park. The area can be broken down into five broad yet distinct parts namely the terraced housing around Maine Road Football Ground; Victoria Park Conservation Area with its large Victorian properties and mature trees; the City Council inter-war housing of the Wilbraham Estate; Fallowfield Brows congested terraced streets; and the Wilmslow Road corridor which links Rusholme District Centre, with its many Asian businesses, to Fallowfield and beyond. The area is a popular and convenient place to live and has a wide range of housing types. However it experiences considerable pressures resulting particularly from traffic and parking.

GENERAL POLICY

RF1 In deciding its attitude to proposals within Rusholme and Fallowfield, the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a) retain the character of Rusholme and Fallowfield as a predominantly residential area;
- b) protect and enhance the role of the Rusholme District Centre in serving the needs of local residents whilst making the most of its distinctive character in the interests of the City as a whole;
- c) encourage commercial opportunities only where it can be shown they will not cause harm to residential amenity and where they have clear job creation advantages;
- d) promote the use and exploit the potential of recreational facilities, particularly open spaces, for leisure activities, giving priority to the enhancement and security of existing amenities;
- e) minimise the impact that use of Maine Road Football Ground has on nearby residential areas, while recognising the role which Manchester City FC and the Stadium play in the sporting and recreational life of the conurbation;
- f) provide adequate and accessible community facilities for all members of the community, particularly those with special needs;
- g) take steps to prevent the use by through traffic of unsuitable residential streets (particularly when the Wilmslow Road corridor scheme is completed).

Reasons: The Plan aims to protect and enhance the area as a popular residential district of the City, catering for many different groups of people. A major objective is to ensure that the area does not decline because of the pressures brought about by such high levels of activity.

Improvements to the areas of older privately-owned housing will be encouraged so that the range of good quality residential property is maintained.

The high concentration of Asian restaurants and other businesses attracts people from a wide area to this part of the City, centred on a busy radial route. The result is a bustling and vibrant area which can, however, cause problems for some of those local residents living close to commercial properties. The Plan will seek to encourage this kind of enterprise, whilst at the same time securing improvements in the way Rusholme Centre (in particular) operates and is managed. The Council will seek suitable sites for car parking in Rusholme and Fallowfield centres and will investigate the possibility of using some of the non-residential side streets for parking in consultation with local people.

Public open space is particularly important given the large number of properties with no private gardens, but it should be attractive and safe. A number of local environmental improvements are proposed.

The impact of Maine Road Football Stadium on the area is considerable, particularly as a result of parking difficulties on match days and when it is used for 'pop' concerts. If Manchester City FC were to move to a new stadium in East Manchester, the Maine Road site would present a redevelopment opportunity. If not, the Council considers it important to continue working with Manchester City Football Club to ensure that impact of activities on adjacent residential areas are minimised.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

RF3 The Council will improve the following sites in the Victoria Park Conservation Area:-

- a) Regent Place;
- b) Kent Road West.

Reason: To ensure the continued protection and enhancement of the distinctive character of the area. The proposal is a further development of the Strategy pursued by the Council for many years for the Victoria Park Conservation Area.

RF4 The Council will protect the line of the Nico Ditch from the effect of harmful development.

Reason: To protect on area of historic heritage. The Council will also investigate the scope for creating a long-distance recreational route based on this feature, and will undertake a study of its wider educational value.

HOUSING AREAS

RF5 The Council will permit the conversion of the large properties in and around Victoria Park into smaller units, subject to the standard development control policies and the need to safeguard and enhance the character of the Conservation Area.

Reason: To encourage the use of these larger properties to provide much needed good quality smaller accommodation units. The area is within easy walking distance of the Higher Education Precinct, making Rusholme a particularly suitable location for student accommodation.

RF6 Land at Moseley Road/Ladybarn Lane/Balmoral Street is allocated for a range of uses including residential, business use (B1) or possibly a mixed use scheme incorporating a small element of retailing. The mix of uses will depend upon their impact upon surrounding housing. Retention and conversion of the original school building is encouraged.

Reason: To ensure that this site is developed in such a way as to protect the amenity of surrounding residents whilst acknowledging the commercial potential of the site. The original building adds to the character of the area and its retention is desirable.

INDUSTRIAL AND COMMERCIAL USES

RF7 Land at Dagenham Road is allocated for small scale industrial and commercial uses falling within Use Class B1 of the Town and Country Planning (Use Classes Order) 1987.

Reason: To encourage local businesses and job creation. Other small sites in the District Centre may come forward during the period of the Plan and will be considered on their merits. Such uses are not generally appropriate close to housing.

SHOPPING AND COMMUNITY FACILITIES

RF8 New uses falling within Class A3 of the Town and Country Planning (Use Classes Order) 1987 will not be permitted in properties 35-75 Wilmslow Road.

Reason: To safeguard the residential amenities of the occupiers of Deyne Avenue.

LEISURE & RECREATION

RF10 The City Council will create a cycleway and walkway along the route of the former Fallowfield railway line.

Reason: To provide further development of a wider strategic network and to make use of this valuable unused resource to improve the range of leisure opportunities for local residents. The line has a variety of natural wildlife habitats. The development of a cycleway and walkway will be carried out so as to ensure these habitats are protected. This proposal is part of a wider aim to promote cycle routes throughout the area, particularly where cycle use is at its heaviest.

RF11 The land to the rear of Clinton Avenue, Fallowfield is allocated for leisure uses for play space.

Reason: The area is deficient in local leisure facilities particularly for young children. The Council will consult local residents in drawing up proposals for this site.

TRANSPORT

RF12 The Council will improve conditions for road users and pedestrians along the Wilmslow Road corridor.

Reason: To improve the flow of traffic and improve conditions for cyclists, buses and pedestrians. The Council will implement the traffic proposals, approved in July 1990, for the Wilmslow Road corridor between the City Centre and Withington Village, to widen stretches of the pavement and introduce a bus/cycle only lane at peak times and restrict the times at which shops are serviced. Pedestrian movement and safety will be improved by standardising the pavement widths where possible and particular attention will be paid to the needs of people whose mobility is impaired. Parallel policies will be devised to deal with the effects of traffic displaced from Wilmslow Road, to avoid "rat-running" on unsuitable residential streets.

Area 12 – Longsight and Levenshulme

THE AREA

Longsight and Levenshulme are predominantly residential areas linked by an important radial route, Stockport Road (the A6). The area is densely populated. While some parts of the area are neglected, others remain attractive and popular places to live. There are similar differences in the composition of the population of each area and in their needs.

There is considerable local employment along the A6. The two District Centres are less than a mile apart which means that the area is well provided for in terms of shopping. However, while prosperous, the commercial activities close to housing create other problems, not least because of conflicts between vehicles, pedestrians and cyclists.

GENERAL POLICY

LL1 In deciding its attitude to proposals within Longsight and Levenshulme, the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a) improve the quality and range of housing to meet the needs of the local community;
- b) improve the quality of the local environment;
- c) improve the quality and promote the use of open spaces and recreational facilities for leisure use;
- d) reduce the amount of through traffic passing through residential areas so as to improve safety and quality of environment;
- e) provide an efficient transport system, improving access to job opportunities, shopping and leisure facilities and open spaces;
- f) encourage industrial and commercial development and improvement where there will be no detriment caused to residential amenity.

Reasons: The terraced housing which constitutes the largest part of the housing stock in this area is in need of investment, though some have already been improved. The Council will, in particular, encourage the improvement of, and investment, in the older terraced properties in Duncan Road/Hamilton Road, Chapel Road/Broom Lane, and Henderson Street. In Longsight, many of the houses to the north of Dickinson Road and in the vicinity of Albert Road, Levenshulme, are especially suitable for conversion to flats as they are large and often set in generous plots which allow car parking to be provided off-street. The high concentration of

Pakistani and Bangladeshi people, often with large families, is an important context for development control reflected, for example, in the large number of properties being extended.

The Council will develop a strategy for the Rushford Park Conservation Area in conjunction with the local groups and residents and promote environmental improvements where possible.

The Council housing in the Anson Estate, needs major investment and there is a need to improve the open space and land surrounding the houses. The shopping areas along the A6 are busy and congested and there is conflict between pedestrians and other road users. Measures to improve crossing facilities, widen pavements and improve parking and servicing are required. There is also a need to ensure that the provision of street lighting, litter bins, footpaths is satisfactory.

Because of its location, and congestion on the radial routes which cross it, the area suffers from considerable 'rat-running', with significant numbers of accidents resulting on some residential streets.

There are already over 41,000 jobs in the area but Longsight, in particular, suffers high levels of unemployment. There is little scope for large scale new development but there is a need to find ways of improving local skill training to enable people to compete for jobs elsewhere in the City and in nearby Stockport. The potential for encouraging such development in the existing District Centres, in particular, needs investigation. The Longsight and the Sandfold Lane Industrial Estates are important bases for local firms and the Council will encourage improvements to the fabric of the building and immediate environment to ensure that the estates continue to contribute to the local economy.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

LL2 The Council will create a walkway and cycleway along the route of the former Fallowfield Loop railway line.

Reason: To introduce a recreational facility into the area. This will be done in a way which preserves the habitats and create conditions conducive to the establishment of further wild life areas. (See also RF10).

LL3 The Council will protect from development and improve the major existing areas of open land on the boundary of the area with Stockport. Priority will be given to upgrading Highfield Country Park.

Reason: To safeguard the amenity of valuable open space. Highfield County Park in particular needs major investment to enable it to play an effective role in the recreation needs of the local area during the Plan period.

LL4 The Council will protect the line of the Nico Ditch from the effects of harmful development.

Reason: To protect an area of historic heritage. The Council will also investigate the scope for creating a long-distance recreational route based on this feature and will undertake a study of its wider educational value.

LL5 The Council will make environmental improvements at Addison Terrace.

Reason: To ensure the continued protection and enhancement of the distinctive character of the area. The nature of the improvements will require further detailed study.

LL6 The Council will improve the safety and the quality of the environment of both Longsight and Levenshulme District Centres.

Reason: To upgrade the appearance of the Centres and to improve all aspects of pedestrian safety. Steps will include paving and street furniture improvements, enhanced lighting, and by removing or improving areas of unattractive or unsafe landscaping.

INDUSTRIAL AND COMMERCIAL USES

LL7 The site of the former Birchfields Bus Depot on the corner of Birchfields Road/Moseley Road is allocated for business/light industrial (B1), residential, leisure and or local shopping uses.

Reason: To ensure that this site is developed to its full potential and for a purpose that is suitable adjacent to a residential area. The site would be especially suitable for a headquarters establishment, given its prominent position on one of the busiest roads into the City Centre.

LL8 Land between Redgate Lane and Belle Vue Avenue adjacent to the Intermediate Ring Road is allocated for commercial/business uses.

Reason: To exploit the potential of this highly accessible site for new commercial activity.

LL9 The land fronting Hyde Road adjacent to the Showcase cinema is allocated for a range of commercial activities. Whilst it fronts Hyde Road, it adjoins housing to the rear and the form of any development must take this into account.

Reason: To encourage the use of this vacant Land taking into account its location adjacent to houses on Bracewell Close.

HOUSING

LL10 The scope for new housing is limited to infill sites. The following sites are allocated for housing:-

- a) Stanley Grove;
- b) Queens Grove;
- c) vacant sites between Crowcroft Road and Park Grove;
- d) Anson Road.

Reason: To facilitate a limited amount of new housing development in the area, probably mainly by Housing Associations.

LL11 The Council will work with local residents to decide upon the future use of the area's open space including sites formerly used as gardens on the Anson Estate particularly around the cottage flats on Bexhill Close. Possible uses include housing, garden extensions, garages or allotments. They must be compatible with residential uses, and decisions will be taken on a site-by-site basis in full consultation with local residents.

Reason: To increase the security of the housing in this area and utilise unused areas of open land for the benefit of the residents who live nearby.

LEISURE AND RECREATION

LL12 The land forming the undeveloped part of the former Duchess of York Hospital is allocated for development as a Town Park.

Reason: To provide a valuable local amenity in a part of the City without ready access to a local park.

SHOPPING AND COMMUNITY FACILITIES

LL13 The vacant site on the corner of Stanley Grove/Stockport Road in Longsight District Centre is allocated for retail and/or business purposes.

Reason: To guide developers who wish to develop this prime site.

LL14 The Council will permit new developments and the improvement of shopping and related services on Stockport Road within Levenshulme District Centre so long as they do not cause disamenity to residents of adjacent areas resulting from noise, litter and car parking.

Reason: To ensure the function of this important centre continues in a way which is not disruptive to, and meets the needs of local residents.

LL15 The Council will improve pedestrian safety and off street parking in shopping areas with specific reference to the needs of people with Limited mobility, particularly in the vicinity of:-

- a) Stockport Road/Dickinson Road/Stanley Grove;
- b) Stockport Road throughout Levenshulme shopping centre.

Reason: To ensure that pedestrians can use the shopping facilities in safety. The nature of the improvements will require further detailed study.

Area 13 – Chorlton and Barlow Moor

THE AREA

This is a mainly residential area stretching westwards from Princess Road to the borders of Stretford. It has a total population of about 29,000. There is a considerable variety of age, type and quality of housing in the area including areas of small terraced houses, areas of relatively affluent owner-occupied housing, two council-owned estates at Merseybank and Nell Lane, and areas dominated by privately-rented housing which often comprises houses in multiple occupation.

A large proportion of the area is open land. This includes the attractive and well used areas of open countryside in the Mersey Valley, Chorlton Park, Southern Cemetery, and a number of public and private playing fields including Hough End.

The area is served, at Chorlton, by the largest shopping centre outside the City Centre which stretches along Manchester Road, Wilbraham Road and Barlow Moor Road. There are only a limited number of other concentrations of commercial and industrial activity across the area.

GENERAL POLICY

CB1 In deciding its attitude to proposals within Chorlton and Barlow Moor the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a) protect and improve the quality of both the built and the open environment;
- b) protect and improve Chorlton as a major district centre, while strongly discouraging its expansion beyond its current boundaries;
- c) retain the primarily residential character of the area;
- d) control pressure for office development;
- e) safeguard major areas of open land, especially in the Mersey Valley;

- f) make better use of existing recreational facilities, particularly open spaces, to provide an increasing range of leisure activities.

Reasons: Parts of the Chorlton and Barlow Moor area are of particular historical and architectural interest, including Chorlton Green and Chorltonville Conservation Areas. In addition Chorlton and Barlow Moor contain a number of high quality residential areas and attractive areas of open space. The Plan's key objective is to ensure that the area remains attractive and wherever necessary to improve the quality of the built environment and of areas of open space.

The character of the area is primarily residential and the plan aims to prevent new uses locating in a way which would be harmful to its character. In addition the Council wishes to protect primarily residential streets, such as Egerton Road North and Sandy Lane/High Lane/Edge Lane, from high volumes of non- residential traffic. The Council will continue to support existing community facilities and seek to promote additional community facilities on the Merseybank and Nell Lane estates to meet a variety of needs. There is, particularly, a shortage of facilities for young people on these estates.

There is some scope for new employment opportunities in Chorlton and Barlow Moor, generally confined to locations such as main road frontages adjacent to existing commercial areas, or other identified commercial sites, where there will not be a detrimental impact on nearby housing. The eastern boundary of Chorlton and Barlow Moor is close to the Princess Road corridor, which is rapidly becoming a major location for business development. The Plan identifies sites along this corridor which are suitable for further development, but other open sites of high amenity value (such as Hough End Playing Fields) will be protected from commercial development.

Chorlton is the largest shopping centre in Manchester outside the City Centre, providing a wide variety of goods and services. There is potential to improve the attractiveness of the existing centre. At the same time there is pressure to expand it further, particularly along the main roads, and the Plan seeks to prevent this because of the effect it would have on the surrounding housing.

Within Chorlton District Centre and Chorlton Green Conservation Area, the quality of street furniture, street paving and street lighting will be reviewed and a high quality and standard of design will be introduced. The Council will also seek to provide on-site and/or off-street parking to serve the local shopping area on Beech Road.

Much of the Mersey Valley within Chorlton and Barlow Moor is of considerable natural interest and it includes three Sites of Biological Importance (SBIs). The long-standing policies to protect the Mersey Valley and improve it as a recreational amenity are confirmed in the Plan. Some of the more local areas of public open space currently offer a very limited range of recreational activities, and efforts will be made to see how these can be improved. Accessibility to the Mersey Valley will be improved for local communities and particularly for disabled people.

The Plan recognises that Chorlton and Barlow Moor suffer from traffic congestion and other traffic problems, and also that poor public transport away from the main roads creates a problem of accessibility for the residents of the larger estates. The Council will promote the development of better bus services from Merseybank and Nell Lane Estates to existing shopping centres. The Council will also safeguard the proposed Metrolink extension to East Didsbury, along the former Midland railway line.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

CB2 The Council will protect and enhance the existing wildlife habitat at Hough End Clough around Chorlton Brook.

Reason: This site has been recognised as one of wildlife value in the Habitat Survey 1990 for the City of Manchester. It is desirable that this value should be protected and if possible enhanced for the enjoyment of local residents.

CB3 The Low-lying area of land adjoining the UMIST Playing fields at Hardy Farm, Chorlton will be protected from development which would materially affect its character as a site of biological importance.

Reason: *This site has been identified by the Greater Manchester Countryside Unit as a Grade B site of biological importance because of its lowland, wetland and other natural history characteristics. As such it forms an important landscape and wildlife feature within the Mersey Valley which should be retained. This policy replaces Proposal 27 of the former Mersey Valley Local Plan which sought its restoration for format recreational use.*

SHOPPING AND COMMUNITY FACILITIES

CB10 No further conversion to food and drink uses will be permitted in the following shopping frontages in Chorlton District Centre:-

- a) 503-555 (odd) Barlow Moor Road;
- b) 93-129 (odd) Manchester Road.

Reason:

- a) This frontage is predominantly residential and the use of any units here for food and drink functions would result in an unacceptable level of residential disamenity.
- b) There is already a high proportion of units currently in use as, or with permission for, food and drink in this frontage. It is undesirable to allow further conversions which would detract from the local retail function of the frontage. There are residential properties immediately to the rear of the frontage which would be at risk from increased disamenity if further conversions were to be permitted.

LEISURE AND RECREATION

CB11 The Council will retain the open character of Hough End Playing Fields as a major recreational facility and seek to improve the visual appearance of the site.

Reason: The Council will seek an improvement in the range and quality of recreational facilities available on this site. Hough End Playing Fields form a large site of high recreational, leisure and open space value which serves both the immediately surrounding residential area and the wider area of South Manchester. The Council wishes to protect this role and to increase and improve the quality and range of facilities available to serve residents of South Manchester.

TRANSPORT

CB13 The Council intends to develop a network of off-street cycling and pedestrian routes in Chorlton. Particular attention will be given to:-

- a) the Mersey Valley;
- b) the possibility of creating a riverside walkway along Chorlton Brook between the Mersey Valley and Mauldeth Road West;
- c) the creation of a major linear recreational route along the former Fallowfield (Trafford/Gorton) railway line between St. Werburgh's Road and Fallowfield;
- d) the routing of a cycle-way and a footpath alongside the proposed Metrolink extension through Chorlton and Barlow Moor to Didsbury.

Reason: To provide a recreational resource and to link existing areas of open space in Chorlton and Barlow Moor as part of a City-wide strategic network of green ways.

THE MERSEY VALLEY

The Manchester Plan has incorporated policies from the former Mersey Valley Local Plan. These comprise general proposals for the whole of the valley and detailed, site specific policies for the valley area within Manchester.

The Mersey Valley falls within Areas 13, 15, 16 and 17 of the Manchester Plan. The Valley-wide proposals are set out below as the site specific policies for Chorlton and Barlow Moor (Area 13). The site specific proposals are set out in the relevant area sections.

The Mersey Valley extends about 12 miles through the southern suburbs of Greater Manchester, from the centre of Stockport westwards through Didsbury and Chorlton to the Manchester Ship Canal. The Mersey is different from the other valleys in the area. For the most part it is a wide flood plain bounded by low ridges and terraces.

The pressures of urban growth have affected the use and appearance of this large open area. Many areas became waste land, whilst loss of woodland and trees were especially severe. However, when the time came to increase recreational opportunities and improve the appearance of the valley, the Mersey had some significant advantages. Much of the land was already used for recreation and there was an existing footpath network capable of extension. Much of the land was in public ownership and there was scope to achieve changes over a relatively short period.

The former Mersey Valley Local Plan was adopted in March 1986. Many of the site specific policies have now been implemented and have therefore not been incorporated into the Manchester Plan.

Mersey Valley-Wide Proposals

MERSEY VALLEY RECREATION POLICIES

CB15 Existing land will be conserved and improved and will, for the most part, continue in recreation use.

