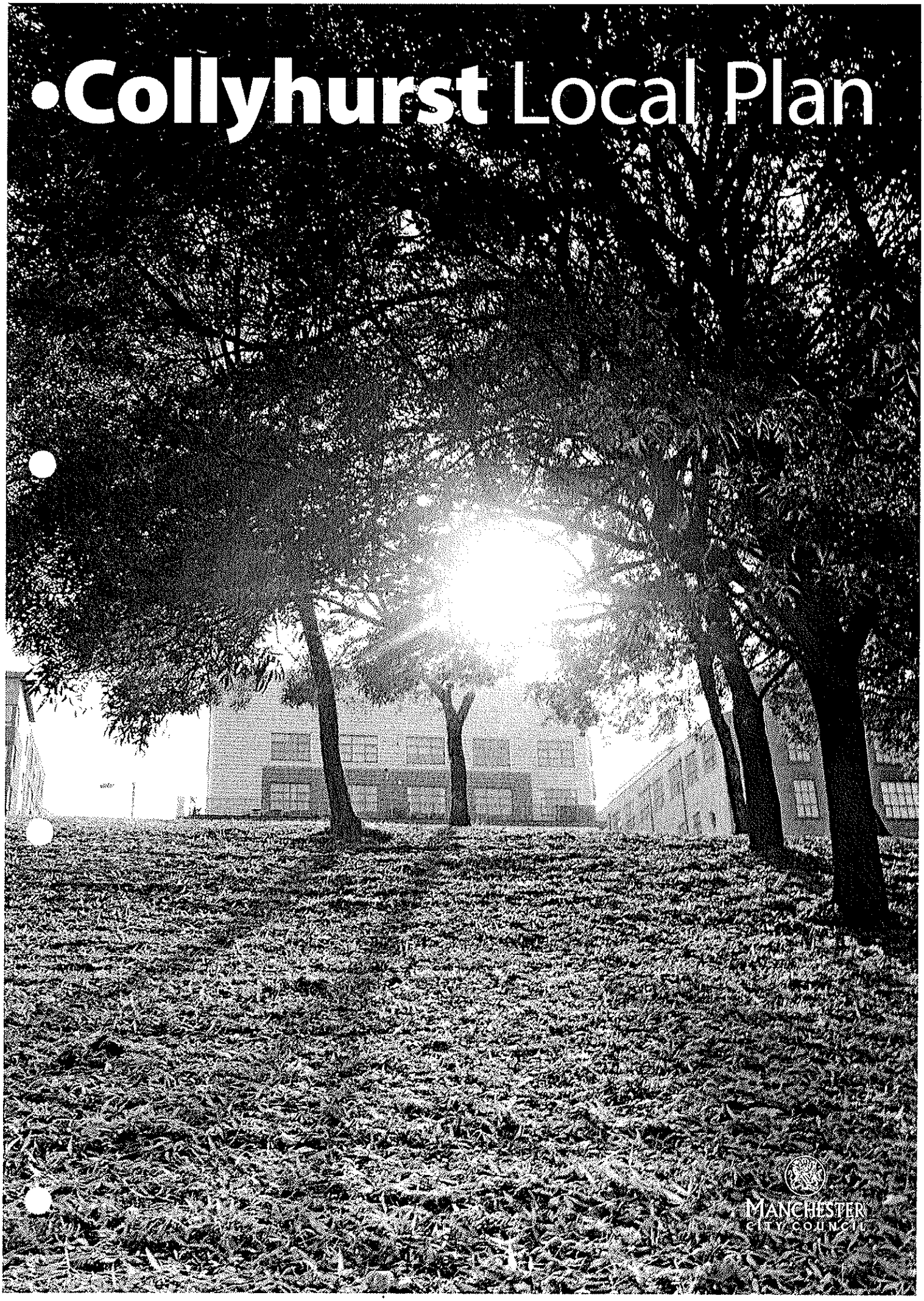
Collyhurst Local Plan



MANCHESTER CITY COUNCIL

4.6 Local services

Local services are dispersed across Collyhurst. The scattered nature of facilities within the estates means that the area does not capture the opportunities of passing trade nor the footfall and expenditure required to raise the level of retail provision. Collyhurst lacks a definable local centre, which contributes to the fragmented nature of the area.

The Local Plan will seek to:

Establish two new service clusters, which will provide a range of retail, community and health services in easily accessible locations for residents. These are:

- A cluster in the **Lower Irk Valley**, which will support the anticipated growth of the City Fringe and Irk Valley neighbourhoods. The cluster will be located at a key nodal point in the Valley
- A cluster in the vicinity of the **junction of Rochdale Road and Whitley Road**, where the basis of a service cluster already exists. This takes in the Collyhurst Nursery School and Children's Centre, and the Whitley Road Medical Centre, including a GP practice and pharmacy. The cluster will be developed to provide family and health services and retail facilities.

4.7 Promoting Collyhurst as an attractive place to live

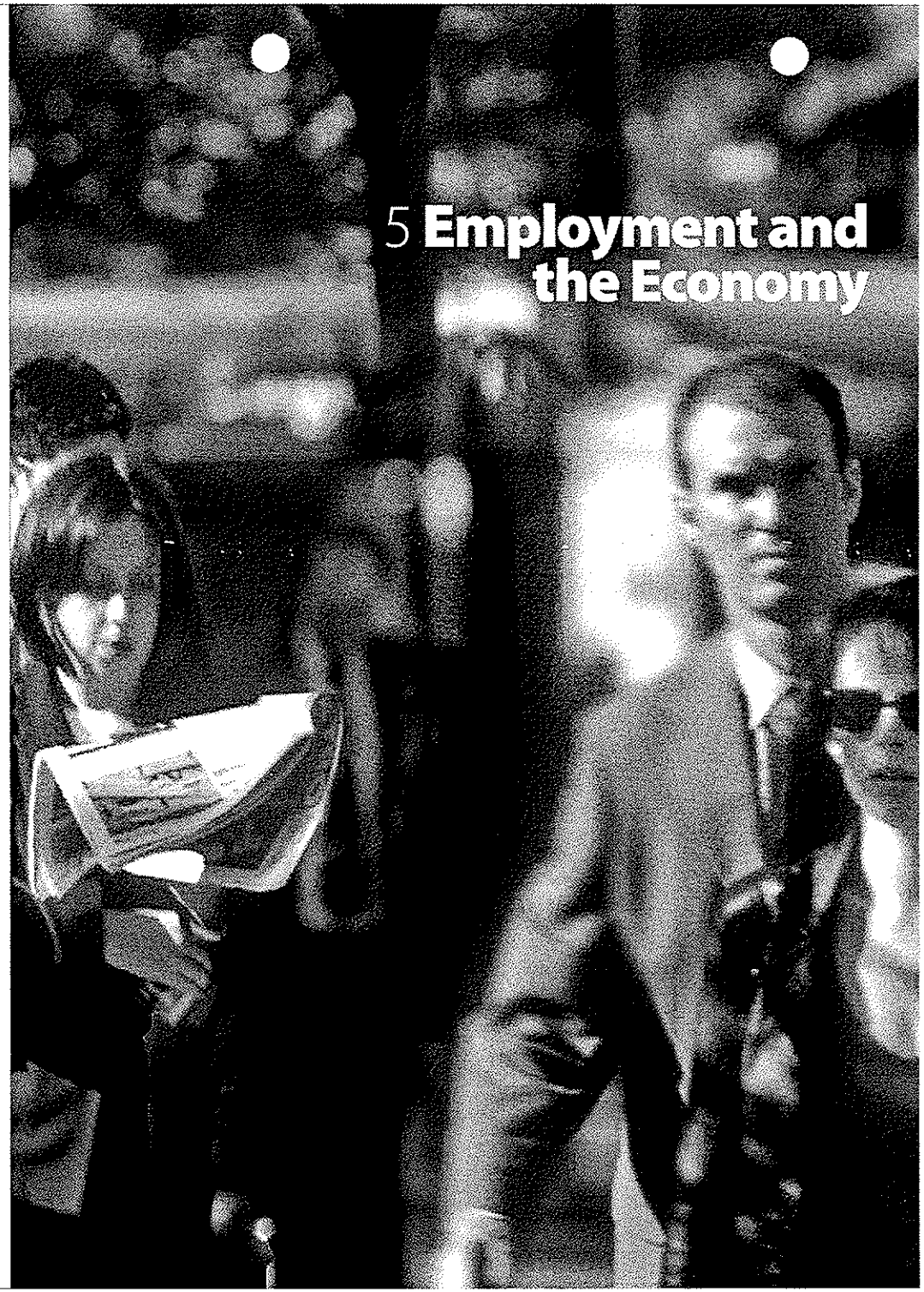
Context

In order for Collyhurst to attract new residents, it needs to project an image and an identity as a vibrant and attractive place in which to live. Investment is required to promote Collyhurst to current residents and potential new residents alike. A marketing strategy needs to focus on the advantages of Collyhurst's location close to the city centre, and its ability to offer a range of high-quality homes of different mix and tenures with easily accessible local shops, schools and services set in a high-quality environment.

The Local Plan will seek to:

- Establish a Collyhurst residents forum, bringing together representatives from the tenants and residents groups across Collyhurst
- Develop a marketing strategy to promote the benefits of Collyhurst and help to transform its image within the city, encouraging people to consider Collyhurst as a location of choice
- Establish a diverse community that successfully connects with the area's rich historical legacy, the environment and open spaces.

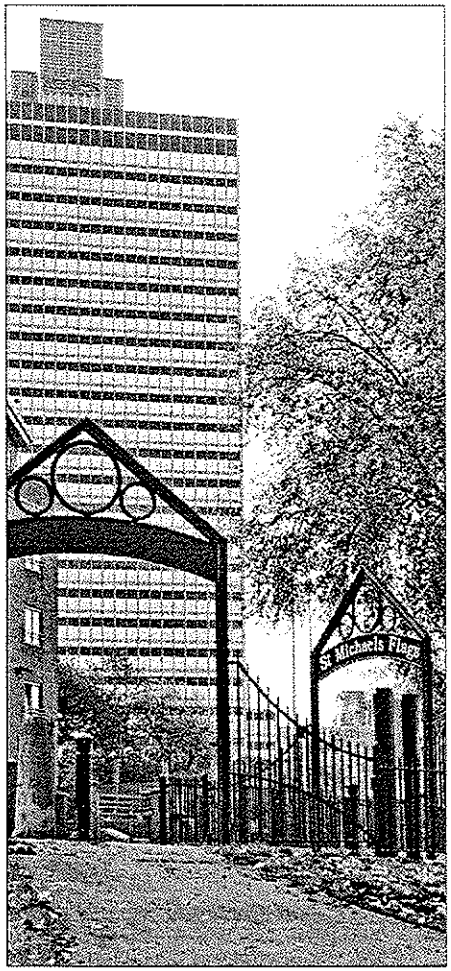




5 Employment and the Economy

The Local Plan will seek to:

- **Support local people in accessing job opportunities by:**
  - Developing a co-ordinated strategy with key partners to reduce numbers of people out of work. This could involve the expansion of area casework panels, which have concentrated on addressing antisocial behaviour, to include developing pathways into education, employment and training
  - Expanding and developing a range of basic skills and adult education services to be delivered in local venues
  - Increasing the visibility and accessibility of key agencies such as Jobcentre Plus to local residents through developing a physical presence or outreach work within Collyhurst
  - Promoting public sector employment and training opportunities available in Manchester City Council, Manchester PCT and other public service organisations
  - Linking local residents through appropriate training to jobs that will result from the ongoing regeneration of the area
  - Promoting job opportunities at the Manchester Fort Retail Park, the Central Business Park and city centre, with strategies to make them more available and relevant to local people
  - Developing intelligence on the levels of debt in the area and encouraging the establishment of advice and financial inclusion work
- **Protect and expand employment opportunities within the Local Plan area by:**
  - Supporting the retention of existing businesses and jobs
  - Protecting and enhancing East Strangeways as an important employment generator for the city
  - Developing the former Queens Road tip site as a new Irish World Heritage Centre, with an associated hotel and 250,000 square feet of industrial and commercial premises.