Reason: To safeguard existing areas and facilities, which form an important element of the proposed recreation structure for the Valley.

CB16 Throughout the Valley further sites for outdoor recreation will be developed, and existing sites improved, to cater for a wide range of mainly informal recreation activities. Where 'urban' recreation facilities (such as local play spaces, formal parks and allotments) are needed, provision will be made on suitable sites, generally within and adjoining the built-up areas. Additions to the already large area of playing fields and golf courses will normally be limited to minor extensions of existing sites, where these do not conflict with Local Plan objectives.

Reason: To provide a choice of recreation areas and activities within the Valley; to help offset the lack of facilities in some urban areas near the Valley. The Valley already fulfils an important role in the provision made for formal sports and team games. Further major extension could be at the expense of informal recreation or agriculture.

CB17 Interest in the natural and local history of the Valley will be promoted in those areas which are able to withstand increased use by the public.

Reason: To encourage greater awareness of, and respect for, the Valley and its countryside.

CB18 The development of riding schools and commercial stables will only be permitted where the Council is satisfied that there is adequate grazing, and access to suitable riding routes and the development would not harm the Valley character, or the local amenity.

Reason: There is a need for greater control over riding centres, some of which have given rise to illegal use of footpaths (sometimes causing excessive damage to surfaces and conflicts with walkers) and damage to the landscape.

CB19 In farming areas, recreation will generally be restricted to those activities which will not unduly interfere with farming.

Reason: *To protect the agricultural livelihood of the Valley.*

CB20 There will be a presumption against recreation activities which could spoil the enjoyment of the Valley (e.g. by introducing noise or excessive traffic or because they could damage the Valley's landscape or appearance). Approval of such activities will only be considered if there is a clear need and they can be sited where no significant disturbance would result. In exceptional cases, disturbance caused should be set against the need for a particular recreational activity to be in a particular location.

Reason: To prevent undue damage to the landscape, conflict with other recreational pursuits, or excessive noise. This will be complemented by efforts to find suitable sites for such activities and by experiments.

CB21 In developing and improving recreation facilities in the Valley, and access to them, attention will be paid, wherever possible, to the needs of disabled people.

Reason: To ensure that the special needs of disabled people are taken into account in individual recreation schemes.

CB22 The provision of overnight accommodation and other facilities for tourists may be permitted where this is small in scale and would not harm the Valley character.

Reason: The Valley's potential for recreation also makes it of value for visitors. Modest provision to encourage tourism would extend the recreational role of the Valley.

MERSEY VALLEY LANDSCAPE AND NATURE CONSERVATION POLICIES

CB23 The Council will protect, conserve and improve the landscape quality and natural history of the Valley, encourage the development of a variety of attractive landscape types and, where appropriate, will seek to re-establish a countryside character in the Valley.

Reason: To encourage retention and better management of important features in the landscape and protect and develop its increasing natural history value. There is a need to provide a more natural setting for informal recreation and other open uses in the Valley. To develop a distinct and attractive character for the area.

CB24 The Council will seek the provision of a more enclosed and varied landscape by:-

- a) fostering a more natural setting for recreational paths, areas set aside for informal recreation, and the riverside;
- b) promoting a general increase in hedgerow and tree cover, paying particular attention to areas of formal recreation and farmland;
- c) a major programme of woodland planting and management;
- d) carrying out and encouraging tree planting along motorways and other prominent highways in the Valley.

Reason: Planting is needed, to reduce the openness of the Valley and provide an improved setting for the various activities which take place there. This will lend a more 'structured' appearance to the landscape, by linking together existing isolated blocks of planting, creating a series of distinct and contrasting areas. Further landscaping is also needed to soften the impact of the motorway and other major roads in open parts of the Valley.

CB25 The Council will:-

- a) carry out and encourage planting and management policies which take account of natural history considerations;
- b) foster new areas of natural history interest;
- c) provide refuges for wildlife in sensitive sites which will be kept free of recreational pressures.

Reason: *To ensure a rich and interesting variety of plant and wildlife is encouraged and maintained.*

CB26 The Council will not normally permit any development which would damage or destroy those areas or those features, such as woodland and hedgerows, valuable water areas and wetland, identified by the Council as being of landscape or natural history importance.

Reason: As part of the approach set out in policy CB23 above. To protect those areas and features of greatest value.

CB27 Derelict land in the Valley will be restored, generally for recreation, woodland or agriculture. The natural regeneration of despoiled areas will be allowed to continue where this will contribute to natural history or landscape interest.

Reason: To remove local eyesores and increase opportunities for recreation, woodland and agriculture, or wildlife.

CB28 The Council will seek to conserve and enhance those buildings, structures and industrial remains which are considered to make a special contribution towards the history or character of the Valley.

Reason: To conserve valuable elements in the landscape and to safeguard the potential of some as objects for study and education.

MERSEY VALLEY ACCESS POLICIES

CB29 A network of waymarked footpaths, horse riding routes and cycle routes will be developed and maintained throughout the Valley, segregated where appropriate. Particular emphasis will be given to the need to provide a continuous footpath, along the length of the Valley. Wherever possible, this will be along the riverside.

Reason: A network of the type now proposed will promote better use of the Valley paths, offering a wider choice of routes and catering for cyclists and horseriders as well as walkers. Measures will be taken to make these routes easier to follow.

CB30 Where appropriate, existing access points into the Valley will be improved, making them more obvious and attractive and new access points will be created.

Reason: To ensure easier access to the Valley from urban areas at the margins and increase its attractiveness as a major area for outdoor recreation.

CB31 In improving and increasing public access within the Valley, care will be taken to avoid undue disturbance to sensitive wildlife areas, features of interest and areas of farming.

Reason: *Whilst it is generally desirable that new paths should take advantage of the most attractive routes, there is an overriding need to protect sensitive wildlife areas and farmland from disturbance or trespass.*

CB32 In conjunction with public transport undertakings, improvements will be sought to public transport serving the recreation areas of the Valley. The level of provision will be kept under review as recreation use develops.

Reason: To improve access from urban areas to the Valley recreation centres for those using public transport.

CB33 Where appropriate, car parks will be provided to serve areas of recreation. Any new car parks shall be of a scale and type in keeping with the character of the area; have a minimal impact on residential areas; and normally be located:-

- a) near the edge of the Valley or;
- b) on the fringe of major recreation areas or;
- c) adjacent to main access routes into the Valley.

Reason: To keep cars out of the main areas of quiet recreation and avoid conflict with recreation activities or with landscape considerations. To contribute to recreational development of the Valley.

MERSEY VALLEY AGRICULTURE POLICIES

CB34 Unless otherwise indicated on the Proposals Map existing agriculture will be protected and encouraged.

Reason: To encourage confidence in the future of farming, safeguard the rural aspect of the Valley and help in conserving the landscape. This will also apply to land capable of productive use but no longer actively farmed.

CB35 Non-agricultural uses on farm holdings will be opposed where they are not clearly related and ancillary to the main agricultural enterprise, and where they would spoil the character of the Valley.

Reason: To protect the landscape and safeguard farming in the Valley.

CB36 All possible measures will be taken to reduce the conflict between farming interests and the use of the Valley for recreation.

Reason: *Trespass and vandalism are serious problems for farmers in the Valley. Measures are needed to reduce these problems by directing pressures away from the more sensitive agricultural areas. These measures need to be complemented by efforts to ensure that future developments do not bring new pressures and conflicts with farming (see policy CB19)*

MERSEY VALLEY TIPPING, MINERAL WORKING AND POLLUTION POLICIES

CB37 *There will be a strong presumption against new tipping or extension to existing tips in the Valley. The Council will only consider exceptions to this policy where it is satisfied that there is a special need which cannot be met elsewhere or that the proposal would contribute towards the improvement of the Valley. In either case, the Council must be satisfied that:*

- a) tipping and restoration can be completed within an acceptable time scale; and
- b) the restoration scheme is compatible with the aims and proposals of the Plan; and
- c) where necessary, restoration can be carried out in phases; and
- d) no significant harm would be caused to the Valley character and that no inconvenience or danger would be created for visitors, local residents or those working nearby.

Reason: In line with strategic policies to minimise further direct tipping, especially in very sensitive areas such as the river valleys. To protect the landscape and character of the Valley and its development for recreation. To ensure that environmental nuisance is reduced to a minimum, both in its scale and duration.

CB38 All possible measures will be taken to:

- a) reduce the environmental damage caused by industrial and trade waste;
- b) eliminate fly-tipping in the Valley and to tidy up areas misused in this way in the past.

Reason: *Indiscriminate dumping or 'fly-tipping' has spoiled potentially attractive areas. Their continuance would be at odds with the works to make the Valley more attractive as an area for informal recreation.*

CB39 The Council will support initiatives by North West Water Ltd to improve river water quality in the Valley, particularly where this would have recreation and/or conservation benefits.

Reason: *Improvement of the environment and increased recreational use require measures to reduce water pollution and improve the appearance and recreational potential of the Mersey and other important water areas in the Valley. Implicit in this is an urgent need to tackle problems on some of the Mersey tributaries.*

CB40 The Council will oppose any new development which could result in a significant deterioration in, or hinder the improvement of, either water or atmospheric quality, or introduce unacceptable noise levels.

Reason: To ensure further improvements in the Valley environment, in line with its increasing role as a major area for outdoor recreation. To safeguard recreational and other activities dependent on quiet conditions for their proper enjoyment.

CB41 New mineral workings or extension to existing workings will not normally be permitted, except where the Council is satisfied that there is a need for the mineral, which cannot reasonably be met elsewhere, or that the proposal would contribute towards the improvement of the Valley. In either case, the Council must be satisfied that:

- a) the mineral operation and restoration could be completed within an acceptable time scale;
- b) the restoration scheme is compatible with the aims and proposals of the Plan;
- c) where necessary restoration can be carried out in phases;
- d) no significant harm would be caused to the Valley character and that no inconvenience or danger would be created for visitors. Local residents or those working nearby.

Reason: To protect the landscape and character of the Valley and its recreational development.

MERSEY VALLEY POLICIES ON THE CONTROL & FORM OF BUILT DEVELOPMENT

CB42 The Council will carry out and encourage improvements to the built environment within the Valley. This will be particularly aimed at:-

- a) improving the appearance of industrial areas;
- b) screening unsightly or unduly prominent development;
- c) making canal and riverside areas more attractive.

Where appropriate the Council will seek to relocate unsightly and unneighbourly activities.

Reason: *To complement the improvements planned for the more open parts of the Valley. River and canalside areas merit special attention in this respect. To assist industrial renewal and improve the Valley landscape in areas where industry is an established feature.*

CB43 Within the area defined for this purpose on the Proposals Map, new urban development will not normally be permitted. The only exceptions considered will be where the development would not lead to the division of the open parts of the Valley into sections and falls within the terms of (a) or (b) below: -

- a) Where the area forms part of the green belt, the established green belt policies apply.

- b) Where the area does not form part of the green belt, at Least one of the following circumstances is met: -
- i) that the development represents limited infilling to an established Valley settlement or industrial area;
 - ii) that it is an extension to or renewal of an established industry where the economic and employment factors are of overriding importance;
 - iii) that the development is required in association with an outdoor recreation or appropriate tourist facility;
 - iv) that the development would be appropriate in a green belt;
 - v) that the development is necessary to meet an exceptional need which cannot reasonably be met elsewhere.

In determining any planning application, a case of exceptional need must be clearly demonstrated having regard to the objectives of the local plan.

Reason: This will allow implementation of strategic policies designed to maintained the open character of the Valley.

CB44 Any new development permitted within the Valley shall be of a high standard and by careful attention to siting, design, layout materials and landscape design shall not have a harmful effect on the character of the Valley. Any new development which by reason of its nature, scale or location cannot meet these criteria will not be permitted unless there is an overriding need for the proposed development to be in that particular Location.

Reason: *To ensure that new development does not harm the landscape or character of the Valley. Particular attention will be given to development which would be visible from paths and other areas used for public recreation.*

CB45 In considering proposals for development in the Valley the Council will seek to safeguard the line and amenity of existing and proposed footpaths, horse riding and cycle routes. Where changes to existing routes are required, the Council will need to be satisfied that the alternative proposed is at least as attractive as that being replaced.

Reason: *To retain the existing network of public paths in the Valley and to allow for proposals to extend that network. Some minor diversions to routes will be considered where such changes would serve the interests of those using paths in the area.*

CB46 When considering proposals for new development the Council will, where appropriate, require the provision of segregated footpaths into the Valley.

Reason: *To allow for the need for effective access to Valley paths and public recreation areas from any new housing or places of employment within the Valley or its margin.*

CB47 Any development which is permitted within or close to the Valley's river, streams and canals shall have regard to their setting and potential value for recreation.

Reason: To ensure that account is taken of the recreational potential of the Valley's waterways when considering development proposals, including river works.

THE MERSEY VALLEY DETAILED PROPOSALS

WEST DIDSBURY AREA:

CB48 Parkway Playing Fields, West Didsbury - Tree planting around the perimeter of the playing fields.

Reason: *To screen urban developments seen from the Valley.*

CB49 Barlow Hall Tip, West Didsbury - Restoration for informal public open space as an adjunct to Chorlton Water Park. Tree planting.

Reason: *To carry out planning conditions. Some further tipping will be required to allow effective restoration.*

CB50 Public open space at Kenworthy Farm, Northern Moor - Continued development for informal recreation and local nature conservation. Further facilities for horse riders. Some use for agriculture.

Reason: *To promote varied recreational use and improve landscape quality. To encourage nature conservation and bring agriculture back into this part of the Valley.*

ASSOCIATED IMPROVEMENTS TO ACCESS:

CB51 North bank of the Mersey, Princess Road to the Bailey bridge - Bridle route.

Reason: *To provide a continuous bridleway from Sale Water Park to Princess Road.*

CB52 Maitland Avenue, West Didsbury to Willenhall Road, Northern Moor – Cycle route via Chorlton Water Park.

Reason: To link Wythenshawe and West Didsbury and improve cycle access to Chorlton Water Park.

CB53 Hardy Farm, Chorlton to the river bank south of Chorlton Golf Course - Footpath.

Reason: This 'short-cut' will provide a better way from the Hardy Lane area to Chorlton Water Park

CB54 Land next to UMIST pavilion, Hardy Lane, Chorlton - Small, public car park.

Reason: To allow parking by visitors using informal recreational land in this part of the Valley.

CHORLTON GREEN AREA:

CB55 Former Ivy Green Tip, Chorlton Green - Further development for informal public open space.

Reason: To promote informal recreation locally and improve the landscape quality. Provision for a children's play area will be safeguarded, off Ivy Green Road.

CB56 Land at the south-west corner of Chorlton Ees - Development for nature conservation extension of wetland areas.

Reason: *To realise the nature conservation value of the site, in part by creating a variety of wetland habitats and encouraging birdlife.*

ASSOCIATED IMPROVEMENTS TO ACCESS

CB57 Hardy Lane, Chorlton to Jackson's Bridge, Sale - Upgrade to cycle route.

Reason: To link Sale Moor and Chorlton.

CB58 North bank of the River Mersey, from Jackson's Bridge, Sale to City boundary, with Trafford Metropolitan Borough - Bridleway.

Reason: To provide part of a riverside bridleway circuit centred in Jackson's Bridge and Barfoot Bridge, Stretford.

CB59 Hawthorn Lane, Turn Moss – Cycleway designation.

Reason: To provide a recreational cycling route as part of a medium distance link to Ashton-on-Mersey and Urmston.

AREA 14 – WITHINGTON AND BURNAGE

THE AREA

Withington and Burnage are mainly residential areas with relatively good quality housing. The wide variety of housing types ranges from large Victorian and Edwardian housing in Ladybarn and Withington to substantial areas of inter-war Council houses in Old Moat and Burnage.

The main shopping area is Withington Village which is a popular centre but suffers from problems arising from its straddling of Wilmslow Road, a busy radial route, and from the lack of parking. There are other smaller shopping centres dispersed across the area and many residents use shopping centres further afield such as Didsbury and Burton Road.

The area is well served by recreational open space and playing fields, such as Fog Lane Park, Cringle Fields and Ladybarn Park. Hough End Playing Fields and the Mersey Valley are within a short distance and are well used by local people. An important and attractive feature of Withington and Burnage is the large number of trees within recreational areas, in private gardens and along local roads.

The area contains comparatively few concentrations of industrial or commercial activity. The Christie Hospital is a major employer in the area. Wilmslow Road and Palatine Road have seen a growth in office and hotel developments reflecting their central and accessible location between the City Centre and Manchester Airport.

GENERAL POLICY

WB1 In deciding its attitude to proposals in Withington and Burnage, the Council will have regard to the general policies in Part 1 of the Plan in order to:-

ensure that the area remains an attractive location in which to live and work;
protect and enhance the quality of Withington village and other shopping areas as local shopping centres;
retain the primarily residential character of the area;
encourage commercial opportunities only where they will not cause harm to residential amenity and where they have clear job creation advantages;
promote the use and exploit the potential of recreational facilities, particularly open spaces, for leisure activities.

Reasons: The area contains a number of high quality residential streets, a district centre as well as attractive areas of open space. These make Withington and Burnage an attractive place to live and work. The Plan sets out to retain the area's character and, wherever necessary, to improve the quality of the built environment and open space. A key aim is the control of incompatible commercial activity and the associated traffic which comes with it as this can have adverse effects on residential streets and their surrounding areas, for example, Green End Road. High volumes of nonresidential traffic also create on-street parking and traffic congestion elsewhere, for example, in the vicinity of the Christie Hospital.

Nevertheless, there are some new employment opportunities in Withington and Burnage, and these developments should generally be restricted to appropriate locations, for example main road frontages in or near to existing commercial areas and within existing commercial sites, where they will not detract from the residential amenity of the area.

Withington Village and other larger shopping areas on Mauldeth Road in Ladybarn, Burnage Lane and Fog Lane in Burnage have important roles as centres providing shopping and other services for local residents. These shopping centres are particularly important for people who have difficulties in travelling long distances due to some disability or lack of private transport. Policies throughout the Plan aim to protect the viability of these centres and improve their environment wherever possible. More specifically, in relation to Withington, the position has now been reached whereby there are felt to be as many food and drink uses on the Wilmslow Road frontage as is compatible with its wider role as a local centre. A limit is therefore required to prevent the unacceptable growth of these uses.

AREA POLICIES

EMPLOYMENT AND ECONOMIC DEVELOPMENT

WB2 In considering proposals for the expansion and/or redevelopment of major employment sites in the area, particularly the Christie Hospital on Wilmslow Road, the Council will have regard to the need to minimise any impact upon the environmental quality and character of the area, residential amenity, and traffic movements.

Reason: The major employer in the Withington and Burnage area is the Christie Hospital on Wilmslow Road, Withington, which provides an important regional and national medical facility. It already generates a considerable amount of traffic and the lack of adequate off-street car parking facilities to cater for this traffic is becoming a problem locally.

WB3 In the Withington area, business use developments (as defined in Class B1 of the Town and Country Planning Use Classes Order 1987) will normally be allowed only in or adjacent to major shopping and commercial centres, existing industrial and office areas, and other existing areas of commercial activity along or near to radial roads. In addition, the Council will normally permit proposals for the conversion and extension for Larger buildings of character occupying a major road frontage which are vacant and where the proposals represent the only realistic opportunity to enable the building to achieve a continuing useful life and thus continue to contribute to the local environment.

Reason: There was a considerable amount of new office and light industrial development in Withington during the later part of the 1980s, but relatively few examples of such development took place in the inner urban areas of the City. Part 1 policy 11.6 seeks to channel business use developments to these areas. In order to further this objective the Council wishes to discourage further significant business developments in the Withington area. With regard to sites along or near to radial roads, the phrase "existing areas of commercial activity" refers to a recognizable commercial area and not simply to the presence in the vicinity of one or two buildings in nonresidential use. Withington contains a high number of large buildings of character which form an important part of the Victorian and Edwardian character of the area. It may not always be possible for a residential use to be found for such buildings and, on main road frontages, conversion to business use may be preferable to demolition. As an exception to the thrust to the policy, therefore, such cases will require careful consideration on their merits.

SHOPPING

WB4 The Council will improve Withington Village as part of its policy to enhance the physical environment, to increase pedestrian safety and to maintain shopping and community activity in the Centre.

Reason: To alleviate congestion caused by heavy traffic levels and poor servicing arrangements in order to improve Withington Village as a shopping facility and Conservation Area. The improvements will include widening the pavements on Wilmslow Road within Withington Village to restrict traffic to a single lane in either direction, the provision of rear servicing to the shops and provision of off-street parking wherever practicable. Cycle lanes will also be introduced and bus stops resited to safer and more convenient locations. In addition, the Council intends to issue detailed design guidance in relation to shopfronts and signs; and will review the quality of street furniture, paving and lighting.