6 The Physical Environment

7 Neighbourhoods



City fringe – the vision

The vision is of a vibrant and sustainable high-quality mixed-use urban neighbourhood, defined by a high urban density and a high level of connectivity to adjoining neighbourhoods in the city fringe and the rest of Collyhurst.

Land use

The Local Plan will seek to:

- Generate a high-density high-quality mixed-use neighbourhood providing a variety of residential and business accommodation
- Encourage housing development, predominantly apartments, to include a mix of tenure and prices as part of affordable housing options
- Encourage the expansion of the successful creative and media cluster in the Northern Quarter through providing suitable accommodation for creative and independent industries
- Generate active frontages at ground floor level. This is particularly important along Rochdale Road and the other key arterial roads within the neighbourhood
- Explore the potential of exploiting the historic character of Mason Street to form a cluster of shops, cafes, restaurants and creative workspaces connecting to the Northern Quarter.

Connections and permeation

The Local Plan will seek to:

- Discourage commuter car parking on surface parking lots. Wherever possible, developers should provide parking within the curtilage of the site or shared multistorey facilities. Limited-stay options on street parking could be provided to accommodate visitors to the area where road widths allow
- Enable the area to have high levels of permeation and connections with surrounding neighbourhoods for pedestrians by providing well-lit footpaths and using measures that give priority to pedestrians over traffic
- Provide pedestrian crossing points across the inner ring road and key arterial roads to adjoining neighbourhoods
- Seek opportunities to divert the inner ring road off Addington Street.

Character and townscape

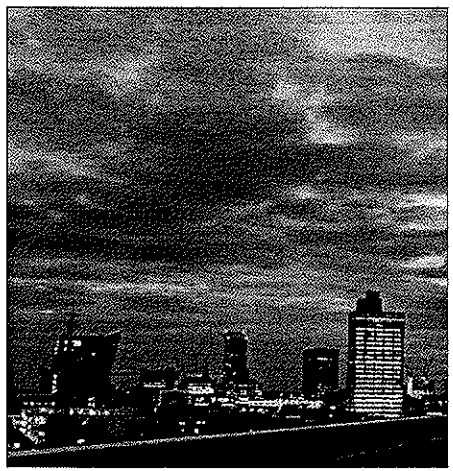
The Local Plan will seek to:

- Create a dense city fabric
- Ensure development extends to the back of the pavement to contribute to a clearly defined street frontage
- Retain the traditional grid street pattern. Development should not subsume existing streets and alter the established grain of the area
- Ensure buildings are of a scale, height and massing complementary to the neighbourhood
- Promote building design using active frontages on the main arterial roads (particularly Rochdale Road and key junctions) as southern gateways into North Manchester
- Attract development of the current CIS surface car park to integrate the site back into the fabric of the City Fringe Neighbourhood.

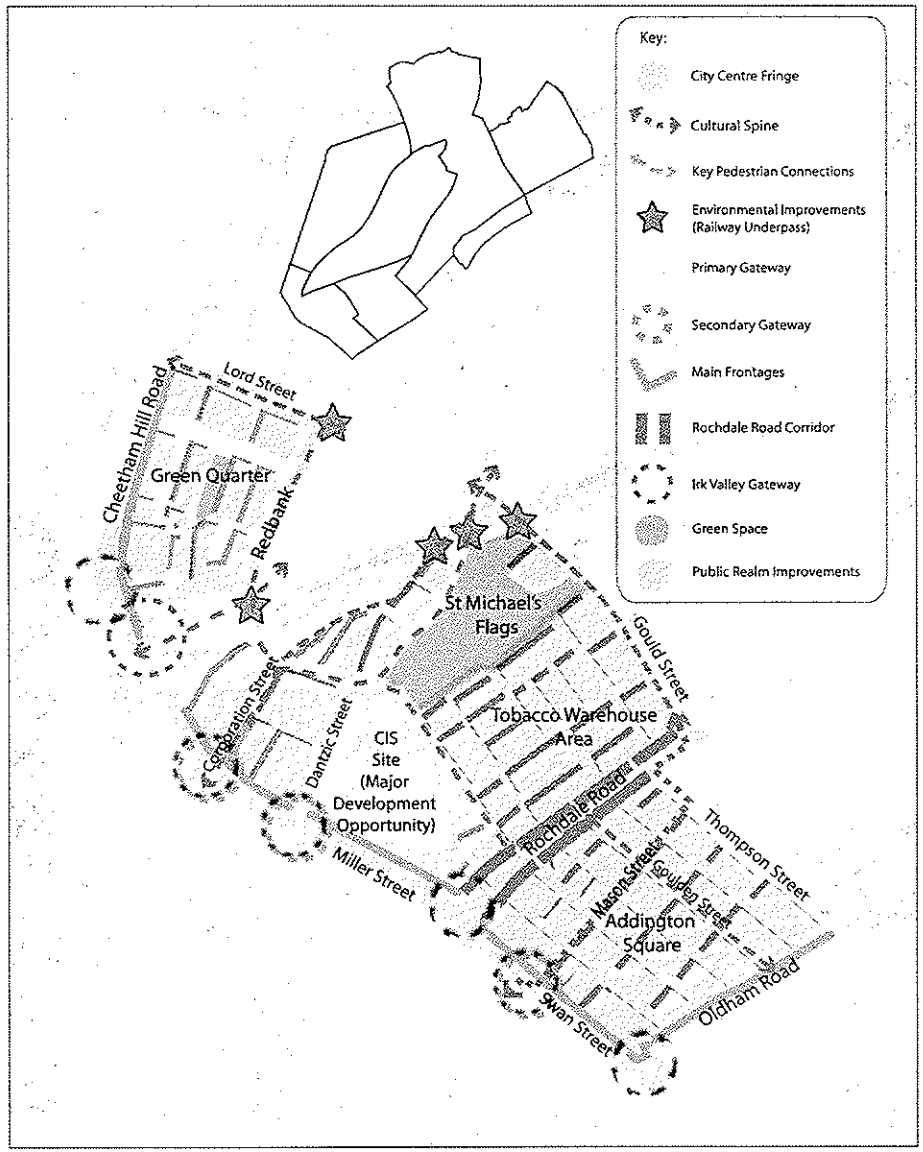
Open space and public realm

The Local Plan will seek to:

- Create a high-quality public realm and streetscape
- Identify a palette of high-quality, durable materials that give a consistency to the street scene
- Create additional high-quality public open spaces as part of new developments.



Plan 4: City Fringe Neighbourhood



8 Conclusion

Collyhurst is an area within the inner core of North Manchester, which has seen, over a 50-year period, a large loss of employment and investment and a population dispersed to locations within the wider conurbation. With this decline, community infrastructure has also been lost. This has resulted in parts of Collyhurst suffering some of the most severe deprivation in the country.

Collyhurst has recently benefited from improvements in North Manchester's infrastructure in terms of employment, education and services, which act as regeneration drivers for the area. Given its proximity to the city centre and its role as a gateway to North Manchester, Collyhurst is well located to benefit from the growing prosperity of the city.

Collyhurst is destined to undergo significant change and investment, including transformation of the Council housing estates, a new high school, two new Metrolink stations, a new Irish World Heritage Centre, the development of a housing market and a high-quality network of open spaces in the Irk Valley.

The Local Plan provides the context for the transformation of Collyhurst by providing a long-term (10–15 years) regeneration strategy addressing the physical, social and economic needs of the area.

The Local Plan will seek to:

- Guide physical change and investment within the area
- Establish key objectives and priorities
- Provide a framework for the co-ordination and implementation of services.

The ambition and vision is for Collyhurst to become an area that:

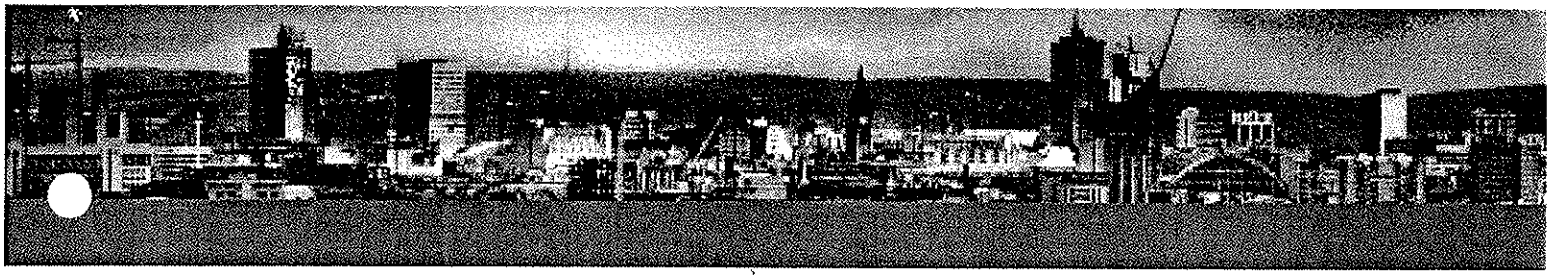
- Is attractive to a diverse range of people
- Makes a positive contribution to the urban fabric and social and economic wellbeing of the city

This requires tenacity and drive to address the challenges identified in the Local Plan.

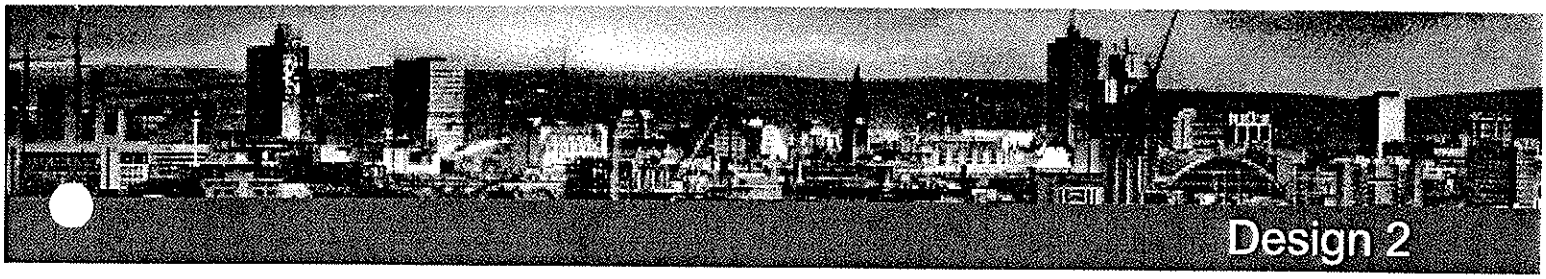
The commitment of the community, its leaders, key stakeholders and the city has demonstrated a desire for change and the passion and energy to ensure it happens.

For further information regarding the Collyhurst Local Plan please contact:

Regeneration Team North, Manchester City Council, Hexagon Tower, Blackley Village, Manchester M9 8GQ Tel: 0161 655 7850



Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007



2 Design

2.1 UDP Part 1 Policies H2.7, I3.1 and S2.5 all deal with the City Council's expectation that new development, whether for residential, industrial, commercial or retail purposes, should have a high standard of design making a positive contribution to the City's environment. UDP Part 1 Policy E3.3 encourages new development along the City's major radial and orbital routes to be of the highest quality. The following sub-sections articulate in greater detail what the City Council means when it refers to a high standard of design. Where other UDP policies underpin specific parts of this document these will be identified at the beginning of the individual sub-section or paragraph.

2.2 Guidance in this section is grouped under seven key principles recognised by CABE (the Commission for Architecture & the Built Environment) as being those urban design characteristics, which together create successful places.