WB6 Further conversion of retail and commercial properties to Class A3 (food and drink) uses will not normally be permitted along Wilmslow Road within Withington Village.

Reason: Approximately one quarter of the properties along this stretch of Wilmslow Road are in Class A3 use and a number of others already have planning consent to change their use to Class A3. The approval of further Class A3 establishments would conflict with approved traffic management proposals for Wilmslow Road which will involve pavement widenings, single lanes in either direction and 24 hour per day waiting restrictions. Food and drink uses attract a significant proportion of passing trade and additional activity of this nature would encourage levels of short-stay kerbside parking which would disrupt the free flow of traffic and thereby pose problems of highway and pedestrian safety. The cumulative visual effect of these uses, which often require shopfront designs and signs unsympathetic to the properties and incongruous features such as external flue pipes, together with the litter generated, detract from the character of the Withington Conservation Area which is centred upon the shopping centre. The approval of further food and drink uses would also erode the retail character of these important frontages within the shopping centre and would thereby affect the local shopping role of Withington Village. Any further increase in the number of Class A3 uses along Wilmslow Road would exacerbate the inter-related problems identified above and thereby conflict with the aim of improving the appearance and role of the Village.

LEISURE AND RECREATION

WB9 The Council will develop landscaped footpaths and cycleways along the former Fallowfield (Old Trafford/Gorton) railway line and the former Midland railway line which run along the northern and southern boundary of the Withington and Burnage area. In the latter case the proposal will be pursued as a temporary treatment pending the construction of Metrolink along this line. The Council will endeavour to retain the footpaths and cycleways in some form when Metrolink is built.

Reason: The Council wishes to extend where possible the network of linear open spaces for informal recreation.

WB10 The Council will widen the range of activities on areas of open space in order to meet local recreational needs in Withington and Burnage. Cringle Fields and the Rippingham Road Recreation Area require special attention under this policy.

Reason: Withington and Burnage is well served with recreational areas and playing fields. There is however, scope to further develop their potential. In carrying out this policy, the Council will seek to enhance the existing character of all open spaces in Withington and Burnage.

TRANSPORT

WB11 The Council will manage the flow of traffic along Wilmslow Road with the aim of improving operating conditions for road users and pedestrians.

Reason: The nature of measures to achieve this objective will require further detailed investigation. An important additional aim of this policy is to attract more people to use bus services.

AREA 15 - DIDSBURY

THE AREA

Didsbury is a predominantly residential area with a population of approximately 20,500. It has a wide range of relatively good quality housing. This ranges from large Victorian and Edwardian villas in Blackburn Park and along Wilmslow Road to areas of terraced housing in Didsbury Village to more modern inter-war housing in the Kingsway/Parrswood Road area. It is a relatively affluent part of the City with low levels of unemployment.

Extensive areas of attractive open countryside within the Mersey Valley run through the south of the area. There is an interesting variety of architecture and this is evidenced by four Conservation Areas and a substantial number of listed buildings.

Didsbury Village is a thriving shopping centre and a smaller local shopping centre also exists at Burton Road. Didsbury Village has suffered in recent years from congestion caused by the high level of car usage in the area.

The area contains several large employers, notably Siemens, various companies at the Towers 2000 Business Park, Withington Hospital, Manchester Metropolitan University and Healds Dairy. The attractive environment and its relatively good accessibility to the Airport and the motorway network have resulted in Didsbury's popularity as a location for business uses, resulting in pressure for both residential and commercial development.

GENERAL POLICY

DB1 In deciding its attitudes to proposals in Didsbury, the Council will have regard to the general policies in part 1 of the Plan in order to:-

- ensure that the area remains an attractive location in which to live and work;
- protect and nurture the role of Didsbury Village and Burton Road as Local shopping centres;
- retain the primarily residential character of the area;
- encourage commercial opportunities only where they will not cause harm to residential amenity and where they have clear job creation advantages;
- promote the use and exploit the potential of recreational facilities, particularly open spaces, for leisure activities;
- improve the quality of the local environment;
- continue to protect and encourage the use of the Mersey Valley as a strategic area of formal and informal recreational activity and of natural importance.

Reasons: Didsbury contains a number of high quality buildings and residential areas as well as attractive areas of open space, making it an attractive place to live and work. The Plan seeks to retain the area's attractiveness and wherever possible to improve the quality of the built environment and open spaces, such as the Mersey Valley.

Within the Didsbury Conservation Areas i.e. St James, Blackburn Park, Old Broadway, Albert Park and Ballbrook, and within the shopping centre at Lane End Road/Fog Lane, the quality of

street furniture, street lighting and street paving will be reviewed and where possible, a high quality and standard of design will be introduced.

The character of the area is primarily residential and the Council does not wish to see the intrusion of incompatible uses which would be detrimental to residential amenity. In addition, the Council wishes to protect primarily residential streets such as Spath Road, Didsbury Park and side streets in Didsbury Village from high volumes of non-residential traffic passing through and parking in these streets.

The Council will promote additional community facilities on the Merseybank estate to meet local needs particularly the needs of young people. In addition, accessibility to the Mersey Valley will be improved for local communities and especially for disabled people.

Any new employment opportunities in Didsbury should be confined to appropriate locations, for example main road frontages adjacent to existing commercial areas and within existing commercial sites where there will not be a detrimental impact on the occupiers of residential properties.

Didsbury Village has an important role as a local shopping centre providing facilities for local residents, particularly for people who have mobility difficulties and who cannot or do not wish to travel to facilities elsewhere. However, the Village suffers problems of congestion caused by car parking and on-street servicing which need to be resolved. The Plan has no easy answers to this problem but recognises the need for the issue to be addressed. The Didsbury area generally suffers from traffic congestion and other traffic problems. The eastern part of Didsbury is served by the rail network and the main road routes are well served by buses, but poor public transport away from the main roads creates a problem of accessibility for residents without access to a car. There is a need for a network of off-road routes to be developed for the use of cyclists and pedestrians.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

DB2 Existing woodland areas at Heyscroft, Palatine Road and the Nazarene College, Dene Road will be protected and their improvement sought in conjunction with the owners.

Reason: These areas of woodland form a visually important and attractive feature on the fringe of the Mersey Valley and are now protected by a Tree Preservation Order. This policy will complement protection given to adjoining woodland by policy DB25.

DB3 The informal open space between Palatine Road and the River Mersey immediately north of Northenden Bridge is allocated for environmental improvement.

Reason: This area constitutes an important landscape feature immediately adjoining the River Mersey and its improvement and management would lead to a significant upgrading of this part of the Mersey Valley.

TRANSPORT

DB7 The Council will implement traffic management measures in order to reduce on-street parking problems in the following residential streets around Didsbury Village:-

Albert Hill Street;
Old Oak Street;
Elm Grove;
Grange Lane;

Whitechapel Street;
Grove Lane;
Crossway.

The Council will also consider similar measures for roads around Manchester Metropolitan University's Didsbury Campus.

Reason: To alleviate the pressure for parking on residential side streets. These side streets in Didsbury are currently suffering from severe congestion mainly caused by parked cars. Residents have to compete with shoppers and people working in the village. In the areas around the MMU site, congestion is evident and the Council will, in liaison with the MMU, consider proposals to reduce this problem.

DB8 New commercial developments will normally be required to make a positive contribution to the needs of Didsbury Centre for parking.

Reason: The "positive contribution" referred to in the policy could take a variety of forms, depending on the scale, location and nature of the development. The Council will, itself, examine ways in which it can improve public parking in Didsbury Village.

DB9 The Council will improve the safety of pedestrians and cyclists at the following major road junctions:-

Barlow Moor Road/Princess Road;
Parrswood Lane/Wilmslow Road/Kingsway.

Reason: The width of the carriageway and the volume of traffic at these junctions can be dangerous to cyclists and pedestrians, particularly disabled people. Options may include provision of cycle lanes, cycle priority signs and pedestrian only phases.

DB10 The Council will develop a network of off-street cycling and pedestrian routes in Didsbury, and improve those already existing. Particular attention will be given to:-
the former Midland railway Line alongside the proposed Metroink extension;
the Mersey Valley;
the part of the Trans-Pennine Trail which links the former Midland railway line to the Mersey Valley.

Reason: To develop and improve a recreational resource and to improve safety for pedestrians and cyclists.

EMPLOYMENT AND ECONOMIC DEVELOPMENT

DB12 Further business development will be permitted at the following sites:-

Towers 2000 Business Park, Wilmslow Road;
Siemens, Princess Road.

In considering proposals for the expansion and/or redevelopment of existing major employment sites in the area, the Council will have regard to the need to minimise detrimental impact upon environmental quality, the character of the area, residential amenity and traffic movements.

Reason: The Council wishes to allow existing activities to develop but to retain the high environmental quality which makes Didsbury an attractive place to live and work. The existing major employment sites in the area are:-

Towers 2000
Siemens, Princess Road
Withington Hospital
Healds Dairy
Manchester Metropolitan University
Renold Chain, Burnage Lane

DB13 Land at Parrswood Allotments, Parrswood Lane is allocated for Class B1 business use development. Development will only be allowed if a suitable replacement site for the allotments is found.

Reason: The site is well-located for business use, and is capable of attracting a high-quality development. Such a use would contribute greatly to economic activity in South Manchester. This will require the Council to find a suitable nearby site for the relocation of the statutory allotments currently at this site. This will be done in full consultation with the allotment holders and all other interested parties. In addition, approved proposals to terminate a future phase of Metrolink on the former Midland railway line adjoining this site will need to be accommodated.

LEISURE AND RECREATION

DB14 The Council will extend the range of activities available in Didsbury Park and Fletcher Moss Park, so as to meet the recreational needs of a wide range of people; and will improve the natural and environmental character of both parks. However, the Council does not intend to permit the provision of indoor recreational facilities at Fletcher Moss because of its particular open and attractive character.

Reason: There are relatively few areas of public open space in Didsbury, outside of the Mersey Valley. The use of the open space would be increased by the implementation of these policies. The details of the proposed improvements will be contained in a brief to be prepared by the Council.

THE MERSEY VALLEY

The following site specific policies have been incorporated from the former Mersey Valley Local Plan. Policies which apply to the whole of the Valley can be found in Area 13.

DB15 Western end of Burnage Rugby Club grounds, Heaton Mersey to Manchester Road, Cheadle - Bridleway. Upgrading of footpath where necessary.

Reason: To link the proposed bridleway circuits in the Heaton Mersey and Stockport areas to western parts of the Valley.

DB16 Land south of Galleon Pool and Broadoak Lane, East Didsbury - Bridle/cycle route using Broad Oak Lane, with a new path to the south.

Reason: This will increase access to an attractive section of the river valley and link bridle routes in central parts of the Valley with those proposed in the Stockport area (see DB26).

DB17 Land west of Bridge Farm, Gatley - Woodland planting.

Reason: To screen a prominent section of motorway and to improve the landscape structure.

DB18 Land south of Didsbury Golf Course Clubhouse - Extension of existing golf course.

Reason: To allow an improvement to the golf course.

DB19 Old allotments west of Didsbury Golf Clubhouse - Extension of existing golf course; Small car park.

Reason: To put the land to active use and create a permanent car park.

DB20 From Royle Green to the south bank of the Mersey - Footpath.

Reason: To link Mitigate Fields, Didsbury to Royle Green.

DB21 Millgate Fields, Didsbury to Royle Green New bridge.

Reason: To provide a major river crossing for pedestrian linking Mitigate Fields with the Valley edge south of the river.

DB22 South bank of Mersey from Simons Bridge, Didsbury to Ford Lane, Northenden adjacent to Didsbury Golf Clubhouse - Footpath.

Reason: To provide a more pleasant, riverside path.

DB23 Woodland between Fletcher Moss and Millgate Fields - Protection and improvement for wildlife.

Reason: To preserve an important local wildlife site.

DB24 Millgate Fields (former Parrs Wood Tip) Continued development for informal recreation.

Reason: This big area of informal open space could be more fully used, within an improved landscape setting. Agriculture will bring a countryside flavour back into this part of the Valley.

DB25 Woodland areas between Westmorland Road, Didsbury and Palatine Road; Fielden Park, West Didsbury – Protection and improvement of important woodland.

Reason: To protect the amenity and natural history value of the woodlands.

DB26 Merseybank Park, West Didsbury – Further tree planting.

Reason: To screen housing on the edge of the Valley and improve landscape quality on the riverside.

DB27 North bank of the Mersey, from Galleon Pool to Palatine Road, Didsbury - Bridleway.

Reason: To link with bridleways proposed in the Valley near Stockport.

DB28 From river south of Tuscan Road, Didsbury, across Millgate Fields, back to the river - footpath.

Reason: To provide an alternative to the ill-defined statutory footpath through Millgate Farm.

DB29 North bank of the Mersey, from Palatine Road to Princess Road, West Didsbury - Bridleway.

Reason: To improve access for horse riders. Measures will also be needed to ensure safety for walkers.

AREA 16 – WEST WYTHENSHAW

THE AREA

West Wythenshawe covers the residential areas of Brooklands, Northern Moor, Baguley and Newall Green. The area contains extensive areas of Council owned housing, whilst Brooklands and the Shady Lane and Baguley Hall areas contain concentrations of detached and semi-

detached private dwellings. Brooklands also contains a proportion of flats, particularly on Brooklands Road. The area also includes the Roundthorn Industrial Estate, Wythenshawe Hospital and Wythenshawe Park. West Wythenshawe has a total population of 31,700 in approximately 13,000 private households. The social characteristics of the population vary widely.

The area has a large established employment base with 8,000 local jobs. The major employment centre in the area is the Roundthorn Industrial Estate which contains a number of well-established companies such as Dresser Rand and Nuclear Electric. The other major employer in the area is Wythenshawe Hospital which serves an extensive part of South Manchester.

There is no major shopping centre in the area though there is a new Tesco superstore on Altrincham Road at Baguley. Consequently there is a reliance on local centres at Hall Lane and Greenbrow Road and other centres outside the area including Sale, Timperley, Altrincham and in particular, Wythenshawe Civic Centre.

The area is well provided for in terms of open space, the majority of which is contained in Wythenshawe Park. It is also served by open land in the Mersey Valley to the north and open countryside to the south which stretches across to Hale and Altrincham.

GENERAL POLICY

WW1 In deciding its attitude to proposals in West Wythenshawe the Council will have regard to the general policies in Part 1 of the Plan in order to:-

protect and improve the quality of both the built and the open environment in order to improve the attractiveness of West Wythenshawe as an area in which to live, and in which new employers are encouraged to locate;

retain the primarily residential character of the area;

safeguard major areas of open land;

make better use of existing recreational facilities, particularly open spaces, to provide an increasing range of leisure activities;

provide community facilities accessible to all members of the community, particularly those with special needs;

improve accessibility in West Wythenshawe by road/rail;

make more effective use of land currently under-utilised in commercial and industrial areas, notably at the Industrial Estate.

Reasons: While there are many advantages to living or working in West Wythenshawe, there is a need for more investment in environmental improvements; traffic management schemes; improved access for disabled people; and for the protection of attractive features of the built and natural environment.

There is a need for more investment in existing and new housing in order to satisfy the needs of residents of West Wythenshawe by providing a wide range of housing choice. The existing incidental open spaces within Council housing areas in West Wythenshawe will be assessed with a view to developing small off-street parking areas in consultation with the local residents.

Enhancing the local employment prospects for the residents of West Wythenshawe is another priority. The need is to find ways of capitalising on its strategic location near to the Airport and the motorways without at the same time adversely affecting the many important housing areas or areas of important open space. The Council will also identify suitable locations in West Wythenshawe for low cost premises and for starter businesses. These may take the form of new developments or the sub-division of existing buildings.

The Council will investigate ways of increasing local shopping provision in West Wythenshawe taking care not to affect residential amenity. At the same time, ways need to be found to deal with those shopping parades which have declined and contain a high proportion of vacant units. In

order to maintain the parades and sustain shopping provisions, the Council will consider the occupation of some of the units by non-retail uses.

There is a need to protect the attractiveness of Wythenshawe Park whilst at the same time trying to improve the wide range of recreational activities in order to meet the needs of different groups of people.

Efforts will be made to improve access for Wythenshawe people to employment, shopping and recreational areas, for example by trying to get the best out of the Stockport-Altrincham railway line, which cuts through northern Wythenshawe from east to west.

The Council wishes to take steps to improve the road infrastructure of the Roundthorn Industrial Estate and will encourage the redevelopment, refurbishment and more productive use of vacant or out-dated premises.

AREA POLICIES

ECONOMIC DEVELOPMENT

WW2 Within the Roundthorn Industrial Estate the Council will permit new industrial and commercial activities, incompatible with a location in a residential area, except where serious harm to the amenity of nearby residents or adjoining businesses would result.

Reasons: The Council is keen to identify sites for commercial and industrial activities which provide services or employment for local people. However it wishes to ensure that these activities do not generate disturbance for local people. Examples of these businesses are taxi firms and vehicle repair firms. The Council also wishes to ensure that industrial developments which can create significant residential disamenity if poorly located, are directed or relocated to appropriate sites where such disamenity would not occur and where they would not have a significant adverse impact on other economic and employment activities.

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

WW3 The Council will protect and encourage the positive management of existing areas of woodland in West Wythenshawe. This policy will apply to:-

Royal Thorn Wood;
Princes Spinney;
Blackcarr Wood;
Gib Lane Wood;
Fairywell Wood;.
Nan Nook Wood;
Verdure Wood;
Mere Wood;
Big Round.

Reason: These historic woodland areas are a valuable recreational and educational resource and/or provide irreplaceable wildlife habitats. They will be individually managed in a manner which protects and builds upon their recreational, educational and wildlife roles, and which takes into account their historic character.

HOUSING

WW7 The Council will permit the redevelopment or conversion of large properties on Brooklands Road to provide flats or smaller houses. Any scheme will be required to:-

respect the existing building line;
respect adjoining building heights;
retain existing mature trees;

retain existing areas of amenity space;
retain a predominantly mature, landscaped character to the front of the building line;
respect the existing character and amenity space along Fairywell Brook and its corridor.

Reason: Brooklands Road is an area of distinctive and attractive character providing high quality residential accommodation. Whilst the Council is not opposed to the introduction of smaller units of accommodation in this area, for which there is a great demand, it wishes to ensure that the visual character of the area is not harmed.

SHOPPING AND COMMUNITY FACILITIES

WW8 The land on Shady Lane adjoining the British Gas Depot is allocated for a community centre.

Reason: The Shady Lane estate is remote from community facilities serving other parts of West Wythenshawe and the community would benefit from accommodation which would be the focus of varying community activities.

TRANSPORT

WW9 The Council will improve the junction of Altrincham Road and Brooklands Road in order to provide better safety for pedestrians and cyclists, and to relieve traffic congestion.

Reason: This is a specific location of traffic congestion in West Wythenshawe. The Council will continue to assess the need to improve major junctions, to relieve congestion and improve facilities for cyclists and pedestrians. The nature of the measures will require further detailed study.

WW10 The Council will encourage the development of passenger stations in the West Wythenshawe area, on the Stockport to Altrincham railway line. Southmoor Road will be the priority location, in order to create an interchange with the proposed Metrolink Line to the airport. The Council will ensure that adequate parking facilities including cycle parking facilities are provided to serve any station which becomes operational.

Reason: West Wythenshawe is poorly served by the local rail network and a station at this location would improve accessibility both for local residents and for workers on the Roundthorn Industrial Estate, thereby benefiting the local economy.

WW11 The Council, working jointly with the South Manchester Health Authority, will improve accessibility to Wythenshawe Hospital.

Reason: There is an acute problem of on-street parking and poor traffic flow around the area of Wythenshawe Hospital and it is essential that accessibility for hospital traffic be improved. These issues will be of particular importance should the Regional Health Authority decide to concentrate hospital facilities for South Manchester at the Wythenshawe site. The Council would need, in that eventuality, to be satisfied that traffic difficulties can be overcome. Options include:-
the closure of the hospital access road to through traffic;
directing non-hospital related traffic away from the area;
the widening of Clay Lane/Floats Road/Dobbinetts Lane;
prohibition of on-street parking in surrounding area.

LEISURE AND RECREATION

WW12 The Council will work with the private sector to provide a greater range of recreational activities within Wythenshawe Park. These activities will be confined to the western half of the Park as identified on the Proposals Map. In considering proposals for improving existing facilities or extending their range the Council will ensure that the prime function of the Park in providing open spaces for informal recreation is fully protected, in particular, Baguley Brook and its corridor.