- Character and Context: A place with its own identity
- Continuity and Enclosure: A place where public and private spaces are clearly distinguished
- Legibility: A place that has a clear image and is easy to understand
- Ease of Movement: A place that is easy to get to and move through
- Quality of the Public Realm: A place with attractive and successful public areas
- Diversity: A place with variety and choice
- Adaptability: A place that can accommodate change and innovation.

Character and Context: A place with its own identity

Design should respect and be informed by location (See Part Two 'The City's Character Areas)

2.3 A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area.This should be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages.



Where it is appropriate for a building to be set into the site because of site requirements or constraints, the built form should nevertheless present a visually continuous, attractive and accessible, pedestrian and cycle friendly, frontage to the principal street.

Buildings should relate well to each other

2.13 The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings. Projections and setbacks from this line, such as bays, foyers and entrance halls, can help to create visual emphasis; they should not, however, reduce safety by creating hidden areas, or accessibility by making obstructions, nor detract from the visual continuity of the frontage.

Building height should be carefully considered

2.14 It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

2.15 Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. In established residential areas, significant variation in height may not be appropriate. Where higher structures are more appropriate, notably in and around the City Centre, they must be informed by all of the principles described in the Guide.

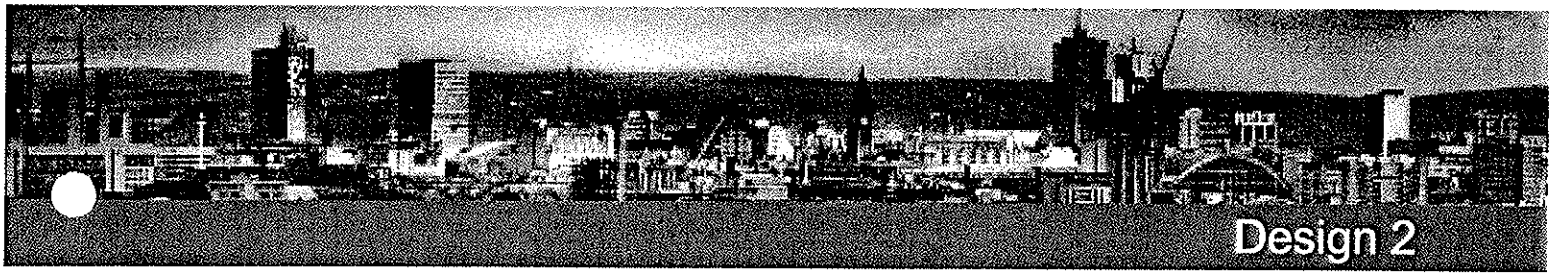
Site boundaries and treatment should contribute to the street scene

2.16 The impact of site boundaries can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

Legibility: A place that has a clear image and is easy to understand

Developments should enhance existing vistas and create new ones

2.17 Vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises. Gaps between buildings should not distract from the major view along a



street. Signage can be used positively to enhance legibility in new developments and if appropriately located and designed can be particularly helpful for visitors and users of large complex schemes.

Strong corners are important landmarks

2.18 The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. Corners help people to find their way around an area and are often used as meeting points. Corners should therefore be designed with attractive window, entrance and elevational detail and site boundaries should be high quality. On major routes they should accommodate active ground floor uses, entrances, art or signage, to reinforce the character of the street and the sense of place. Corners can also be marked by trees or public art to create attractive open space landmarks.

There should be a clear definition between public and private space

2.19 Developments should have a clear edge. The face of the building, boundary walls or fences will normally create this, but where there is no formal boundary, the design of planting or surfacing should promote clarity. Street design should help to create this clear definition, identifying public areas whilst marking and protecting private spaces. Footpaths and cycle ways should be designed to provide routes that are understood and respected by both users and others and safety should be a priority in their design.

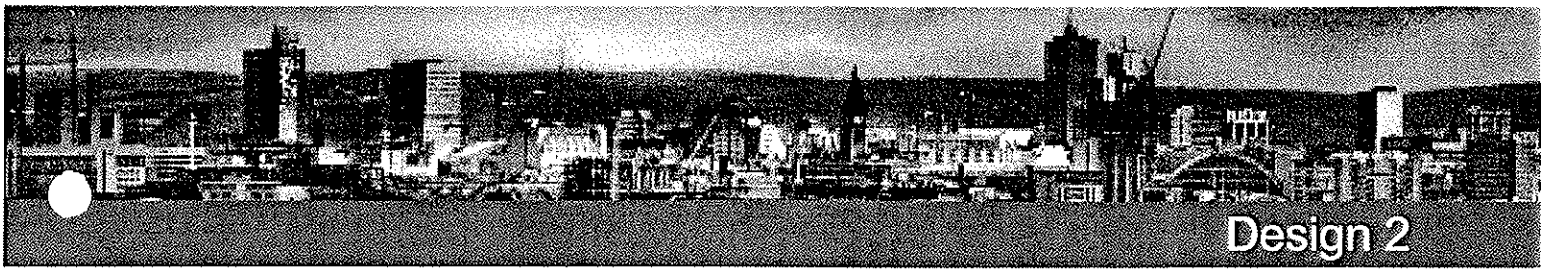
Junctions should be designed as places

2.20 UDP Part 1 Policy T2.1 refers to priority being given for schemes which improve conditions for pedestrians and cyclists including junction improvements and pedestrian crossing facilities. Junctions are important landmarks and points of reference for people walking or cycling through an area, as well as for traffic. They are the point at which people decide their route and therefore become nodes of activity. Their design and street furniture should facilitate this, as well as controlling vehicles and assisting pedestrian movement and safety, and clutter and conflicting activities should be avoided.

The impact of car parking areas should be minimised (See Chapter 6)

2.21 For the foreseeable future, major commercial, leisure and residential developments will have significant car parking demands. The location, design and treatment of these areas could have a major impact on the street scene and will need to be carefully considered.