Reason: This part of the park represents the most appropriate location for new recreational facilities to serve the residents of Wythenshawe. It is considered that any development to the east of this road would detract from the historic landscape and character of the park, and should be resisted.

WW13 The Council will enhance and protect the natural and environmental character of existing public open spaces in West Wythenshawe and will safeguard the continuation of the wide range of informal activities which currently take place on them. This policy applies particularly to:-
open land at Carrswood Road/New Forest Road;
open land at Cranleigh Drive/Ashstead Road/Swalediffe Avenue;
open land adjoining Mill Brook, Newall Green.

Reason: There is a need to upgrade and improve these areas to widen the range of informal recreational opportunities which they offer and to make them more attractive and accessible. This is particularly important where the open land is underused and can better meet the recreational needs of residents of surrounding areas

THE MERSEY VALLEY

The following policies have been incorporated from the former Mersey Valley Local Plan. Policies which apply to the whole of the Valley can be found in Area 13.

WW14 Land between M63 Motorway and Yew Tree Lane, Northern Moor - Restoration of unused land for public open space. Landscape improvements.

Reason: To provide local recreational opportunities.

WW15 Maitland Avenue, West Didsbury to Willenhall Road, Northern Moor – Cycle route via Chorlton Water Park.

Reason: To link Wythenshawe and West Didsbury and improve cycle access to Chorlton Water Park.

AREA 17 - EAST WYTHENSHAW

THE AREA

East Wythenshawe includes the residential areas of Northenden, part of Gatley, Sharston, Benchill, Peel Hall, Moss Nook and Woodhouse Park, together Manchester Airport. To the north of the area lies Northenden Village, a long established settlement with a Conservation Area at its heart. The remaining housing was mostly constructed during and since the 1930s and is mainly in Council ownership, although a significant number of private family houses and accommodation for elderly people has been built in recent years.

Approximately 44,200 people live in East Wythenshawe and the social characteristics of the population vary widely. In some parts there are severe social problems and pockets of very high unemployment.

The area contains the largest concentration of employment in Manchester outside the City Centre providing about 20,000 jobs. The main employment locations are the Airport, Wythenshawe Civic Centre and the Sharston Industrial Estate.

Wythenshawe Civic Centre is one of the largest shopping centres in South Manchester and acts as a focus for the Wythenshawe Community; it includes a bus station, an open air market and well-used community facilities including a library, theatre and swimming pool. Northenden also contains a substantial shopping centre and a local centre exists on Hollyhedge Road.

About one-third of East Wythenshawe lies within the Green Belt. This covers Manchester Airport and includes the Mersey Valley to the north of the area and the Bollin Valley to the south.

The former Ringway Local Plan provided the planning framework for the expansion of Manchester Airport up to 1995 and, where appropriate, has been incorporated into the Manchester Plan. After 1995, issues are raised about the expansion of the Airport beyond its present single runway/two terminal capacity. These issues have been considered by the Airport Company and are dealt with in a Development Strategy to 2005 published in 1993 and a planning application for a second runway has been made. The Airport proposals have been considered by the Council as the Local Planning Authority in terms of the adequacy of the Airport Operational Area as it is defined in the former Ringway Local Plan, and the implications of any expansion for land and nearby residents within the City. The application has been called in by the Secretary of State and has been the subject of a public inquiry. It is likely as a consequence that the Council will want to promote an early amendment to this Plan to deal with the outcome of this process.

GENERAL POLICY

EW1 In deciding its attitude to proposals in East Wythenshawe the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a. achieve the right balance between protecting its character as an attractive area in which to live and realising its potential in terms of its location for commercial development;
- b. protect and improve of the quality of both the built and the open environment;
- c. identify suitable sites for new commercial activities such as clubs, petrol filling stations, car repair garages and taxi- hire bases which, whilst offering essential services, can also cause residential disamenity. Here the Council is keen to ensure that all such activities are directed to appropriate sites. Sharston Industrial Estate is deemed particularly suitable, provided no significant adverse impact result from the choice of location on other economic and employment activities;
- d. promote and enhance existing recreation and leisure facilities to provide an increased range of activities which are attractive and accessible to all members of the community;
- e. protect the role of Wythenshawe Civic Centre as a major district shopping centre and promote its general modernisation and improvement;
- f. ensure a range of local shopping choice in convenient and accessible locations;
- g. improve public transport links, particularly by train, with the City Centre and other parts of the region;
- h. promote the development of Manchester Airport in a manner that is consistent with the achievement of high environmental standards, to enable the Airport to continue to play its full role in the economy and life of the conurbation and the region.

Reasons: This part of the City has many attractions as a place in which to live and work but there is a need for investment in environmental improvements, traffic management schemes, improved access for disabled people and for the protection of attractive features of the built and natural environment, such as remaining woodlands.

Within Northenden Conservation Area, measures will be considered to improve the management of through traffic and the quality of street furniture, including street lighting and street paving. In addition, the Council wishes to secure the development of vacant and derelict sites, in most cases for residential purposes.

There is a need for investment in existing and new housing in order to satisfy the needs of residents of East Wythenshawe by providing a wide range of housing choice. In particular, the Council will promote and implement a package of environmental improvements and improved community facilities for the Benchill area to complement housing modernisation and improvement initiatives in the area. The Council will also assess the existing incidental open spaces within Council housing areas with a view to developing small off-street car parking areas in consultation with local residents.

Wythenshawe is in a strategically important location. There is a need to capitalise on the commercial attractiveness of its proximity to Manchester Airport and the motorway network, whilst minimising impact on housing areas and important areas of open spaces. This issue is particularly relevant in relation to the growth of the Airport, and there is a need to strike a balance between the pressure for the Airport to expand and the need to respect the interests of surrounding residents and the natural environment. There is a need to identify suitable locations for low cost premises for starter businesses to promote employment opportunities suitable to the local workforce. The Council will encourage re-development, refurbishment and more productive use of premises in Sharston Industrial Estate to attract new investment into the area and to create more job opportunities.

Wythenshawe Civic Centre serves a large catchment area and it is vital to improve its attractiveness for investors and shoppers. In addition, basic local shopping provision to serve the daily shopping needs of, in particular, less mobile people, is in need of protection and improvement. This is especially important in areas of low car ownership like Benchill.

There is a need to protect the attractive natural landscape of the Mersey Valley whilst providing a wide range of recreational activities in order to meet the needs of different groups of people. The potential for the extension of the existing cycle and footpath network through East Wythenshawe will be investigated with the aim of providing safe and direct routes. This will apply particularly to the landscaped strip adjoining the M56 motorway and to land in the Bollin and Mersey valleys.

While bus links to surrounding areas (at least along the main roads) are reasonably good, Wythenshawe has no rail access. New stations on the Stockport-Altrincham line would bring a much-needed new facility to the area. Improving public transport provision within the area to the Airport Rail terminal will create a better link between East Wythenshawe and Manchester City Centre and beyond.

AREA POLICIES

ENVIRONMENTAL IMPROVEMENT AND PROTECTION

EW3 The Council will protect and encourage the positive management of existing areas of woodland in East Wythenshawe. This policy will apply to:-

- a) Homewood Road/Palatine Road, Northenden;
- b) Brownley Road;
- c) Round Wood, Sharston;
- d) Sharston Green Wood, Sharston;
- e) Big Wood, Sharston;
- f) Littlewood, Woodhouse Park;
- g) Hatchett's Wood, Woodhouse Park;
- h) Ash Wood, Woodhouse Park;
- i) Peter's Spinney, Benchill;
- j) Park Wood, Crossacres;
- k) Gorse Covert, Peel Hall;
- l) Rose Hill Wood, Northenden;

Reason: These woodland areas are a valuable recreational and educational resource which provide irreplaceable wildlife habitats. They will be individually managed in a manner which protects and builds upon their recreational, educational and wildlife role.

ECONOMIC DEVELOPMENT

EW8 Land immediately to the north of the Airport adjoining Woodhouse Park is allocated as one of the major strategic sites in the City for high technology industry.

Reason: Strategic Guidance requires the Greater Manchester Authorities to identify major sites for high-technology industry. The Woodhouse Park site is ideal for this purpose in terms of its size, its location in relation to the Airport and to the strategic highway network, and its attractive open setting. The site is thus capable of attracting high quality business uses which might otherwise not locate within the City or the conurbation.

A development brief will be prepared for the land which will consider the implications for traffic generation on the approach roads to the Airport, the impact on adjoining housing in Woodhouse Park and the incorporation of a generous high quality parkland setting. The development of the land will also accommodate the requirements of the Department of Transport for the construction of the western section of the M56 to A6(M) link road.

EW9 The following sites are allocated for Class B1 business development:-

- a) Sharston Green, Sharston;
- b) land at Styal Road, Irvin Drive, Moss Nook;
- c) Simonsway/Calve Croft Road, Woodhouse Park - Alternatively, this land would be appropriate for a mixed development of business and housing, or for housing only (see also EW/6);
- d) Altrincham Road, Sharston - western part of site of the former South Manchester High School.

Reason: Sites (a) and (b) have been granted planning permission in accordance with Council policy on the location of business development. Sites (c) and (d) are appropriate for business use. Development falling within Use Class B1 of the Town and Country Planning (Use Classes) Order 1987 is acceptable on all these sites.

EW11 The site currently occupied by Ferranti on Simonsway, Woodhouse Park, is allocated for business uses (Class B1), industrial purposes, ancillary warehousing purposes, and/or a hotel.

Reason: This large well-established industrial site has been occupied as offices, industrial and research accommodation. It is a prominent site in an attractive setting which enjoys close proximity to the Airport, to the M56 motorway and to the proposed M56-A6(M) link road. Redevelopment of the site for the stated uses would ensure it continues to make a valuable contribution to economic activity and employment in South Manchester particularly in Wythenshawe.

EW12 The Council will protect the role of the Sharston Industrial Estate as a centre for industrial activity and employment which is convenient and accessible to Wythenshawe people in particular. There is scope for new business (B1) developments on the estate but the emphasis should remain as general industrial and distribution activities.

Reason: The Estate is a valuable source of local employment. Its character and role needs to remain relevant to the needs of Wythenshawe people in particular.

EW13 The use and/or development of sites at Sharston Industrial Estate for Long-stay off-Airport car parking will not be permitted where proposals would involve a significant loss of land capable of attracting good quality employment generating industrial activity.

Reason: Further growth of off-Airport car parking within the Estate would reduce the employment potential of the Estate which would be detrimental to economic activity and employment activities in Wythenshawe generally.

SHOPPING AND COMMUNITY FACILITIES

EW14 The Council, in partnership with the private sector, will improve Wythenshawe Civic Centre. This will involve its refurbishment and, possibly, selective demolition and redevelopment.

Reason: Wythenshawe Civic Centre is a major social and economic asset which serves a large catchment area with a wide range of goods and services. However, its layout and appearance require upgrading to meet modern requirements. The Council wishes to ensure that it benefits from renewal in order to enhance its attractiveness for shoppers and to ensure that it can compete for investment with nearby centres. Particular emphasis will be given to improving the security of the Civic Centre, to enhancing the safety of the Centre for people at all times of the day and night, and to improving pedestrian accessibility into and around the Centre, particularly for those with restricted mobility and those accompanied by young children.

EW15 At Wythenshawe Civic Centre, the Council will permit a wider range of shops and community uses, further commercial developments and possibly residential, hotel and additional recreational uses.

Reason: A mix of uses would enhance the vitality of the Centre at varied times of the day and night, resulting in a more attractive and safer environment for all users. Potential for a range of types of development could capitalise on the proximity of the Civic Centre to the Airport.

LEISURE AND RECREATION

EW17 The Council will protect and make the best use of the existing public open spaces in East Wythenshawe by widening the range of activities they provide in order to meet the recreational needs of different groups of people. This policy applies particularly to:-

- a) land at Homewood Road;
- b) Peel Hall Park.

Reason: There is potential to widen the range of recreational opportunities within existing public open spaces in East Wythenshawe to make them more attractive and accessible for different groups of people. This is particularly important in respect of open land which is underused and can better meet the recreational needs of residents of surrounding areas.

THE AIRPORT

(The following policies EW20 to EW35, have been incorporated from the former Ringway Local Plan)

EW20 The future expansion of, and future development at, Manchester International Airport will take place within the Airport Operational Area, the boundary of which is defined on the Proposals Map. Such development is expected to include a new apron area, an extension to the existing passenger terminal and construction of a second, improved road and rail access, and improved general aviation, cargo and airport ancillary facilities.

Reason: Manchester Airport has been designated as the only International Gateway airport in England and Wales outside the South-East region and serves a catchment area which not only includes the North of England but also North Wales and the Midlands. The City Council considers it is essential to make adequate land available at the Airport in the vicinity of the existing runway and Airport buildings in order to accommodate further growth in both passenger and freight traffic and to ensure that the maximum use can be made of the existing runway. At the same time the City Council is seeking to ensure that no more land is safeguarded over and above that which is essential for the continued growth of the Airport. In October 1985 the former Airport Company published their "Development Strategy to 1995" which has been endorsed by the City Council. This document provides supplementary planning guidance for the implementation of development within the Operational Area. In summary, it is intended that a system of aircraft taxiways and hardstandings will be developed from the existing main runway in a north-westerly direction towards the M56 motorway. On the north-east side of this apron area, passenger facilities will be improved by the extension of the existing terminal building and ultimate construction of a second terminal building. These will be served by an improved highway system based upon extensive alterations to the M56 motorway spur and the construction of an Inter-City rail link from the

Manchester/Wilmslow (via Styal) line. To the north of the existing terminal building will be located development ancillary to the passenger terminals, including an hotel. The area north of Ringway Road will be reserved for firms which provide support services and facilities for passengers and/or Airport employees and car parking. On the south side of Ringway road, ultimately a new general aviation terminal will be developed. On the south-west side of the apron, the Airport Company intends to consolidate its freight-handling activities and other essential Airport development requiring an airfield location. A major air cargo terminal is being developed here; new aircraft maintenance and hangar facilities and other cargo-related facilities are also proposed. It is intended that a public road will be retained from Woodhouse Park to the A538 through the north-western part of the Operational Area.

EW21 A 'Major Developed Site' within the Green Belt has been identified at Manchester Airport and its boundary is shown on the Proposals Map. Infilling and re-development within the boundary of this site will be treated as appropriate development providing it meets the tests set out in Annex C of PPG2 (see below) and is in line with the development and uses set out below which are necessary for the operational efficiency and amenity of the Airport.

Airport development proposals which do not meet the above infilling or re-development criteria, but are in accord with the uses set out below in the Reason, will be subject to the test of very special circumstances as referenced in Part 1 Policy E2.1. The location of such Airport development proposals within the Major Developed Site will be a material consideration in determining whether very special circumstances exist. It must be demonstrated to the satisfaction of the Council that it is essential to the operational efficiency and amenity of the Airport that such development is located within the Major Developed Site and not outside of the Site. It must also be demonstrated that such development will assist in enhancing the economic vitality of the Region.

Reason: The Council is of the opinion that the size of the Major Developed Site, as defined on the Proposals Map, is no more than is necessary to accommodate the currently planned growth in passenger and freight traffic at the Airport. The Council is, therefore, seeking to ensure that this finite supply of land which is essential for the expansion of the Airport is not utilised for development which can reasonably be located elsewhere.

The Council considers that, in principle, the following developments and uses fall within this policy:

a) essential operational facilities on or adjacent to the airfield which include runways, taxiways and associated navigational aids, passenger and cargo handling facilities, paved aircraft stands, aircraft maintenance hangars, fuelling facilities, storage of aircraft fuel, aircraft washing plant, aircraft engine testing plant, general aviation facilities (for air taxi, helicopter and private use), vehicle washing, repair and maintenance facilities, facilities for the repair and maintenance of specialised plant and equipment, flight catering units, apron services buildings, emergency services buildings, essential staff car parking, security facilities, specialised staff training accommodation and operational accommodation;

b) cargo terminal facilities, which include warehouses for the storage of goods and livestock for distribution by air, bonded warehouses, associated accommodation for airline agencies, freight forwarders and Government agencies, administrative accommodation, staff catering, lorry parks, and vehicle refuelling and servicing facilities;

c) passenger terminal building and related facilities, which include public car parks, public transport facilities, administrative accommodation for airlines, handling agencies, tour operators and Government agencies, petrol filling and service stations, car rental facilities, staff and air passenger shopping facilities, and ancillary public viewing facilities;

- d) airport ancillary facilities, which include car rental, maintenance and storage facilities, hotel accommodation, and staff training and recreational facilities;
- e) roads, footways and public transport infrastructure;
- f) sewage and other waste disposal facilities;
- g) landscaping works, including strategic tree planting and earth mounding; and
- h) staff car parking, within a policy context of reducing car trips to and from the Airport, where the intention is to relocate staff car parking to appropriate sites so that a time penalty is introduced for such journeys.

Manchester Airport is located within the Green Belt. Its growth has always been regarded in a special way. The Airport is playing an increasingly important role in the economy and life both of the City and the wider region, particularly as it expands its range of services and facilities. It is a major employer in its own right as well as being a major public transport facility. It supports many more jobs away from the Airport and is an important part of initiatives to attract investment and tourism.

The City Council is committed to enhancing the Airport's status as the major international airport serving northern England because of the benefits this will bring to Manchester and the north west region as a whole. The Council will therefore look favourably in principle on further development related to the operational efficiency and amenity of the Airport. Policies elsewhere in the Plan (I1.1, I1.2 and I1.8) stress the importance of Manchester Airport in terms of economic development in the City.

Because the Airport is situated in the Green Belt, the protection of its openness is very important. It is highly desirable that encroachment on that openness is minimised and that every opportunity is taken to retain attractive landscapes and enhance landscape quality within it. The City Council will expect a very high standard of landscaping with respect to any development at the Airport.

The City Council will seek high environmental standards in the operation of further development of the Airport. Development at the Airport has been successfully carried out within a green belt context since 1984 (when the Green Belt Subject Plan was adopted) because of the very special circumstances set out above, and these circumstances will support future airport related development within the green belt.

This Policy must be read in conjunction with Policy E2.1 given Manchester Airport's location within the Green Belt. The City Council will require any development within the 'Major Developed Site' to be in accordance with both policies.

Tests for infilling and redevelopment set out in Annex C of PPG2 which will apply within the 'major developed site':

Infilling should -

- (a) have no greater impact on the purposes of including land in the Green Belt than the existing development;
- (b) not exceed the height of the existing buildings; and
- (c) not lead to a major increase in the developed proportion of the site.

Redevelopment should -

- (a) have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less;
- (b) contribute to the achievement of the objectives for the use of land in Green Belts;
- (c) not exceed the height of the existing buildings;

(d) not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity).

EW23 The Council will seek to minimise the visual impact of areas of vehicles parking within the Operational Area.

Reason: The Council is concerned about the detrimental visual effect which could be caused by extensive areas of surface car parking or by large multistorey car parks on the open and attractive setting of the Airport. Therefore, in considering applications for development relating to the provision of new car parking areas or improvement of existing car parking areas, the Council give careful consideration to factors such as scale, location, prominence, and landscaping.

EW24 The Council will seek to ensure that a high standard of landscaping is provided throughout the Operational Area. The following locations within the Operational Area are considered to be of particular importance:-

- a) land along the perimeter of the Operational Area;
- b) Land alongside principal access routes into the Airport including areas adjoining proposed new roads to the north of the M56 motorway spur;
- c) land adjoining the existing and proposed passenger terminals; and
- d) land in the vicinity of existing residential properties.

Reason: The Council is concerned that the physical appearance of future development at the Airport should reflect its prestigious International Gateway status and its location within and adjacent to the Green Belt south of the conurbation.

Therefore, it is considered important that the setting both of the Airport overall and of individual developments be designed to complement its attractiveness as a major public transport facility within a rural setting. In particular the Council will consider carefully any proposals for development or landscaping which affect land within the Operational Area which is visually prominent to air passengers and other users of the Airport, land which is adjacent to areas of visual and natural importance, and along the northern perimeter of the Airport Operational Area where it is close to existing residential properties. In this last case the Council will particularly seek the provision of generous and effective landscaping along Ringway Road West and the proposed adjoining rail link. Quite clearly, however, it may be necessary to limit the amount and type of planting in certain parts of the Operational Area in the overriding interests of aviation safety and airport security.

A landscape strategy has been prepared as part of the Airport Development Strategy to 1995 and will be used as supplementary planning guidance in preparing schemes for development within the Operational Area.

EW25 In considering applications for development within the Operational Area, the Council will require a high standard of design which reflects the prestigious nature of an International Gateway Airport and its location within and adjacent to the Greater Manchester Green Belt.

Reason: The Council is concerned to ensure that further developments within the incorporated Ringway Plan area enhance the attractiveness of the Airport in its rural setting.