2.22 In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.



Safe routes for cyclists and pedestrians will be promoted

2.28 UDP Part 1 Policy T3.6 sets out the Council's intention to promote a network of safe, attractive and clearly marked pedestrian and cycle routes to work, retail, health, education and leisure facilities throughout the City. UDP Part 1 Policy T3.1 refers to the the needs of cyclists and pedestrians being catered for in new developments. The identification of key routes for pedestrians and cyclists will be required as an integral part of the design of new development schemes. Routes which do not follow the street network should not mean taking long detours; they should, where possible, take short convenient routes with many options for joining the road network. Care should be taken to ensure that they are not unobserved, narrow or badly lit.

Public transport should be easy to use

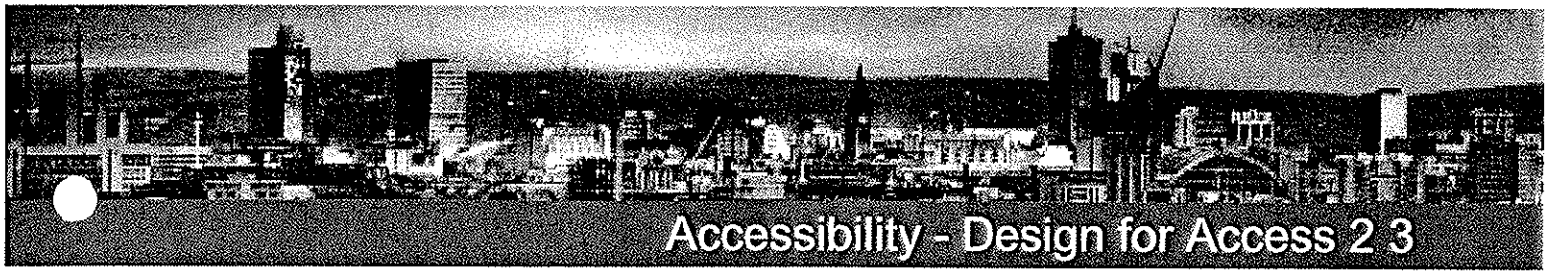
2.29 Developments across the City have an important role to play in supporting the promotion of sustainable public transport. Developments should have regard to, and respond to, the location of all public transport facilities, routes and stops. Where this is insufficient, developers should actively pursue access to different forms of public transport provision for their site. The Council will continue to promote the development of its highly successful Metrolink network, and developers bringing forward proposals adjacent to proposed routes will be expected to support and accommodate its future development and use.

Travel Plans

2.30 At an early stage, before submitting a planning application, developers should consult with the Council to determine whether a Travel Plan is required in line with PPG13 (see references). A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint. More detailed guidance on the content of Travel Plans is available from the Council.

Vehicular access including servicing

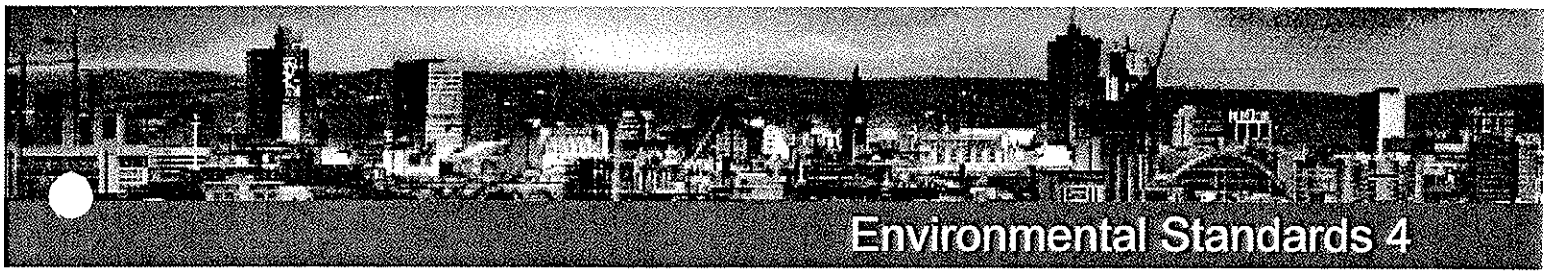
2.31 Developers should have regard to the impact a new development may have on the local traffic network and on the nature and number of likely movements arising from it. A Transport Assessment may be required to be undertaken in line with PPG 13. Developers should consider the servicing needs of any development at an early stage to ensure that adequate servicing is provided on site. Poor on-site provision can lead to a reduction in pedestrian safety on adjacent roads as well as higher costs in the maintenance of an attractive street environment.



3 Accessibility - Design for Access 2

3.1 Quality in design terms requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. The Council recognises that inclusive design needs to take account of cross-impairment and community based issues. There are several policies in the UDP that require developers to consider the requirements of disabled people. UDP Part 1 Policy H1.2 seeks to ensure that the range of housing types provided includes accommodation specifically designed for disabled people. UDP Part 1 Policies S2.1 and S2.6 require shopping facilities to be accessible for disabled people. UDP Part 1 Transport Policies T1.4 and T2.6 refer to needs of disabled people with regard to public transport and car parking respectively. More detailed UDP Development Control Policies DC7.1 and DC9.1 deal with the more specific requirements within both housing and employment related uses. Within this policy context, design principles that will help to achieve accessible development are to be found throughout the section on Design, and are highlighted below.

- Neighbourhoods should contain a mix of housing. New housing developments should be designed to be fully accessible, not only internally, but also with regard to all external areas
- As well as new build, the conversion of existing buildings for a range of new uses is encouraged. The completed schemes should maximise accessibility
- Local centres must be fully accessible to ensure inclusiveness, and entrances to shops, services and facilities, and new or improved public realm works should be designed with this in mind
- The Council has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments
- Streets should be designed for local people to use. They should be attractive, accessible, social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with a clear function and positioned to avoid the creation of obstacles, clutter or confusion
- Where streets have mixed and competing demands, on street parking must ensure, amongst other things, that the movements of pedestrians and cyclists are properly accommodated, and that the safety of disabled people is not compromised
- Whatever form car parking takes, adequate provision is required for disabled people with clear, safe, accessible footways leading to the main door.