EW26 In the case of properties located within the Operational Area but which are used for purposes which are not necessary for the operational efficiency and amenity of the Airport, the Council will be prepared in principle to permit minor extensions or alterations where it can be demonstrated to its satisfaction that the extension or alteration would be unlikely to result in material intensification of the use of the property.

Reason: When considering applications for the extension of residential properties, the Council will be willing in principle to permit those which do not involve a significant increase in the size of the dwelling. Extensions which are comparable in scale with a new dwelling unit will be refused.

EW27 The land bounded by the built-up areas of Woodhouse Park, by the residential properties on the west side of Selstead Road and Bailey Lane, by Thorley Lane, by the northern boundary of the Airport Operational Area, and by the M56 motorway spur, including Painswick Park but excluding the Woodhouse Park allotments and the Thorley Lane diversion, will be allocated for public open space purposes.

Reason: Painswick Park and the adjoining areas of public open space provide a valuable recreational facility for the residents of Woodhouse Park and it is intended that these areas shall be retained in their existing use. Much of the land to the west of the Painswick Park playing fields is in active agricultural use. However, the land in agricultural use will be critically affected by improvements to the M56 motorway spur, required to serve Airport developments, and by the proposed diversion of Thorley Lane. It is considered that the remaining unaffected agricultural land would have minimal value for agricultural purposes and would be better utilised for public open space purposes as an extension of Painswick Park.

EW28 The allotments to the south of Bleasdale Road and Highnam Walk will be retained for allotment purposes.

Reason: The Woodhouse Park allotments provide a valuable recreational facility for the residents of Woodhouse Park and it is intended that this area shall be retained in its existing use. The Council will review the demand for allotments as appropriate with the aim of providing more in this area if requisite and feasible.

EW29 Land will be reserved for the construction of a new road between Bailey Lane and Thorley Lane at a point west of its junction with Hasty Lane to replace part of Thorley Lane. This road will be landscaped to minimise its visual impact upon residents of the surrounding areas.

Reason: Major improvements to the M56 motorway spur will be required to serve the expansion of Airport facilities, particularly the construction of a second passenger terminal. These improvements will utilise the Thorley Lane bridge over the M56 motorway spur and it will be necessary to segregate Airport traffic from other users of Thorley Lane. It is considered essential to retain a public highway link between Woodhouse Park and the A538 Wilmslow to Altrincham Road in order to cater for traffic unable to use the motorway and for other local traffic unrelated to the Airport. In order that this proposal will not prejudice the development of land within the Operational Area for Airport purposes, it is considered that the most appropriate alignment will be suitably landscaped to protect the amenity of residents of nearby properties in Woodhouse Park.

EW30 The Council will:-

- a) take into account the needs of pedestrians and cyclists in considering all proposals for development, including the design of highway and traffic management schemes;
- b) seek to create and improve safe and attractive pedestrian and cycle routes linking residential areas with employment areas at the Airport and elsewhere and with recreational facilities, including the Bollin Valley, in particular it will seek:-
 - i) to ensure that pedestrian and cyclists have safe and convenient access between Woodhouse Park and employment areas at the Airport; and
 - ii) to safeguard a safe and attractive pedestrian and cycle route from Wythenshawe to the Bollin Valley between the M56 motorway and the Airport security fence.
- c) seek to ensure the provision of adequate alternative routes when footpaths and other rights of way are necessarily affected by approved developments.

Reason: The Council has recognised the growing importance of cycling as a mode of transport for both journey to work and recreation and has established a long term objective of creating a

network of safe cycle routes throughout the City. It has also adopted the aims of improving conditions for cyclists, of making cycling safer and more enjoyable, and encouraging greater use of cycles. As the expansion of the Airport takes place it wishes to protect the interest of the cyclist and to ensure the introduction of schemes to facilitate cycling as a mode of transport. It is aware of the continuing need to provide pedestrian routes between the residential areas of Wythenshawe and employment areas at the Airport, and between the former and the network of recreational footpaths within the Bollin Valley. It also recognises the need to cater for easy pedestrian movement within the Airport Operational Area itself for workers and visitors. A number of statutory public footpaths and other public rights of way exist within the former Ringway Local Plan area and may be affected by development in accordance with other proposals within the Plan. The Council wishes to retain these routes as far as is possible. However, it is accepted that unrestricted pedestrian movement will not be appropriate within the secure area of the Airport, which will necessarily be extended as development proceeds.

EW31 The boundary on the Proposals Map defines the extent of the Bollin Valley. Within the boundary, the Council will seek to conserve and improve the Bollin Valley with a view to realising its potential for recreational and leisure activities and will seek to ensure that conflicts between open Land uses, particularly recreation and agriculture, are minimised.

Reason: The Bollin Valley is a highly attractive area of predominantly good quality agricultural land, recreational and leisure potential and of special landscape value. There is a need to ensure that conflicts between open land uses, particularly recreation and agriculture, are minimised. The Council will conserve and improve the Valley with a view to realising its potential for recreational and leisure activities.

The Council considers that all the land within the incorporated former Ringway Local Plan area which lies to the south of the M56 motorway and to the west and south of the Airport Operational Area, and which, in addition, includes the site of the proposed viewing area at Oversley Ford and the embankments to the south-eastern end of the main Airport Operational Area, is of high visual and environmental quality and enhances the attractiveness of the immediate environs of the River Bollin. In addition, this area has been traditionally used for informal countryside recreational purposes and has potential for further recreational and leisure use through conservation and other appropriate improvements. The implementation of these conservation measures and other appropriate improvements are co-ordinated by the Bollin Valley Project, a countryside management project which is jointly financed and administered by the local authorities within whose jurisdiction the Valley lies. The work is mainly aimed at:-

- a) reconciling conflicts between land uses and rural activities, e.g. farming and recreation;
- b) providing rural enhancement schemes;
- c) encouraging and managing public access to the Valley; and
- d) husbanding the resources of the Valley through a warden service.

EW32 In considering applications for development within the area defined in EW31, the Council will have special regard to the design, siting, and landscaping of the proposed development which should reflect the importance of the Bollin Valley as an area of special landscape value. Any development which in the opinion of the Council is not sympathetic to its setting or is unduly intrusive will not normally be permitted.

Reason: This area is of high landscape value and special interest and merits protection described.

EW33 Planning permission will not normally be granted for development within or adjacent to Sites of Special Scientific Interest or Grade A sites of biological importance as defined by the former County Council which would adversely affect the ecology of the site(s) concerned.

Reason: There will be a presumption against development on, or close enough to affect, Sites of Special Scientific Interest and Areas of Biological Interest which have been identified as a

national or county/regional importance and where the Council have been notified to this effect by the Nature Conservancy Council.

Cotterill Clough is a Site of Special Scientific Interest notified under the 1981 Wildlife and Countryside Act and has been identified by the former County Council as a Grade A site of biological importance of Countrywide significance. It is also a managed nature reserve. Sunbank Wood is a Grade A site of biological importance.

EW34 The Council will seek to ensure that the ecology of other sites of biological importance is not adversely affected by development proposals.

Reason: The Council considers that other sites which have been identified by the former County Council or the Nature Conservancy Council as being of biological importance should be afforded the protection described in Proposal EW33 because of their District-wide or local significance. This proposal shall apply to the Grade B site of biological importance at Double Wood, the Grade C site of biological importance at Wilmslow Road/Mill Lane, and any other sites of biological importance which may be subsequently identified.

EW35 In considering applications for the extension or alteration of Listed buildings within the former Ringway Local Plan area, the Council will have particular regard to the need to safeguard their particular historic character and architectural qualities. In considering applications for changes of use of these properties, particular importance will be placed upon the need to ensure their continued active use.

Reason: The Council feels that a major aim in considering proposals for the future of listed buildings is to ensure their continuing and active use and the protection of their particular character.

The listed buildings which lie within the former Ringway Local Plan area are as follows:-

- a) Moss House, Bailey Lane *Grade II **
- b) Old Thatch (formerly Rose Cottage), Ringway Road *Grade II*
- c) Yew Tree House, Sunbank Lane *Grade II*
- d) Buckhall, Four Seasons Hotel, Wilmslow Road *Grade II*
- e) Rose Cottage, Hasty Lane *Grade II*
- f) Ridgeways Farmhouse, Hasty Lane *Grade II*
- g) Nos. 1 and 2 Haletop Farm, Thorley Lane *Grade II*
- h) Cloughbank Farmhouse, Wilmslow Road *Grade II*

THE MERSEY VALLEY

The following policies have been incorporated from the former Mersey Valley Local Plan. Policies which apply to the whole of the Valley can be found in Area 13.

EW36 Lagoon south of M63 motorway (Loonts Lake) - Development for nature conservation

Reason: The water will be protected for its value to wildlife.

EW37 Woodland at Rose Hill, Royle Green - Protection and improvement of woodland.

Reason: This attractive stretch of woodland will benefit from improved management.

EW38 Land off Ford Lane, Northenden - Acquisition and provision for informal public open space, linked to the riverside.

Reason: As part of a series of improvements near the riverside at Northenden.

EW39 From Royle Green to the south bank of the Mersey - Footpath.

Reason: To link Millgate Fields, Didsbury to Royle Green.

EW40 Ford Lane to Palatine Road, Northenden Landscaped riverside footpath.

Reason: To improve access along the south bank of the river with links into land off Ford Lane (see EW38).

EW41 North bank of the Mersey, from Galleon Pool to Palatine Road, Didsbury - Bridleway.

Reason: To link with bridleways proposed in the Valley near Stockport.

CITYWIDE DEVELOPMENT CONTROL POLICIES

DEVELOPMENT CONTROL POLICIES - GENERAL STATEMENT

In addition to the policies set out in Part 1 of the Plan, and those contained within the 17 area statements, the Council will, as appropriate, apply detailed development control policies in relation to the following:-

1. Residential extensions
2. Rest homes and nursing homes (Class 2)
3. Houses in multiple occupation
4. Bed and Breakfast establishments
5. Flat conversions
6. Housing proposals on "backland" sites
7. New housing development
8. Working from home
9. New Commercial and Industrial Development (Access for disabled people)
10. Food and Drink uses
11. Amusement Centres
12. Commercial uses above shopping frontages
13. Non-retail uses in Shopping Areas
14. Shop fronts and related signs
15. Advertisements, hoardings and posters
16. Street Landscapes
17. Telecommunications
18. Conservation Areas
19. Listed Buildings
20. Archaeology
21. Flood risk areas
22. Footpath protection
23. Petrol filling stations
24. Taxi and Private car hire establishments.
25. Day nurseries
26. Development and Noise
27. Waste Treatment and Disposal
28. Minerals

These development control policies may be supplemented from time to time with more detailed guidance for those applying for planning permission. These will not, in a legal sense, form a part of the Plan but, where they are prepared, the Council will have regard to them when considering whether to grant planning permission.

1. RESIDENTIAL EXTENSIONS

DC1.1 In determining planning applications for extensions to residential properties, the Council will have regard to:

- a. the general character of the property;
- b. the effect upon the amenity of neighbouring occupiers;
- c. the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. the overall appearance of the proposal in the street-scene;
- e. the effect of the loss of any on-site carparking.

DC1.2 Extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. they are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);
- b. they do not create an undue loss of sunlight, daylight or privacy;
- c. they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details;
- d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.4 In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
- b. the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

As a guide, and without prejudice to the generality of this policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this policy.

Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

DC1.5 The Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.

DC1.6 For the avoidance of doubt, policies DC1.1 to DC1.4 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

Reasons: Many people prefer to extend their existing homes rather than move, and the planning system needs to accommodate this demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. The Council is not generally in favour of dealing with this issue by laying down firm rules about home extensions; the policy therefore allows each case to be looked at on its individual merits, having regard to a range of criteria.

2. RESTHOMES AND NURSING HOMES (CLASS C2)

DC2.1 In determining planning applications for rest homes, nursing homes and other uses within Class C2 of the Use Classes Order, the Council will have regard to:

- a. the effect of the operation of the business on the amenity of neighbouring residents;

- b. the standard of accommodation for the intended occupiers of the premises, including the availability of private outdoor amenity space;
- c. the effect of the proposals on visual amenity;
- d. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- e. the ease of access for all, including disabled people;
- f. the desirability of avoiding an over-concentration of special needs or housing in any one area of the City; and
- g. the desirability of broadly maintaining the existing character of a residential street or group of adjoining streets.

DC2a.1 Planning permission will be refused when it cannot be demonstrated that development proposals will contribute to the achievement of the following objectives for the City's local communities:

- (i) to ensure a more even spread of "special needs" accommodation within local areas and across the City as a whole, in order to encourage provision closer to where needs arise and avoid the need for people to move from their local community to find the accommodation they require;
- (ii) to ensure the protection of the residential character and amenity of family housing within established communities;
- (iii) to avoid the unnecessary loss of the bigger dwelling houses available for larger and extended families;
- (iv) to help local communities accommodate a range of special needs without the risk of social stress;
- (v) to avoid stigmatising a particular neighbourhood or a particular type of accommodation;
- (vi) to create and retain a positive perception of all areas of the City as a contribution towards the goal of maintaining stable and self-sustaining communities;
- (vii) to attempt to sustain the vitality and viability of local economies, by encouraging a wide diversity of social groups to live within all parts of the City;
- (viii) to avoid creating disproportionate stress on local services, such as health and education; and
- (ix) to avoid additional pressure on primary and secondary health care provision in parts of the City where there are already identified concerns about adequacy of services.

REASON (for DC2.1 & Dc2a.1)

The reasons for this policy are set out in Part 1 strategic city-wide policy H1.5. In addition, it is important that the diversity of the housing stock is maintained at the local level, and that the quality of the residential environment is protected. The Council wishes to ensure that there are no areas of the City which, because of the nature of local activities and amenities, or because of the quality of the physical environment, are viewed negatively by those who already live there, or

who might consider living there. An SPG providing further guidance is available, entitled "Special Needs And Supported Housing".

DC2b.1 In deciding whether or not to grant planning permission for the kinds of housing accommodation described in the above proposed strategic city-wide policy the Council, in consultation with other competent agencies, will from time to time assess whether or not localised parts of the City have already reached their effective capacity to accommodate further special housing needs, in the terms set out above.

In addition to the social and economic criteria set out above, the Council will only grant planning permission for special needs housing proposals where it can be demonstrated that the proposals will not have an adverse impact on the character of the street or the locality in respect of:

- (i) displays of signs and notices;
- (ii) additional car parking space involving the loss of mature trees and landscaping, especially in front gardens;
- (iii) design of vehicular cross-overs to parking spaces in front gardens;
- (iv) provision of external fire escapes and lift shafts;
- (v) positioning of paladin bins;
- (vi) construction of links between what would otherwise be separate dwelling houses;
- (vii) additional comings and goings from officials and professional visitors;
- (viii) more intensive use of upper floors, which become main living accommodation. This can reduce privacy to adjoining gardens and lead to noise transmission problems through party walls; and
- (ix) the quality and maintenance of external areas.

REASON (Dc2b.1)

The reasons for this policy are set out in Part 1 strategic city-wide policy H1.5. This policy lists a range of physical characteristics which, experience shows, are commonly associated with the more specialised kind of accommodation. Where the Council considers that the principle of an application for a special needs or supported housing scheme is acceptable, attention will be given to these visual and local amenity considerations in order that the quality of the physical environment for all local residents is protected. An SPG providing further guidance is available, entitled "Special Needs And Supported Housing".

DC2.2 There will be a general presumption in favour of Class C2 uses within residential areas, subject to other relevant policies of the Plan.

DC2.3 Notwithstanding policy DC2.2, the Council will require any development in this category to:

- a. meet the Council's current approved accommodation standards for developments of this kind;
- b. provide usable external amenity space.

Reasons: There is a continuing and growing need for this kind of accommodation. Homes should be integrated wherever possible into the established residential areas of the City, where their residents can expect reasonable access to local services. The Council has, however, had experience of attempts being made to overdevelop some sites for these purposes, resulting in

poor standards of internal or external accommodation, or unacceptable loss of amenities to neighbours. The policy is designed to ensure that these factors are taken into account.

3. HOUSES IN MULTIPLE OCCUPATION

DC3.1 In determining planning applications for Houses in Multiple Occupation (HMOs), that is to say, the housing of unrelated persons living in a single property where no board or care is provided, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. the availability and suitability of outdoor amenity space;
- c. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- and
- d. ease of access for all, including disabled people.

DC3.2 There will be a general presumption in favour of HMOs within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan.

DC3.3 Notwithstanding policy DC3.2, the Council will require developments in this category to provide:

- a. an adequate standard of internal accommodation for intended residents;
- b. adequate private outdoor amenity space;
- c. satisfactory refuse storage and collection facilities.

Reasons: A City like Manchester needs to provide for the needs of people who are unable to afford their own homes, or who prefer to live in shared accommodation. Planning policies should be geared to ensuring that physical standards are acceptable, both inside and outside the property.

4. BED & BREAKFAST ESTABLISHMENTS (CLASS C1)

DC4.1 In determining planning applications for developments involving the use of the premises for bed and breakfast accommodation (Class C1), the Council will have regard to:

- a. the general location of the proposed development;
- b. the effect on the amenity of neighbouring residents;
- c. the standard of the accommodation for the intended occupiers of the premises;
- d. adequate private outdoor amenity space;
- e. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- f. the ease of access for all, including disabled people;
- g. the desirability of avoiding an over-concentration of special needs or housing in any one area of the City; and
- h. the desirability of broadly maintaining the existing character of a residential street or group of adjoining streets.

DC4.2 The Council will normally accept the principle of developments of this kind in residential areas, in commercial areas, and on main road frontages, subject to other relevant policies of the Plan.

DC4.3 Notwithstanding policy DC4.2, the Council will require any developments in this category to provide:

- a. accommodation to the Council's current approved standards for developments of this kind;
- b. adequate usable external amenity space;
- c. satisfactory refuse storage and collection facilities;
- d. satisfactory communal facilities for residents.

DC4.4 In determining applications of this kind, the Council will normally seek to limit the use within Class C1 to bed and breakfast establishments only, except where satisfactory off-street car parking can be provided in accordance with the Council's current guidelines for hotels and guest houses, and where the Council is satisfied that these more commercial activities will not adversely affect local amenity.

Reasons: There appears to be a growing need for short-term, inexpensive accommodation of this kind, and the Council accepts that they can in most circumstances appropriately be located within residential areas, subject to being satisfied about the overall standard of the development proposed. The proposal to limit, in certain circumstances, the effect of Use Class C1 (Hotels and Hostels) is designed to protect residential areas from larger-scale commercial activities.

5. FLAT CONVERSIONS

DC5.1 In determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 There will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 Notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 In determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Reasons: Many larger, older properties in the City are suitable for conversion into flats, and this is often a good way of preserving attractive buildings which are no longer economical for use as single family dwellings or as commercial property. Nonetheless, the Council will look at all the factors set out in policy DC5.11 to ensure that the standards of accommodation are satisfactory for the people who would be living in the flats, and also that there is no unacceptable impact on occupiers of neighbouring property, or on the character of the area. A particular issue which the Council will take into account is the effect of providing for the car, especially where local streets are already heavily congested, or where on-site parking can only be achieved by removing trees, gardens, walls etc., with potentially harmful effects on the overall street-scene.

6. HOUSING ON "BACKLAND" SITES

DC6.1 The Council will not normally grant consent for residential development on "backland" sites, that is, sites with limited access to a road because they are surrounded by housing or other uses.

DC6.2 Development will not be permitted unless:

- a. there is no loss of privacy to adjoining dwellings and associated rear gardens;
- b. access and parking arrangements do not significantly increase noise and disturbance for occupiers of existing adjoining dwellings;
- c. the scale and design of the development is compatible with the character of buildings in the surrounding area;
- d. there is sufficient space between the proposed and existing dwellings to avoid problems of significant overshadowing or of over-dominant appearance affecting either the existing or the proposed dwellings;
- e. the proposal does not involve the loss of important trees or other natural features of high amenity value or the loss of locally important wildlife habitats;
- f. the proposed and existing dwellings retain adequate levels of private amenity space; and
- g. in the case of development within a Conservation Area, in particular, the built form and the surrounding spaces maintain or enhance the character of the area.

Reasons: Some pieces of land with apparent development potential are surrounded by existing buildings (usually houses), and only have very limited access to a road. Experience shows that these sites are often very difficult to develop in a way which avoids a serious impact on neighbouring residents. All the tests set out in the policy would be applied before planning permission could be considered.

7. NEW HOUSING DEVELOPMENT

DC7.1 The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Reasons: The Council wishes to ensure that disabled people have access to new developments so that they are not disadvantaged. As part of this, the Council wishes to see new housing designed in such a way as to provide access to disabled people wherever this is possible. This policy is not about the provision of housing for disabled people (this is covered by policy H1.2) but about access to new houses for disabled people as visitors. Details of the Council's guidelines are set out in a booklet "Designing for Everyone". The Council wishes to ensure that children have safe areas in which to play. It will therefore ensure that this issue is fully taken into account in the design of schemes containing family housing.

LARGE BUILDINGS OF HISTORIC AND/OR ARCHITECTURAL INTEREST

DC7a.1 The re-development of large buildings of local historic/architectural interest in extensive grounds will only be permitted where there is no loss to the visual character and amenity value of the site, nor to the visual quality and interest of the local area.

REASON

Much of the existing quality of the City's urban environment derives from large houses and other buildings which have historic and architectural merit but are neither listed nor in a conservation area and therefore their retention cannot be guaranteed. Often these buildings are surrounded by gardens or landscaped areas which make a significant contribution to the character of the surrounding area in visual amenity or nature conservation terms. As part of the continuing process of urban renewal, particularly in established residential areas, these buildings and sites are often targeted for redevelopment normally for higher density schemes with greater site coverage by buildings. The Council is not generally opposed to the principle of such schemes which can often help to re-introduce life and vitality to, and re-population of, the City. However, the Council believes that re-development schemes which are brought forward for sites containing buildings of historic and/or architectural merit should be considered in the light of the contribution that the buildings and their grounds already make to the local environment and the impact of any new or replacement buildings upon visual amenity and residential amenity.

8. WORKING FROM HOME

DC8.1 In determining planning applications for developments involving working from home, the Council will have regard to:

- a. the nature and extent of the work;
- b. the effect on the amenity of adjoining occupiers, particularly in relation to hours of use, and problems of noise and vibration;
- c. anticipated levels of traffic generation; and
- d. the storage of refuse and collection of waste.

DC8.2 There will be a general presumption in favour of this type of use within residential areas, subject to the other policies in the plan designed to safeguard the interest of adjoining occupiers.

DC8.3 Notwithstanding policy DCS.2, the Council will refuse planning permission for any development in this category which would be likely to cause unreasonable loss of amenity to neighbouring occupiers by virtue of the character and duration of activity on the site.

DC8.4 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may cover:

- a. hours of working;
- b. restrictions on the nature and location of equipment;
- c. the need for sound insulation.

(NOTE: For the avoidance of doubt, planning permission for this kind of activity would only be needed if a material change of use is involved. This is a matter of fact and degree, advice on which is available from the Planning Department).

Reasons:

The Council recognises the contribution to personal incomes, and to the local economy generally, which can be made by working from home. So long as the activities themselves produce no significant detriment to the amenity of neighbours, and remain clearly ancillary to the main residential use, the Council does not intend to use the planning system unreasonably to inhibit minor changes of use of this kind. In certain circumstances, it might be appropriate to grant "personal" consents.

9. NEW COMMERCIAL AND INDUSTRIAL DEVELOPMENT - ACCESS FOR DISABLED PEOPLE

DC9.1 The Council will require all new commercial and industrial buildings and the environments in which they are set, including car parking areas, to meet high standards of accessibility for disabled people. This requirement will also apply to development which involves the adaptation of existing buildings unless practical considerations dictate otherwise.

Reason: The Council wishes to ensure that disabled people have access to a full range of employment opportunities. Detailed guidance on provision for the disabled people is set out in the Council's booklet "Designing for Everybody".

10. FOOD AND DRINK USES

DC10.1 In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

- a. the general location of the proposed development, including any reference to the area in other policies in the Plan;
- b. the effect on the amenity of neighbouring residents;
- c. the availability of safe and convenient arrangements for car parking and servicing;
- d. ease of access for all, including disabled people; and
- e. the storage and collection of refuse and litter.

DC10.2 The Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices.

DC10.3 Development will not normally be permitted where:

- a. it is proposed outside the general locations mentioned above, or
- b. there is a house or flat on the ground floor next to the proposed business, or only separated from it by a narrow street or alleyway.

DC10.4 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.

DC10.5 The Council will consider on their individual merits proposals for larger, free-standing restaurants, public houses, clubs etc. which require a main road location and do not clearly meet the locational criteria set out in policy.

Reasons :-

There has been a major growth in "eating out", and in the use of hot food take-aways, in recent years. This is a social trend which appears likely to continue, and the Council does not think it is a function of the planning system to seek to influence changes in social behaviour of this kind one way or the other. Nonetheless, there are many problems with food and drink uses - particularly arising from the associated vehicular traffic, litter and noise which many of them can generate. This can be a particular issue in a densely built-up city such as Manchester. Such uses can also create problems for the operation of buses. A balance therefore needs to be struck.

The policy seeks to maintain the long-established view of the Council that these uses are best located in existing commercial areas, and that the range of conditions to be attached to any planning permission needs very closely to reflect the specific circumstances on the ground - particularly the effect on people who live close by the site.

The reference in policy DC10.2 to local shopping parades of more than 8 units carries forward a convention which has been in use in the City for a number of years, and which has become well-established and understood as a reasonable threshold for the purposes of development control.

11. AMUSEMENT CENTRES

DC11.1 In determining planning applications for developments involving the change of use or erection of buildings for amusement centres, the Council will have regard to:

- a. the general location of the proposed development;
- b. the effect on the occupiers of nearby properties;
- c. ease of access for all, including disabled people;
- d. the effect on the historical or architectural character of the property, particularly in the City Centre.

DC11.2 The Council will normally accept the principle of amusement centres in the shopping and entertainment areas of the City Centre except where they would adversely affect the historic or architectural character of properties.

DC11.3 The Council will normally accept the principle of amusement centres in the following shopping centres:

- a. Where amusement-only machines are involved, including electronic or video games - Cheetham Hill, Longsight, Chorlton, Wythenshawe, and Levenshulme.
- b. Where prize machines only are involved - Cheetham Hill, Moss Side, Chorlton, Moston Lane, Didsbury, Newton Heath, Gorton, Northenden, Harpurhey, Rusholme, Higher Openshaw, Withington, Levenshulme, Wythenshawe, and Longsight.

DC11.4 Notwithstanding policy DC11.3, the Council will refuse planning permission for any amusement centre which would, in its opinion, be likely to cause unreasonable disamenity to people living nearby, or would be likely to have a seriously detrimental effect on the character of any building.

DC11.5 Developments of both kinds of amusement centres will not normally be permitted where they are proposed outside the general locations mentioned above.

DC11.6 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the character of the area and the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, soundproofing of the building, retention of a shop front and window display and a restriction of the type of activity, for example Prize Bingo, which will be permitted.

Reasons :-

So far as their planning implications are concerned, these activities are generally acceptable in the main commercial centres of the City, but not outside them. Even in these locations, however, there may be circumstances in which it would not be appropriate to grant permission, for example, where these would be a seriously detrimental impact on nearby homes, or on the character of an historic area of the City, or on the appearance of an important building. The distinction between the two kinds of amusement centre machines reflects Government advice. The Council considers that the "amusement-only" machines are more appropriately confined to the five larger district centres specified in policy DC11.5a. The impact of each proposal will be assessed on its individual merits, and conditions will be applied in a way which reflects the particular circumstances on the ground.

12.COMMERCIAL USES ABOVE SHOPPING FRONTAGES

DC12.1 In determining planning applications for commercial uses above shopping frontages the Council will have regard to:

- a. the general location of the proposed development;
- b. the effect on the amenity of neighbouring residents;
- c. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- d. the desirability of achieving easy access for all, including disabled people; and
- e. the need to provide adequately for the storage and collection of refuse.

DC12.2 The Council will normally accept the principle of developments of this kind in the City Centre, in industrial and commercial areas, in district shopping centres, in local shopping parades and in main road locations.

DC12.3 Developments of this kind will normally be permitted subject to:

- a. their being within the general locations mentioned above;
- b. their not being in a primarily residential street;
- c. their not involving the loss of good quality residential accommodation.

DC12.4 Where having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitation on the hours of use and the need to deal satisfactorily with noise.

Reasons :-

The Council wishes to encourage the use of vacant or under-occupied floorspace generally in the City, and particularly on the upper floors of shopping streets. While recognising that there are often physical difficulties to be overcome in exploiting these assets, the Council also intends to have regard to the external impact of any proposals it receives. The policy sets out the factors which will be taken into account.

13. NON-RETAIL USES IN SHOPPING AREAS

DC13.1 In determining applications for non-retail uses in shopping areas (excluding the City Centre) the Council will have regard to:

- a. the contribution of the proposed activity to the viability and vitality of the shopping area;
- b. the contribution the proposed development would make in terms of urban regeneration;
- c. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- d. the effect of the proposed development on the street scene; and
- e. the balance between retail and non-retail uses in the shopping area.

Reasons:

The Council does not wish to restrict the ability of shopping centres to adapt to continuing changes in the retail field and actively promotes the virtues of centres as locations for all manner of facilities, from traditional shops to banks and community facilities. Related uses in a shopping centre contribute to the variety of facilities in the centre increasing its attractiveness and will not generally be discouraged. The promotion of mixed uses is also consistent with the Council's objectives in relation to sustainable development. The Council, however, does not wish to see the role of these centres as shopping centres undermined by the growth of non-retail uses and will keep the situation under review. If it becomes necessary, it will publish supplementary planning guidance setting out further policies for particular centres where it is felt that a more restrictive approach is appropriate. Separate policies apply in the City Centre and in relation to food and drink uses and amusement centres.

14.SHOP FRONTS AND RELATED SIGNS

This policy applies to all retail premises and to other commercial premises which have similar physical characteristics e.g. betting shops, banks, building society offices, opticians premises etc.

DC14.1 In determining applications relating to these premises for shop fronts, security grilles, advertisement signs, canopies and awnings, the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings, of adjoining shopfronts, where appropriate, and of the area within which the premises are located.

DC14.2 Shopfronts should allow full access for people whose mobility is impaired. The only exceptions which the Council will normally permit are where the cost is unreasonably high or where there are particularly difficult physical constraints, or where the architectural character of a listed building would be damaged.

DC14.3 Externally mounted security grilles or shutters will not normally be permitted if they are of solid construction.

DC14.4 In cases where externally mounted security grilles or shutters are considered acceptable, the boxes housing the grille or shutter should wherever possible be located behind the fascia.

DC14.5 The Advertisement Regulations require that applications for shop signs be considered only in the interests of amenity and public safety. In determining such applications, the Council will adopt the following policies:

A. In the interests of amenity,

- a. signs should not normally be positioned other than at fascia level;
- b. signs should respect the architectural form of buildings and shop frontages;
- c. where no obvious fascia level exists, signs above shopfronts should be in keeping with the scale of the frontage of the building and in particular should not fill the gap between ground floor shop windows and first floor windows;
- d. projecting box signs, or any other type of sign which projects significantly beyond the shopfront, should line up with the associated fascia board. Where this is not the case, such proposals will not be permitted;
- e. the Council will normally permit only one projecting box sign for each shop unit. On listed buildings and on buildings within Conservation Areas, signs consisting of individually mounted letters will be preferred to box fascia signs;
- f. fixed canopies mounted above fascia level or which obscure the fascia or shopfront will not normally be permitted, unless within a structural opening;
- g. long canopies which ignore the architectural form of frontages will not normally be permitted.

B. In the interests of public safety,

- h. any sign which is detrimental to the safety of pedestrians or motorists will be refused;
- i. all canopies, blinds and awnings should provide a minimum clearance of 2.3 metres above the footpath.

Reasons :-

The Council wishes to ensure that the designs of shop fronts and associated signs respect the characteristics of the building on which they are located, and the character of the general area.

The Council accepts that what is or is not "good design" is a matter of personal taste and judgment, and that planning control in this respect has to be exercised with particular care. Nonetheless, some general principles are involved which the Council considers it reasonable to have regard to, and these are set out in the policy.

So far as policy DC14.3 is concerned, the Council is aware of the need for greater security for commercial premises in many parts of the City, but takes the view that only in exceptional circumstances would it be necessary to resort to designs which present wholly solid exteriors to

the street. These are usually unattractive, provide targets for graffiti and can add to a sense of intimidation and degeneration in the wider area.

15. ADVERTISEMENTS, HOARDINGS AND POSTERS

DC15.1 The Advertisement Regulations require that applications for advertisements be considered only in the interests of amenity and public safety. In determining applications for free standing hoardings and wall mounted posters the Council will take account of the following matters in assessing these interests:

- a. the general location of the proposed development and the effect on visual amenity;
- b. the scope for posters and hoardings to make a positive contribution to the locality;
- c. the design of the structures, and the relationship with any premises on which they are located;
- d. the effect of the proposal on permanent redevelopment of the land;
- e. public safety resulting from the positioning of the design of the display;
- f. the ease with which the structure is capable of being satisfactorily maintained;
- g. the use of hoardings to screen vacant sites or buildings during development, or where development is known to be imminent;
- h. the use of hoardings as part of a scheme to prevent access by unauthorised users onto land pending development;
- i. the use of hoardings to disguise or improve the appearance of unsightly features, operations or activities;
- j. the number of advertisements in the locality and their cumulative effect on visual amenity.

DC15.2 In assessing the interests of amenity and safety the Council will take account of the following criteria:

- a. developments of this kind should not harm the character or architectural features of a building, nor interfere with its proper use;
- b. they should be in scale with the locality and relate properly to the site on which they stand;
- c. they should be unobtrusive and should not intrude into residential neighbourhoods and areas of high amenity value;
- d. a proposal which would be injurious to public safety or adversely affect the flow of traffic, by reason of its position, size, or design will not be permitted.

DC15.3 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect safety and amenity.

Reasons :-

The Council accept that advertisements can have a positive role in improving the quality of the visual environment in the City - examples are given in policy DC15.2. At the same time, there is the need to maintain public safety, avoid clutter, and safeguard the particular features of buildings or land.

(NOTE: The Council acknowledges the fact that there is widespread contravention of advertisement control evident as this Plan is being prepared. Many of the unauthorised advertisements would be unlikely to receive permission if they were assessed in accordance with the present policy, and the Council intends to take action to deal with this situation during the early part of the Plan period).

16. STREET LANDSCAPES

DC16.1 In considering development proposals for any site, the retention of existing trees and the planting of new trees within the public highway and along the public frontages of the site will be encouraged by the Council. Except where trees are shown to be in poor health or are individually of little amenity value, or where a satisfactory replanting scheme is more desirable, the Council will not normally permit development proposals which would involve the loss of significant trees and would thereby change the visual character of the street.

DC16.2 In considering development proposals the Council will promote design principles for the landscaping of public areas which will facilitate the removal of litter.

Reasons :-

The Council has a general policy to protect existing trees of good quality wherever possible and to require the replacement of any necessarily lost through development. This policy recognises the particular role which trees within the public highway can play in adding to the visual quality of the City. Litter has been a major problem in the City. The Council is continually seeking to improve refuse collection services. One of the measures that can be taken in the design of new development and landscaped areas is to ensure the easy collection and removal of litter is taken into account in order to prevent the accumulation of litter. The Council wishes to see the use of shrubbery avoided where it would create a litter trap.

17. TELECOMMUNICATIONS

DC17.1 Applications for telecommunications developments will normally be approved if the Council can be satisfied that the development has been sited and designed to minimise its impact on residential amenity and in environmentally sensitive areas. Wherever possible, the Council will expect the potential of existing buildings and masts, including the sharing of such facilities, to be fully explored before agreeing to additional separate development.

Reasons :-

The Council recognises the need for Manchester to be at the forefront in the field of telecommunications. The Council therefore starts from a presumption in favour of new development and investment in the telecommunication systems serving the City. Equally, it wishes to ensure that new developments are brought forward in a way which protects residential amenity and minimises the visual impact of such equipment, particularly in Conservation Areas and other environmentally sensitive areas in Parks and the river valleys. The Council is also concerned to make maximum possible use of existing buildings and facilities by encouraging operators to share facilities wherever possible in order to avoid unsightly duplication and clutter.

18. CONSERVATION AREAS

DC18.1 The Council will give particularly careful consideration to development proposals within Conservation Areas.

- a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i) the relationship of new structures to neighbouring buildings and spaces;
 - ii) the effect of major changes to the appearance of existing buildings;
 - iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv) the effect of signs and advertisements;
 - v) any further guidance on specific areas which has been approved by the Council.
- b. The Council will not normally grant outline planning permission for development within Conservation Areas.
- c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area.
- d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Reasons :-

The Council is to pursue the above policies to encourage and help ensure the protection, preservation and enhancement of its Conservation Areas, which are areas of special character representing the rise and development of the world's first industrial city. The protection of such areas helps stimulate local pride and encourages both tourism and further investment. The policy gives effect to the obligation placed on the Council by statute to give particular attention to the quality of developments within conservation areas, and reflects the general policy objectives set out in policy E3.8 in this plan.

19. LISTED BUILDINGS

DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Reasons:-

The above policies are to be pursued by the Council to help ensure the protection of the City's built character and its heritage. Retention and protection of this character is important in encouraging local pride, tourism and future investment in the city. The Council recognises that listed buildings can present particular problems in respect of their continuing use. A flexible approach will be taken in determining applications for uses in listed buildings. The policy gives effect to the obligation placed on the Council by statute to give particular attention to retain, restore, maintain and continue uses in listed buildings in Manchester.

20. ARCHAEOLOGY

DC20.1 The Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. In particular:

- a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal.
- b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.
- c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation.

Reasons :-

Ancient Monuments and sites of archaeological interest are valuable as part of Manchester's heritage and there is a presumption for their retention in place and against any damage occurring to them or to their setting. The policy gives effect to the obligation placed on the Council by statute to give particular attention to development proposals affecting Ancient Monuments and sites of archaeological interest, and reflects the general policy objective set out policy E2.8 in this plan. The Council will rely on the coverage of Ancient Monuments and sites of archaeological interest contained in the Sites and Monuments Record for Manchester for evidence of known archaeological remains.

21. FLOOD RISK AREAS

DC21.1 Development, including the raising of land, will not normally be permitted where it would be at risk from flooding or would unacceptably increase the risk of flooding elsewhere.

Reasons :-

Development in areas not directly at risks from flooding can have the effect of reducing the storage capacity of the flood plain, and/or impede the flow of water, thereby increasing the risk of flooding elsewhere, usually further downstream. Development carrying this potential risk will be permitted only where the Council, in full consultation with the National Rivers Authority, is satisfied that the developer is in a position to provide for the appropriate adequate flood protection and mitigation measures, including restoration of the flood plain. Where information is inadequate for the purpose of determining the level of mitigation measures required, developers will be expected to carry out detailed technical investigations to evaluate the extent of the risks.

22. FOOTPATH PROTECTION

DC22.1 In considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement.

Reasons :-

New development can result in the dislocation of locally valuable pedestrian routes. The Council wishes to avoid creating lengthy and unattractive diversions for pedestrians wherever this is possible. This policy will ensure that the matter is taken fully into account when applications for planning permission are considered.

23. PETROL FILLING STATIONS

DC23.1 In determining planning applications for developments involving petrol filling stations, the Council will have regard to:

- a. the general location of the proposed development;
- b. the effect on the amenities of neighbouring occupiers;
- c. the need for safe and convenient arrangements for access, circulation, and egress;
- d. road safety and the safety of pedestrians;
- e. the adequacy of the local traffic circulation system and prevailing local traffic conditions;
- f. ease of use for all, including disabled people;
- g. the need to achieve a design which results in a satisfactory relationship with the streetscene;
- h. quality of materials, including hard and soft landscaping, and the amount and prominence of advertisements and signs.

DC23.2 The Council will normally accept the principle of developments of this kind in:

- a. industrial and commercial areas;
- b. in residential areas as part of a larger redevelopment scheme;
- c. along major traffic routes.

DC23.3 Developments of this kind will not be permitted:

- a. outside the general locations mentioned above;
- b. where these would be a hazard to the safety of pedestrians or drivers;
- c. where there are heavy pedestrian flows within shopping centres or near the entrances to schools etc;
- d. where there would be significant detriment to the amenity of occupiers of nearby residential premises, either from the operation of the filling station itself, or associated facilities such as car-wash equipment;
- e. unless the applicant submits an independent environmental assessment of pollution risks and adequate remedial plans.

DC23.4 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of uses and nearby occupiers. These conditions may cover, inter alia:

- a. details of vehicular movements to and within the site;
- b. hours of operation of the development as a whole or in part;
- c. details to ensure pedestrian safety within and adjoining the scheme;
- d. the overall appearance of the proposed development.

Reasons :-

Filling stations are clearly necessary developments. As with any other land use, the planning system should not be used to attempt to regulate their numbers or distribution for reasons which go beyond planning considerations. The policy therefore restricts itself to dealing with their effects on public safety; the generation of noise and fumes and their impact on nearby residents; and the need to integrate what can often be visually awkward structures satisfactorily into the street-scene.