4 Environmental Standards

4.1 The Council is committed to making Manchester "the Greenest City in Britain". Climate change is the biggest challenge facing the future sustainability of the City and new developments play an important part in Manchester's ability to meet UK national and Kyoto commitments for tackling climate change.

4.2 The following information is provided to help developers understand how the Council interprets and applies the general environmental policies of the Unitary Development Plan referred to in each section of this chapter. It is informed by the latest national planning and building control requirements and aims to improve general understanding and to promote transparency and consistency in achieving sustainable developments.

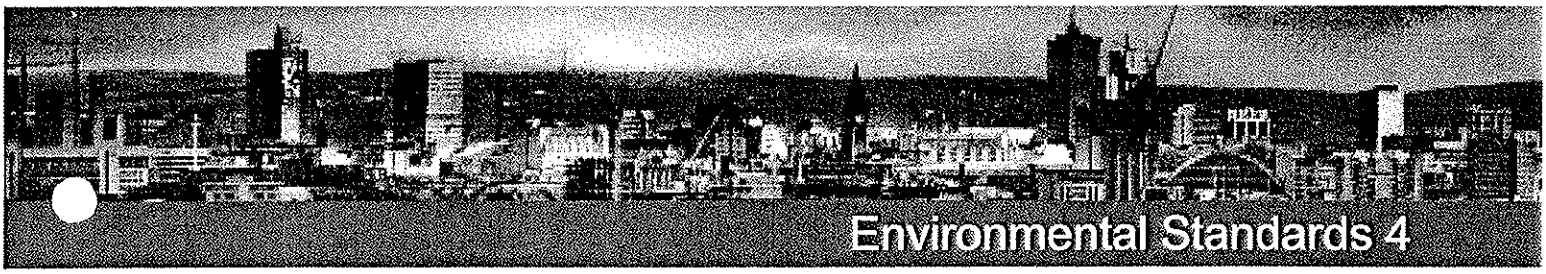
4.3 We want to work with developers to deliver achievable, financially viable approaches to all aspects of sustainability. Developments that help to secure long-term economic growth should also be able to adapt to a changing environment, and to maintain and improve the quality of life essential to the residents, businesses and users of Manchester.

4.4 **Developers will be expected to submit a statement on how their proposal will achieve the environmental standards set out in this chapter. This statement will be seen as an addition to the Design and Access Statement referred to in Government Circular 1/2006 and described in greater detail in paragraph 13.9 of this document. This additional Environmental Standards Statement will be required for all planning applications, both outline and full, with the exception of changes of use where no operational work is required, house extensions and mining or engineering work. (The exceptions listed do not of course negate the need for building regulations approval, where necessary). It will clearly assist in demonstrating how the planning policy context has affected the development of the site as required in the process of producing the Design and Access Statement.**

Energy Efficiency

4.5 Part 1 Policy E1.5 encourages high standards of energy efficiency in new development. In the Environmental Standards Statement, developers should show how they have considered the steps necessary to reduce energy demand at the earliest stages of design. Developers should aim to reduce CO2 emissions by at least 25% more than the requirements of the current Building Regulations, which at present are Building Regulations: Approved Document L (2006) – 'Conservation of Fuel and Power.' The following design principles will assist developers in achieving energy efficiency targets:

- Minimise reliance on energy-using equipment for heating, cooling, lighting and natural ventilation



Environmental Design

4.7 Developers must demonstrate energy efficiency in line with UDP Part 1 Policy E1.5. For residential developments, this should be through the use of the Department for Communities and Local Governmennt's 'Code for Sustainable Homes'.(In the short-term, compliance is voluntary but home builders are encouraged to follow the principles set out in the Code because the Government is considering making assessment under Code standards mandatory in the future) This Code builds on and replaces the EcoHomes system. Any developer in the process of achieving an EcoHomes assessment should discuss the transition to the Code for Sustainability with the relevant planning case officer. Whilst the City Council considers that new homes should achieve at least a three star sustainability rating under the Code for Sustainable Homes, developers should be aware that the Government target is for new homes to have a six star rating under the Code by 2016. The City Council would expect developers to be working towards meeting this six star rating. However, using alternative modelling tools that enable the developer to exceed the requirements of the Code is also encouraged.

4.8 To demonstrate energy efficiency in non-residential developments, the City Council would encourage developers to use the Building Research Establishment Environmental Assessment Method (BREEAM) which is used to assess environmental performance. Developments should be achieving a design and post-construction rating of "very good." However, using alternative modelling tools that enable the developer to exceed the requirements of BREEAM is also encouraged.

Water Management and Weather Resilience

4.9 UDP Part 1 Policy E1.3 states that the Council will promote measures to decrease the level of pollution in the City's watercourses, and groundwater sources. UDP Development Control Policy DC21.1 refers to development not normally being permitted where it would be at risk from flooding or increase the risk of flooding elsewhere. The environmental standards statement should therefore show how water is to be managed in the most environmentally effective way.

- New developments and the conversion of existing properties can both result in the removal of areas of soakaway, which can result in high volumes of surface water run off, burdening the local sewer system and increasing pollution and the risk of flooding. Sustainable drainage systems (SUDS) should be included, and the amount of hard surfacing minimised, for example by providing on site capture and soakaway of all rainwater on site. Examples of SUDS options would include, rainwater harvesting systems, pervious surfaces, green

design where practicable. Materials that are environmentally friendly, of low embodied energy, locally sourced, and can be recycled or reclaimed when the building comes to the end of its life should be prioritised. Materials that contain environmentally damaging chemicals should be avoided.