24.TAXI AND PRIVATE HIRE BUSINESSES

DC24.1 In determining planning applications for developments involving the above uses, the Council will have regard to:

- a. the general location of the proposed development;
- b. the effect on the amenities of neighbouring occupiers;
- c. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- d. ease of access for all, including disabled people;
- e. the adequacy of the local traffic circulation system and prevailing local traffic conditions.

DC24.2 The Council will normally accept the principle of developments of this kind in:

- a. industrial or commercial areas;
- b. District Centres or large local centres, so long as the additional comings and goings would have no significant adverse effect on the occupiers of nearby properties or on highway safety.

DC24.3 Developments of this kind will normally be permitted subject to their:

- a. being within the general locations mentioned above;
- b. not being within predominantly residential areas, or close to residential properties;
- c. not adversely affecting the free flow of traffic or road safety, especially near to junctions, traffic tights, and pedestrian crossings.

DC24.4 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby occupants. These conditions may cover, amongst other things:

- a. limitations on the hours of opening of the operation as a whole, or of selective aspects of it;
- b. restricting the use to a radio control base only, with vehicles being prohibited from returning to the base within prescribed hours;
- c. prevention of vehicle maintenance and repairs on site;
- d. avoidance of noise and disturbance, and the need for sound insulation;
- e. the maximum number of vehicles permitted to operate from the site;
- f. restrictions on the provision or use of customer waiting facilities.

Reasons :-

This kind of business serves a very useful purpose in the beat community, meeting a wide variety of business, social and educational needs. However, they are clearly capable of having a detrimental impact on surrounding properties because of increased traffic movements and noise and general disturbance including affecting the operation conditions for buses. This is particularly true where public waiting-rooms are involved, or where operations are earned out late at night. Each application therefore has to be assessed carefully on its own merits, and policy DC24.1 sets out the criteria to which the Council will have regard. While there is a general acceptance of the use within commercial and industrial centres, particular circumstances in the vicinity of an application site might suggest the need for a refusal, or for stringent conditions on any approval.

25. DAY NURSERIES

DC25.1 In determining planning applications for day nurseries, the Council will have regard to:

- a. the suitability of the site or building proposed;
- b. the availability of safe and convenient arrangements for the dropping off and collection of children and for staff car parking;
- c. the adequacy of the local traffic circulation system and prevailing local traffic conditions;
- d. the adequacy of outdoor play areas;
- e. ease of access for all, including disabled people;
- f. the effect on the amenity of neighbouring residents.

DC25.2 There will be a general presumption in favour of developments of this kind in residential areas, except where the location and scale of the proposed nursery would lead to danger to children or others as a result of poor arrangements for handling vehicular access, or where unacceptable levels of noise nuisance would be likely to occupiers of neighbouring properties.

Reasons :-

The policy reflects the general view of the Council that there is a need for accessible and well-run nurseries throughout the City. They are particularly valuable to families with young children who wish to increase their income by taking jobs, and they can also therefore make a useful indirect contribution to the local economy.

The policy makes it clear that nurseries are generally acceptable in residential areas, but that a range of important factors need to be taken into account, particularly the suitability of the application site for the safe accommodation of infants and the general impact on nearby residents.

Noise from outside play can be a problem for neighbours in some circumstances, and this is one reason why the Council would consider limiting the size of a nursery operation. Other factors, such as the suitability of internal and external accommodation, would be the subject of advice from elsewhere within the Council.

26. DEVELOPMENT AND NOISE

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this

policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;
- b. near schools, hospitals, nursing homes and similar institutions;
- c. near open land used frequently for recreational purposes.

DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

DC26.6 Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.

Reasons :-

It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development control system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground.

(NOTE: The Council will issue more detailed advice on the subject as supplementary guidance, and this will have regard to current Government policy. The UDP policies therefore are limited to broad principles. Two key areas are:

- i) a presumption against allowing highly "noise sensitive" uses (such as housing and schools) so close to existing noise sources that problems would be likely to result. An existing noisy factory, for example, is entitled to some protection from objection about its activities from future residential neighbours, who would themselves feel entitled to a reasonable degree of residential amenity; and
- ii) the reverse situation, where there would be an equal presumption against allowing noisy, or potentially noisy, activities into an area with low ambient noise levels, and where people would have a reasonable expectation that no significant increase in those background levels would be allowed. Where the relationship is difficult to predict, the Council will place the onus for assessing the noise impact of, or upon, a proposed new development on the developer, and will consult (in particular) with the Director of Environmental Health. The policy sets out the range of measures which are available to help to reduce the noise effect to acceptable levels. As well as conditions on any planning permission, a "planning obligation" (for example, an Agreement under Section

106 of the Town and Country Planning Act 1990) may be appropriate to ensure key measures are taken effectively).

27. WASTE DISPOSAL, RECYCLING AND RECLAMATION ACTIVITIES

DC27.1 In determining planning applications for development involving the incineration, disposal or recycling of waste materials and reclamation activities, the Council will have regard to:

- a. the general location of the proposed development;
- b. the effect on the amenities of neighbouring occupiers, including the effect of traffic movements and the generation of noise, dust, fumes and litter;
- c. the adequacy of the local traffic circulation system;
- d. the need for safe and convenient arrangements for access, internal circulation, and egress;
- e. the appearance of any structures;
- f. the quality of the boundary treatment such as fences and screening.

DC27.2 The Council will permit developments of this kind only in locations:

- a. where development would not adversely affect occupiers of nearby properties, or passers-by in the general vicinity;
- b. which are of no ecological, environmental or recreational value;
- c. which are unobtrusive.

DC27.3 Development of this kind will not be permitted unless:

- a. it is within the general locations mentioned above, and which, for the avoidance of doubt, does not include any of the main radial routes;
- b. the Council is satisfied that there will no hazard to public health or safety;
- c. the road network in the vicinity of the site is appropriate to the type and number of delivery vehicles associated with the proposed development;
- d. the Council is satisfied that the proposal would not inhibit the opportunity for permanent redevelopment, or desirable environmental improvements.

DC27.4 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby occupiers. These conditions may cover, amongst other things:

- a. limited period planning permission;
- b. restrictions on the nature, scale and location of vehicular movements to and within the site;
- c. the disposition of uses about the site, including the location of structures, storage and sorting areas, and hard surface parking;
- d. the appearance of all structures, especially the nature of fencing and screening;
- e. hours of operation of the development as a whole or in part;
- f. controls over burning of waste materials;
- g. details of dust and litter suppression measures including sheeting of vehicles and wheel washing facilities where appropriate;
- h. limitations about the type of materials involved, and the height to which they can be stored.
- i. the inappropriate restoration and aftercare of the site.

Reasons :-

The Council recognises the need for sites for the disposal and recycling of waste materials, and the necessary role such activities have in the management of an urban local economy. However, these are frequently unneighbourly uses by their very nature, and have historically given rise to complaints from people living or working nearby. They are also difficult to handle from a purely visual point of view. The Council therefore considers that this kind of activity needs to be strictly controlled, in order to avoid conflict with other key objectives of the plan, and particularly those aimed at improving the quality of the City's environment. These policies set down the criteria which the Council will take into account in deciding planning applications.

It should be noted that many proposals of this kind will also need a licence from the Waste Disposal Authority, which will have its own requirements.

28.MINERALS

DC28.1 If planning permission is required, mineral exploration will normally be permitted only when all the following criteria are satisfied:

- a. it will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, noise, dust, air pollution, water pollution or other nuisance;
- b. it will not have an unacceptable adverse effect on land drainage and water supply;
- c. the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining routes used by traffic from the development or on road safety anywhere between the site and motorways and class A roads;
- d. it will not have an unacceptable effect on the viability of agricultural land, taking into account the quality of restoration likely to be achieved following mineral exploration;
- e. it will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;
- f. local features of landscape, ecological, archaeological or geological interest within the site are protected as far as possible;
- g. it will not have an unacceptable impact on areas of recreational use or special landscape value, river valleys or of ecological importance;
- h. the proposal provides for satisfactory restoration of land disturbed by exploration.

DC28.2 The Council will seek to protect known mineral resources from sterilisation by other development. Where other development is approved, the Council will be prepared to consider the prior extraction of minerals before the other development proceeds.

DC28.3 Applications for mineral workings will not normally be approved unless:

- a. they include a satisfactory scheme of working and landscaping, providing for progressive working and restoration in the case of extensive workings;
- b. they make satisfactory provision for the processing and disposal of the mineral;
- c. they make satisfactory provision for the disposal of mineral waste;
- d. they make satisfactory provision for screening and landscaping whilst work is in progress, where appropriate;
- e. they include a satisfactory scheme of restoration;
- f. they include a scheme of aftercare in the case of restoration to agriculture, forestry or amenity use.

DC28.4 Where restoration of a mineral working or surface mineral waste disposal site to agriculture, forestry or amenity use is proposed the Council, in consultation with the Ministry of Agriculture, Fisheries and Food or the Forestry Commission, will seek the standard of restoration required by law as specified by any prevailing acts of legislation at the time, and will impose appropriate aftercare conditions.

DC28.5 In considering applications for mineral working the Council will, where appropriate, have regard to the availability of suitable filling materials for restoration and will need to be satisfied that the proposed restoration of the site can be accomplished within an acceptable timescale using imported material or that it can be carried out using on-site material.

DC28.6 In considering applications for mineral working or surface disposal of mineral waste the Council will, where it is possible without seriously infringing planning constraints or causing nuisance to residents, give favourable consideration to proposals which would assist in reclaiming derelict and degraded land.

DC28.7 In the case of mineral workings which have long standing planning permissions with inadequate conditions of working or restoration, the Council will seek in conjunction with operators to review those conditions and to include these workings within comprehensive landscaping or restoration schemes when extensions to the workings are under consideration. Under section 3 of the Town and Country Planning (Minerals) Act 1981, the Council will consider

the desirability of seeking modification to older planning permissions in order to achieve better standards of restoration.

DC28.8 The Council will encourage the use of waste materials (for example, colliery shale, PFA, ash from rail embankments) as alternatives to newly won minerals, subject to consideration of their environmental effects.

DC28.9 Where appropriate the Council will normally encourage the provision of rail or water-linked aggregate depots and mineral disposal points, and provision of rail and water links to existing and new mineral workings provided that:

- a. In the case of mineral disposal points and aggregate depots
 - i) they have good access to the motorways and Class A roads;
 - ii) the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining the access routes or on road safety anywhere between the site and motorways and Class A roads.
- b. In all cases
 - iii) local features of Landscape, ecological, archaeological or geological interest within the site are protected as far as possible;
 - iv) they will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, vibration, noise, dust, air pollution, water pollution or other nuisance;
 - v) they will not have an unacceptable adverse effect on land drainage and water supply;
 - vi) they will not have an unacceptable effect on the viability of agricultural holdings or lead to the permanent loss of good quality agricultural land;
 - vii) they will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;
 - viii) they will not have an unacceptable impact on areas of recreational use or special landscape, river valleys or sites of ecological importance;
 - ix) satisfactory screening and landscaping, and where appropriate restoration, are provided.

DC28.10 The Council will, where appropriate, seek planning agreements and traffic regulation orders to control the routing of vehicles to and from mineral workings, aggregate depots and coal disposal points

DC28.11 Where mineral working is acceptable in principle, the Council will as appropriate:

- a. limit the period of operations;
- b. control levels of noise and vibration;
- c. control hours of working and maintenance;
- d. ensure satisfactory access to the site;
- e. prevent or control the production of polluted water and dust;
- f. control the impact of blasting;
- g. ensure the satisfactory disposal of waste materials arising from mineral working;
- h. limit the visual impact of the development;
- i. ensure the stability of surrounding land;
- j. ensure that the site is satisfactorily restored.

DC28.12 With the exception of oil & gas, mineral working, including the reworking of spoil tips, will normally be permitted only when the following criteria are satisfied. Mineral disposal points (when they are the subject of planning control) will normally be permitted only when the criteria (c) to (j) are satisfied:

- a. with the exclusion of opencast coal working and the reworking of spoil tips for coal, there is a demonstrable need for the mineral taking into account its quality;
- b. with the exclusion of opencast coal working and the reworking of spoil tips for coal, adequate reserves of the mineral in terms of both quality and quantity are proved;
- c. in the case of drift mining and deep mining, there is a scheme of working which minimizes subsidence and risk of damage to buildings, structures and land;

- d. it will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, noise, vibration, dust, smells, litter, vermin, air pollution, water pollution or other nuisance;
- e. it will not have an unacceptable adverse effect on land drainage and water supply;
- f. the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining routes used by mineral traffic or on road safety anywhere between the site and motorways and Class A roads.
- g. it will not have an unacceptable effect on the viability of agricultural holdings or lead to the permanent loss of good quality agricultural land taking into account the quality of restoration likely to be achieved following mineral working;
- h. it will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;
- i. local features of landscape, ecological, archaeological or geological interest within the site are protected as far as possible;
- j. it will not have an unacceptable impact on areas of recreational use or special landscape value, river valleys or areas of ecological importance;
- k. notwithstanding that a proposal is in every other way acceptable, it does not result in the sterilisation of significant quantities of mineral, within the site or in adjacent areas, by reason of working methods;
- l. in the case of opencast coal and sandstone and gritstone, extraction and storage of mineral or overburden do not take place within 200 metres of a significant number of dwellings or other environmentally sensitive properties, taking into account local circumstances - this restriction may be relaxed where there are sufficient environmental benefits from mineral working, such as the reclamation of derelict land;

Reasons:- (DC28.1-12)

It is important to ensure that any scheme of mineral exploration, working or disposal has adequate and satisfactory access and restoration provisions, does not have adverse impact on the immediate environment and nearby communities or lead to loss of large quantities of minerals either by wastage or sterilisation.

In the case of mineral exploration, it is recognised that trial boreholes are temporary phenomena and in most cases have minimal impact on the land and on local amenity. However, some mineral exploration, for example for deep mined coal and oil, is carried out on a 24 hour a day basis using very tall rigs. Such operations can have a significant effect on local amenity because of noise, floodlighting and traffic. There is also the possibility of water pollution from its seepage. The Council recognises that this kind of activity needs to be strictly controlled in order to achieve proper restoration of the site after exploration is complete.

In the case of mineral working, the Council will seek to eliminate nuisance and dereliction effects in the processing, transportation and disposal of the mineral and associated waste both during the process and after the works have been completed. Proposals for mineral extraction often involve substantial tipping to restore the land to pre-existing level or levels appropriate to the intended after-use. It is important that suitable filling materials are available to achieve restoration in a reasonable timescale so that the land can be returned to productive use without undue delay. Wherever possible, the Council will include derelict or poor quality land in mineral applications to enable the reclamation of such land as part of the restoration operations.

The use of waste materials in many applications for which natural aggregates would normally be chosen is technically feasible and economical provided transport costs are kept low. It also has the benefits of conserving resources of natural aggregates which would otherwise be used, reducing the land taken both for mineral working and for waste disposal and releasing land for other productive uses.

Provision of rail and water-linked depots in appropriate will reduce the need to move aggregates or coal within the County by road and hence provide environmental benefit from the lower flows of existing or future road freight traffic.

Once land is built upon, any mineral resources lying beneath it are lost to the community. Sites containing scarce resources should therefore be protected from built development for as long as possible and certainly for as long as alternative building sites are available. Even where building had to proceed, in many cases, thoughtful planning could ensure that the mineral is extracted before building commences.

Note: Prospecting involving drilling boreholes or digging trial pits to be carried out by British Coal's Opencast Executive constitutes permitted development under Class D, Part 20 of the Town & Country Planning General Development Order 1988. Also Classes A & B of Part 22 of the same grant planning permission for small-scale temporary exploration for the purpose of exploiting minerals, subject to certain limitations. However, there remain a number of circumstances under which the operator will have to submit a planning application.

Policy 28.12 does not apply to the reworking of tips permitted under Classes A,B & C of the Town and Planning General Development Order 1988, which grants planning permission in certain circumstances for the removal of material from stockpiles or temporary mineral working deposits.

It is not intended that a "significant number" should be specified in numerical terms, although it can generally be considered to be about 10 properties. The number of dwellings that is significant in relation to a particular site will depend on factors such as proximity to the site, the form of the land between the dwellings and the site and the extent to which the dwellings are screened by existing vegetation, or the landscaping proposals included in an application.

DC28.13 In considering proposals for new workings for aggregate minerals the Council will have regard to:

- a. the contribution the proposal may make towards maintaining the greater Manchester share of the regional production of aggregates, as expressed in the most recent Regional interpretation of the Guidelines for Aggregate Provision for the North-West; and
- b. the need to maintain in conjunction with the other Greater Manchester Local Authorities a landbank of reserves permitted within the Greater Manchester County area, in accordance with national guidance contained in MPG6 "Guidelines for Aggregate Provision in England", unless exceptional circumstances prevail.

DC28.14 Subject to the provisions of policy DC28.2, the Council will grant permission for the extraction of sand and gravel, and of sandstone and gritstone. Where the supply of reserves with planning permission exceeds the Greater Manchester share of the regional production of aggregates, as assessed in the most recent regional interpretation of the Guidelines for Aggregate Provision in the North-West, the Council will require justification on the grounds of exception circumstances before granting consent.

DC28.15 The Council will contribute to the need to monitor continuously the supply of and demand for aggregate minerals in Greater Manchester, and will, in co-operation with the NAWP, consider the implications of any overall changes in supply and demand over the Plan period. The Council will review its policies as necessary in the light of any changes.

Reasons :- (DC28.13-15)

Mineral extraction, especially in hard rock, requires high capital investment and fairly long lead times. In order to ensure that production continues smoothly from year to year, landbanks of sites with planning permission are required. However, once sufficient sites with planning permission are available to meet the Greater Manchester share of the regional production of aggregates, additional planning permissions merely serve to increase blight, raise production beyond the Greater Manchester share which the Council seeks to meet, and to use up prematurely the

county's precious reserves. However, there may be exceptional circumstances where permission may be granted, for example where the proposals would lead to environmental improvements in the area.

DC28.16 Exploitation of oil or natural gas will normally be permitted only when:

- a. it will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, noise, vibration, dust, air pollution, water pollution or other nuisance;
- b. it will not have an unacceptable adverse affect on land drainage and water supply;
- c. the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining routes used by traffic from the development or on road safety anywhere between the site and motorways and Class A roads;
- d. it will not have an unacceptable effect on the viability of agricultural holdings or lead to the permanent loss of good quality agricultural land;
- e. it will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conversion areas;
- f. local features of landscape, ecological, archaeological or geological interest within the site are protected as far as possible;
- g. it will not have an unacceptable impact on areas of recreational use or special landscape river valleys or areas of ecological importance;
- h. notwithstanding that the proposal is in every other way acceptable it does not increase the extent of active workings in a particular locality to an unacceptable degree;
- i. it forms part of an overall scheme for the development of the oil or gas field approved by the Council.

Reasons :- DC28.16)

Exploration of oil and natural gas may involve large structures, continuous working, and other environmentally intrusive consequences. The Council will only permit the working of these minerals where it is satisfied not only that the impact of individual production facilities is limited, but where each facility fits into a predetermined scheme for the development of a particular field. Without such an overall scheme, unforeseen sporadic development could take place over a wide area as the potential of a field is revealed.

DC28.17 The erection of surface buildings, plan and infrastructure associated with deep mining (where they are subject to planning control) and the surface disposal of waste from deep coal mining will normally only be permitted where:

- a. in the case of surface disposal of waste from deep coal mining:
 - i) the Council is satisfied that there is a need for surface disposal;
 - ii) it will not have an adverse effect on land drainage and water supply;
 - iii) it will not prevent the working of other mineral deposits of significant value;
 - iv) there is a satisfactory scheme of working and phasing; and
- b. in all cases;
 - v) it will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, noise, vibration, dust, air pollution, water pollution or other nuisance;
 - vi) the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining routes used by quarry traffic or on road safety anywhere between the site and the motorways and Class A roads;
 - vii) it will not have an unacceptable effect on the viability of agricultural holdings or lead to the permanent loss of good quality agricultural land;
 - viii) it will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;
 - ix) Local features of landscape, ecological, archeological or geological interest within the site are protected as far as possible;
 - x) it will not have an unacceptable impact on areas of recreational use or special landscape, river valleys or areas of ecological importance; and

xi) there is a satisfactory scheme of screening, landscaping and restoration.

Reasons :- DC28.17

The huge barren spoil heaps which have been left by deep coal mining in the past are one of the most undesirable consequences of mineral working. Derelict land reclamation programmes and the use of spoil for bulk fill and for tip cover have reduced this legacy. It is important to ensure that, where planning control is possible, future spoil disposal is carried out in environmentally acceptable ways.

Even where the actual workings are underground, mining can still have an environmental impact through the surface buildings, and the noise and traffic which they generate. Policy DC28.18 seeks to control the impact of such buildings.

PART 3 IMPLEMENTATION OF THE PLAN

BACKGROUND AND INTRODUCTION

The Manchester Plan is intended to provide a framework for the process of development in Manchester over the next 10-15 years. Much of that change will not be initiated by the Council and the Plan will provide the mechanism through which the Council will manage the process of change through the development control system.

The Plan also provides a framework for action by the Council. Together with Central Government and the Central Manchester Development Corporation, the Council will play an important role in providing the financial backing to implement many of the Plan's policies. However, by far the greatest share of the resources will come from the private sector.

The Council anticipates that the private sector will invest in the future of the City in a number of ways. Firstly, people who live in the city will wish to improve their homes and the surrounding environment. Secondly, the City's businesses will invest to improve their competitiveness and generate more wealth. Thirdly, it is expected that new businesses will invest substantial resources within the City. The Plan seeks to encourage such investment and to guide the City's development into the next century.

The Council will also influence the process of change through the management of the services it provides - education, housing, leisure, highways and environmental maintenance, and investment in the transport system. Inevitably, the effectiveness of the Council in relation to all of this will to a large extent depend on the resources that are available. The planning of these services is an integral part of the Council's plans such as the annual Transport Policies and Programme (TPP) and the Housing Investment Programme (HIP). The Manchester Plan will provide the context for the preparation of these corporate programmes.

In order to achieve this the Manchester Plan provides guidance to enable decisions to be made in the short term but allows for changing circumstances. Some elements of the plan, for example, the level of provision for new housing, are governed by Strategic Guidance set out by the Secretary of State for the Environment and indeed, the Secretary of State can at any time issue new guidance and request the Council to revise the Plan. In addition the Council has the power to publish modifications to the Plan if, in the light of changing circumstances, it considers such change to be necessary.

In order to ensure that the Plan continues to be relevant and as part of bringing together the work of the Council in its various roles, it is intended that the Council will produce an annual monitoring statement. The objectives of this will be to:-

- provide an opportunity for a regular overview of the development pressures within the City in order to establish whether the Plan is responding effectively;
- provide an opportunity to review the Council's development control policy framework;
- provide an opportunity for the Council to review its achievements and objectives in relation to its own provision of services as part of its annual budgetary process and bids for resources from Central Government;
- provide an opportunity for the City Council to influence the actions of the other agencies, in both the public and private sector which will play an important role in the implementation of the plan.

In terms of the statutory planning process, this will involve working closely both with neighbouring planning authorities (whose decisions can have important implications for the City) and also with the Central Manchester Development Corporation.

Other agencies will have to play equally important roles if the objectives of the Plan are to be achieved. The Housing Corporation will control the ability of the many Housing Associations currently at work within the City to complement the actions of the Council in meeting housing

needs. Decisions taken by the Health Authorities will have major implications not only in relation to the provision of health services but also in relation to the availability of jobs and the demand for land.

Critical to the successful implementation of the Plan will be the provision of a modern and efficient transport system which reflects the social, environmental and economic needs of Manchester. In this respect the Council will work closely both with neighbouring authorities and with the many other agencies that influence transport provision. In transport planning, perhaps more than in any other respect, the actual implementation of the Manchester Plan depends critically on action taken by other agencies. The public transport provision in the City is largely determined by the decisions of commercial bus operators who dictate the basic structure of the bus network. The amount of expenditure on filling in gaps in the commercial network, the provision of local rail services and the availability of concessionary fares is in the hands of the Greater Manchester PTA, which is controlled and funded by all ten Greater Manchester district councils. Expenditure on the local road network is the responsibility of the Council, albeit tightly controlled by the Department of Transport through the annual budgetary process. The demands placed on the road network and the way in which the Council is able to respond is influenced by the policies followed by neighbouring authorities and also by the effect of the investment programmes brought forward for the strategic trunk road network by the Department of Transport.

Against this background, the remainder of this section will deal in more depth with implementation, outlining the role the Council expects to play and how, in a variety of ways, it will seek to influence others. All this is set against the broad aims and objectives of the plan.

1. THE ROLE OF THE COUNCIL AS LOCAL PLANNING AUTHORITY

The two key aspects of the Council's role as planning authority are in relation to the management of the development control process and the implementation of the Environmental Improvement Programme.

Development Control

The Council currently receives about 2,500 development applications each year. Many of these are relatively minor, for things such as home extensions, new shop fronts or advertisements. Although each can have a significant effect on the local environment and hence on achieving the broad objective of making the City a better place to live, they rarely raise major policy issues.

In relation to more complicated proposals, the Manchester Plan provides the statutory land-use planning framework for the management of the land use planning process in the City. It does not seek to answer all future questions relating to the development of land and the use of buildings within the City. As part of the day to day management of the development control process, the Council has, over the years, developed a series of policies relating to the design and location of different types of activity. Whilst the Manchester Plan seeks to give statutory backing to a broad framework for the use of land and to those detailed development control policies set out in Part 2, it does not seek to enshrine within the statutory framework the detail of all Council policies in relation to development control. To do this would be to build a level of inflexibility into Plan which, rather than encouraging and stimulating the positive processes of change, would tend to discourage the variety which is essential if the local character of different parts of the city is to be retained and enhanced.

To guide this process and to complement the framework provided by this Plan, the Council is developing a series of guidance notes which will be published and approved by Council after consultation for use in the management of the development control process. Should it become desirable to incorporate these policies into the statutory plan this will be done as part of the annual monitoring process.

In parallel with this, and particularly in relation to more significant proposals and/or when the Council has a direct involvement in a development proposal because of its ownership of land, the

Council will seek to manage the process of change to secure the greatest possible community benefit from the new development.

Community Benefit

Community Benefit, referred to in some quarters as "Planning Gain", concerns a planning authority's ability to seek to enter a planning obligation by agreement with the applicant(s), where this is necessary to the granting of permission, relevant to planning and relevant to the development.

The Council is committed to improving the quality of life for all Manchester residents, especially the disadvantaged. As part of this commitment the Plan will seek to ensure, where appropriate, that development activities contribute to the enhancement of community interests by using powers provided by section 106 of the Town and Planning Act 1990 as substituted by section 12(1) of the 1991 Planning and Compensation Act, to seek enforceable planning obligations with the sole intention of enabling the wider community to share the benefits arising from the development activity. The Council may also recourse to alternative powers available for this purpose, for example, section 278 of the 1980 Highways Act.

The Council, in seeking to enter planning obligations aims to secure economy, efficiency and amenity in the development and use of land and will have recourse to the advice/guidance set out in Circular 16/91.

The Environmental Improvement Programme

The Plan sets out the broad intentions of the Council in respect of the improvement of the City's environment. In effect, it sets the agenda for the 1990s. There is a tremendous amount to be done and it is clear that this will require a rolling programme over many years. This is not a static thing. The need for environmental improvements can arise from many sources (for example, the degradation of a particular site, or a decision to undertake environmental works to complement a development initiative or the recognition of the ecological value of a particular site) and thus sites will constantly be added to programmes as well as deleted from them with the completion of schemes. The annual monitoring process for the Plan as a whole, and annual resource bidding processes, provide opportunities to take stock of these matters.

Resource bidding processes are in many ways the keys to success. In terms of public investment, both Government programmes and the own capital resources have a part to play, and the mix between these elements is ever changing as local and national expenditure decisions are made. To give an idea of the scale of this, the preparation pool of schemes in these categories amounted at any one time to a total of about £10 millions at late 1980s' prices, with annual expenditure at roughly a third of this. At constant prices, the need for environmental improvement activity in Manchester over the next few years will not be Less than this, although whether this can be achieved depends upon resource availability. The intention remains, however, to see this as a rolling programme which is adjusted regularly as resources dictate.

The Council also wishes to develop its programmes of community involvement in environmental improvement, both in terms of consultation and providing direct opportunities for community groups to implement their own schemes. The involvement of schools is especially important.

The content of schemes is obviously critical to their success, and the Council will wish to ensure that schemes are attractive, usable, safe, accessible to all, consistent with good ecological practices, and capable of being adequately maintained.

None of this, of course, is a substitute for the process of continuing to secure environmental improvements through the management of development and redevelopment schemes. Public environmental programmes should be seen as complementary to and as supportive of such development activity, rather than in any sense removing responsibilities from developers to contribute through their activities to the constant process of improving the appearance and the functioning of the City. In this regard the policies set out in the Plan should be seen as a guide not only to the Council's environmental improvement programmes but also those other public and

private agencies who can contribute in this field, such as North West Water (the biggest environmental organisation in the region, investing £500 million/year in improvements). The importance of water quality is fundamental to the Council's aim of improving the river valleys and promoting their use for recreational activities.

2. THE ROLE OF THE COUNCIL IN RELATION TO HOUSING

The Council provides housing directly in its role as a builder and landlord of public sector housing, and also has a role in determining where further development will take place in the City. Improvements in the quality of the private sector stock is encouraged by the provision of grants. The Council also works with other agencies such as housing associations to enable them to provide maximum housing choice.

Funding for housing comes from a variety of sources. The major source of funding is from the Housing Investment Programme (HIP) system. Each year the City Council draws up an HIP bid which sets out what finance is needed for council housing and other housing projects. On the basis of this bid the Department of the Environment allocates resources and sets a limit on the amount the Council can spend.

Funding for housing is also available through Estate Action and the newly introduced Renewal Area scheme, which is aimed at regenerating areas of private housing. More specific initiatives such as D.I.C.E. (Design Controlled Experiments) provide further funding for housing.

The Plan will provide a context for decisions regarding housing policy. Where appropriate, it indicates the type of housing which is needed in each area, and which areas are in need of renovation and change. It shows where new housing will be built, and its general policy framework seeks to ensure that this housing will be accessible to as wide a variety of people as possible.

3. THE ROLE OF THE COUNCIL IN RELATION TO TRANSPORT

The implementation of the policies for transport will require the collaboration of many different agencies. The Council is the highway authority for all roads in the City with the exception of motorways and trunk roads. The Passenger Transport Authority and Executive have responsibility for the coordination of public transport provision in the City but have to act together with British Rail, the bus operators and the operators of Metrolink in developing the overall public transport network.

The resource available for investment in the City's transport infrastructure comes from a variety of sources. The annual Transport Policies and Programmes (TPP) document, which will be informed by the Plan, is, in effect, an annual bid for resources to spend on highways infrastructure in the City. The TPP contains details of road proposals, both major and minor, road safety and accident prevention measures, cycling and traffic management measures, bridges and structures and proposals for highways maintenance.

The Passenger Transport Executive also bids for resources on an annual basis from Central Government to carry out capital investment projects in support of the public transport network.

It is not possible to plan in the knowledge of the level of resources which will be available from year to year to implement all the proposals in the Plan. The programme which is put forward is flexible and will be expanded or contracted to take account of the resources which are available at any given time.

4. THE ROLE OF THE COUNCIL AS LAND OWNER.

The Council has property interests in approximately 55% of all the land within the City boundaries. It is therefore in a unique position to influence the implementation of the Plan in accordance with its adopted economic and social policies.

Apart from the directly managed housing, industrial, commercial and markets estate, the Council is moving towards a strategic management plan for the whole of the corporate estate to fulfil its aims and objectives.

The Manchester Plan will provide a framework for decisions on the future uses of land and buildings throughout the City. A key element in the successful implementation of the key policy issues relating to urban regeneration, the creation of new employment opportunities and the provision of social and leisure facilities lies in the judicious management of the Council's corporate estate.

5. THE COUNCIL IN PARTNERSHIP WITH CENTRAL MANCHESTER DEVELOPMENT CORPORATION

Central Manchester Development Corporation was established in June 1988 with the task of regenerating 470 acres of largely underused and derelict land and buildings in the south and east of the City Centre.

The former City Centre Local Plan (now incorporated into the Manchester Plan) provides the Corporation with a broad planning framework with which to develop its area. In addition the Corporation has produced a more detailed development strategy, the Central Manchester Development Strategy. This complements the statutory local plan and it sets out in more detail the Development Corporation's objectives in support of its statutory role in the Development Corporation area.

The Corporation is financed by Central Government under its Action for Cities programme. Its role is to encourage investment and development within its area; provide City Grants for projects that might otherwise not be feasible; and improve the environment with a special focus on exploiting the City's 8 miles of waterways. To achieve this Central Government has promised to allocate a total of £77 million for CMDC to invest within its area and encourage further investment from the private sector. Up to the end of the 1991/92 financial year the Corporation had invested £45 million, which in turn, had generated further £210 million of investment from the private sector (every public pound invested generated nearly five private pounds of further investment in the area). In doing this the Corporation has adopted a structured approach, and will continue to do so, in consultation with the City Council, producing both area and topic based regeneration frameworks which will guide ongoing work and will assist in the formulation of an organised hand-over of the Urban Development Area back to the City Council. This work will form an input into the review of the Plan in respect of the area covered by the former City Centre Local Plan and will be an early priority for the Council in its implementation of the plan.

6. THE COUNCIL IN PARTNERSHIP WITH OTHER AGENCIES

City Challenge - Hulme

The Department of the Environment awarded City Challenge status to the Hulme area in September 1991. This scheme aims to assist in the regeneration of Hulme by targeting Urban Programme resources into key programmes which seek to:

develop disadvantaged areas which have significant development potential for the City but which are currently a major disincentive to investment; provide disadvantaged residents with access to a better quality of life and opportunities by a broad range of social, economic and environmental regeneration measures; link disadvantaged areas and their residents to the City's main-stream economy.

The Council has entered into a partnership with the private sector to set up an implementation agency, Hulme Regeneration Ltd, which will take the lead, in cooperation with local interests and central government, in concentrating and coordinating the investment in Hulme. The investment

will seek to take advantage of Hulme's two major assets - its strategic location and a committed, caring community.

The City Challenge programme takes full account of these factors and aims to create the conditions and momentum for self-sustained regeneration of Hulme within five years.

New homes will be constructed for rent, shared equity and sale to create residential opportunities which eliminate the distinctions and stigmas between tenures. Alterations to road infrastructure will make it easier to move around the area and increase links to the rest of the City. New roads and, in time, a Light Rapid Transit line will optimise the advantages of Hulme's Location in the City. Land use within the area will be diversified resulting in commercial development and increasing the number of jobs in the area. Investment will also be targeted in making improvements in shopping provision in the area, replacing the failed district centre. Above all, the City Challenge will transform Hulme into a safer, more pleasant place to live, work and visit.

East Manchester

East Manchester is the part of the City bounded by Oldham Road and Hyde Road following a wedge extending from the City Centre (Great Ancoats Street) to the City boundary with the adjacent districts of Tameside and Oldham. It is an area of over 6.5 square miles with 60,000 residents and over 500 private sector employers.

The area was formerly dominated by heavy engineering, chemicals, power industries such as gas and electric production businesses and coal mining. Since the late 1960s it has experienced severe decline which has resulted in high unemployment, a decline in population and a poor environment in terms of vacant derelict land and underused land and buildings.

The Council in partnership with Central Government and the private sector, community organisations and relevant agencies, is committed to the economic, social and environmental regeneration of East Manchester.

Over the last 10 years an intensive programme of environmental improvement has been carried out in the area using Derelict Land Grant and Urban Programme Funding. The worst housing in the area (Miles Platting) was also targeted for improvement.

More recently developer interest in the area has increased both in terms of industrial and commercial land and residential sites. A number of area based projects have been commenced, e.g. Beswick District Centre and infrastructure work continues - Phase 1 of the Intermediate Ring Road is complete and Phase 2 is about to start on site (from Ashton Old Road to Oldham Road).

East Manchester is targeted as the location for major sports facilities which will enhance Manchester's reputation as a venue for international competition and its international status among the world's top cities.

The Manchester Plan will provide the broad context of the regeneration strategy for East Manchester that will ensure that key objectives covering economic and business development, and training initiatives, environmental and infrastructure improvements, diversity of housing tenure and capacity building for community groups are met in order to achieve optimal public and private investment.

The Integrated Development Operation (IDO). The Manchester Phoenix Initiative.
The Integrated Development Operation (IDO) has been established to focus European Community funds on to the inner urban areas of Manchester and Salford, and Trafford Park. The purpose of IDO is to contribute to the economic recovery and prosperity of this area, which should, in turn, act as a catalyst in the revival of the rest of the City and the North West region.

Six action programmes have been identified:
rejuvenation of older industrial areas;
tourism development;
business development and support services;
improving communications;
improving the environment;
workforce training.

The IDO receives the bulk of its European funds from the European Regional Development Fund (EDRF) and the European Social Fund (ESF). Central and local government also contribute significant resources to the programmes in order that the IDO can qualify for EC grant aid.

The IDO's aim is to provide a sound base for the regeneration of the area by 1993.
The Manchester Phoenix Initiative.

The Manchester Phoenix Initiative is a limited company formed, with the support of the City Council, to stimulate the regeneration of rundown or underused areas within the City Centre. The Phoenix acts as a focus bringing together public and private sector resources to invest in projects that will in turn act as a catalyst to further regeneration.

The Manchester Phoenix, in cooperation with Salford Phoenix, and with the support of Manchester and Salford City Council's, the Government and the private sector, is currently working to regenerate the mediaeval core of the conurbation. All these agencies have been brought together to form the Northern Gateway Initiative with the aim of regenerating the area around Victoria Station and Chethams School in Manchester and Exchange Station, and the surrounding area, in Salford.

The Northern Gateway area covers the northern approach to the City Centre, an area that has declined in recent years. The area's unique character will be enhanced in order to exploit the potentially rich vein of development opportunities that exist, this includes improvements to the transport system, the physical structure of existing landmark buildings and other economic and cultural initiatives.

The Mersey Basin Campaign.

The Mersey Basin campaign, Launched in 1985, is a £4 Billion scheme to stimulate economic regeneration in the North West through environmental improvements, mainly in river water quality and through Landward development schemes. The Campaign is backed by Central and Local Government, the European Community, the voluntary sector. North West Water and other private sector concerns. It has two main aims to achieve by the time the 25 year campaign concludes around 2010:-

to clean all the 1700 Km of water courses in the Mersey Basin

to at least Grade 2 (Fair) standard;

to promote attractive landward developments especially alongside the water courses.

The total spent to date is £425m derived through a mixture of EC aid, water authority investment. Central and Local Government work, voluntary input and private investment.

Manchester/Salford/Trafford Tourism Development Initiative

Manchester City Council is involved in a joint initiative with Salford and Trafford Councils, Central Manchester and Trafford Park Development Corporations, the North West Tourism Board and the English Tourist Board. The initiative is aimed at directly encouraging economic regeneration and employment growth through the development of the Manchester Regional Centre as a tourism destination.

The Tourism Development Initiative concentrates on the water corridor formed by the River Irwell and the Manchester Ship Canal, from the City Centre to Trafford Wharfside and surrounding including Exchange Station/Cathedral Arches, Castlefield, Pomona Docks, Salford Quays and Trafford.

Phase III of the initiative is intended to highlight successful developments in these areas and ensure an up-to-date framework for tourism development. It is particularly intended to encourage private developers to come forward with new schemes in partnership with the public sector, in order to give life to the vision which the tourism Development Initiative sets out. The ultimate goal is to create an attractive environment for visitors and a desirable living environment for residents which generates an ambience reflecting the City's culture, history and elegance.

Public Utilities

The Development Plan provides the utilities responsible for electricity, gas, water, sewerage and telecommunications with essential inputs for their own planning. The Council will continue to work closely with the relevant bodies who provide these utilities to ensure that their investment programmes and infrastructure works complement and support the aims and policies set out in the Manchester Plan.

The National Rivers Authority (NRA), was established by the 1989 Water Act (superseded by the Water Resources Act 1991) as a non-departmental body with statutory responsibilities for water resources, pollution control, flood defence, fisheries, recreation and conservation in England and Wales.

The aims of the NRA are summarised in its mission statement which reads:-

The NRA will protect and improve the water environment. This will be achieved through effective management of water resources and by substantial reductions in pollution. The Authority aims to provide effective defence for people and property against flooding from rivers and sea. In discharging its duties it will operate openly and balance the interests of all who benefit from and use rivers, ground waters, estuaries and coastal waters.

The statutory requirement to manage the water environment has created wide-ranging responsibilities for the Authority. These include the maintenance and improvement of water quality, conserving water resources, providing effective flood defence, improving, maintaining and developing fisheries, promoting and furthering conservation and water-based recreation of all types. Section 16 of the Water Resources Act 1991 requires the NRA to conserve and enhance the water environment when discharging all its duties.