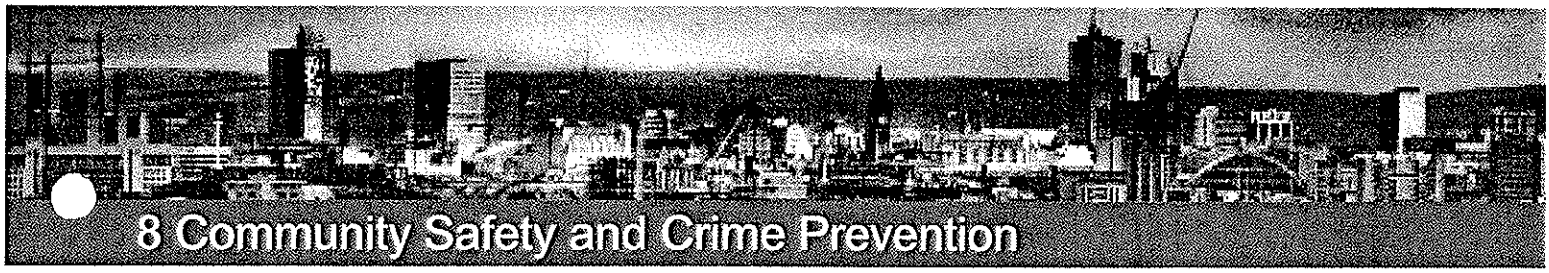
4.14 In addition, activities carried out during the construction of new developments have the potential to cause significant environmental impact. In order to avoid such impacts it is important that appropriate measures are put in place to manage and control the waste generated, the amount of water and energy used, and any potential releases to water, land and air. Use of the Considerate Constructor scheme is recommended.

Biodiversity

4.15 UDP Part 1 Policies E2.3 and E2.4 require the protection of wildlife, wildlife habitats, and where possible, the creation of new nature reserves and features which will sustain wildlife. Part 1 Policy E2.6 states that the City Council wishes to prevent the loss of existing trees. Developers will need to contribute to Manchester's Biodiversity Strategy by demonstrating in their Environment Standards Statement how they have taken full account of the effect of their proposed development on biodiversity. This should highlight how existing species and habitats would be protected and how the proposed development would enhance the ecological value of the site. Mature trees and hedges should be retained on site wherever possible. Where this is not possible, developers will be expected to agree an appropriate scheme for replanting with the Development Control case officers. Developments should result in no net loss in overall biodiversity value and maximise opportunities to meet and exceed our target to achieve a 10% net increase in tree cover across new developments. In exceptional cases, where planting is unachievable on site, permission may be granted to plant elsewhere in the City to ensure no overall net loss in tree resources. Existing green links across the site should be maintained and the opportunity taken to create new links as appropriate. Landscaping and new planting should include species appropriate for the proposed development that will encourage wildlife. Full plans should be included in the report showing retained, enhanced and new ecological features, the number of on-site trees pre and post development, and a 5 year management plan. Wood and wood products should come from Forest Stewardship Council sources. Tropical hardwoods should be avoided.

Waterways

4.16 The waterways are a major asset for the City and provide significant opportunities to raise perceptions and economic values through links to regeneration, the environment and transportation. This is recognised in UDP Part 1 Policies E1.3 which seeks to promote measures to reduce pollution in the City's watercourses and E3.4 which sees the waterways as an important part of a recreational network where measures will be taken to improve access and protect and enhance wildlife. Developers working in close proximity to the City's waterways



8 Community Safety and Crime Prevention

The Promotion of a Safer Environment - Community Safety and Crime Prevention

8.1 In their Design and Access Statements applicants are expected to demonstrate how crime prevention measures have been considered in the design of the proposal. (DCLG Circular 1/2006). One way of ensuring that these issues are fully dealt with is by using the Secured By Design Accreditation Scheme administered by the Greater Manchester Police Architectural Liaison Unit. Under this scheme developers are advised to seek advice on crime prevention guidance and to seek specialist advice. The following issues should be borne in mind.

8.2 There are several UDP Part 1 Policies that set out the City Council's stance with regard to the promotion of a safer environment. Policy E3.5 refers to the layout of new development being designed with safety in mind. Policy H 2.1 refers to environmental improvements to make residential areas safer. UDP Policy S2.5 refers to shopping facilities needing to provide a safe environment.

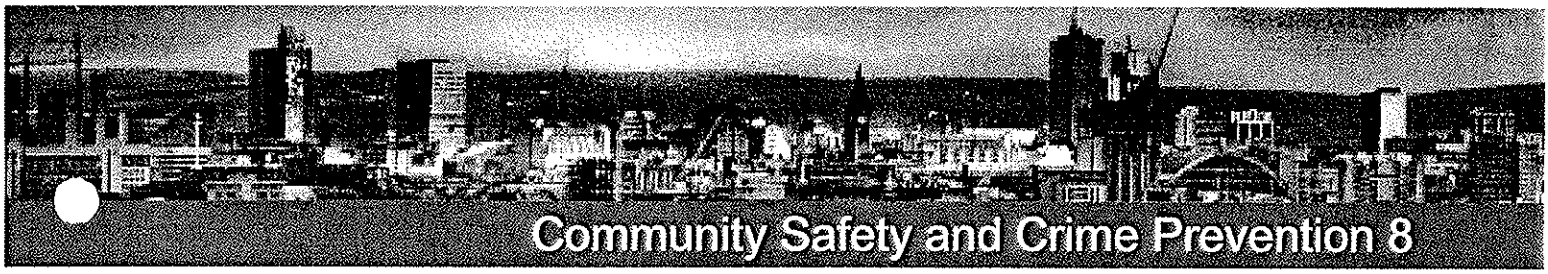
8.3 The following provide developers with more detail as to how these safe environments can be created.

- Informal surveillance should be promoted

8.4 Developments should promote informal surveillance of the street. Buildings fronting streets, so that pavements are overlooked by windows and entrances, are encouraged as they increase security for street users. Overt security measures such as roller shutters create an increasingly intimidating environment on night time streets and alternative solutions will be encouraged. Where shutters are needed, their design and visual impact must be considered, to ensure that they do not reduce on-street security for pedestrians and cyclists, nor adversely affect the appearance of the street. Additionally, the use of shutters during the day, or obscured glazing on shop windows, will be discouraged so as to avoid dead and inactive looking frontages.

- Crime prevention measures should be included in designs

8.5 Building owners, users and visitors have quite different needs in terms of security and safety, but these specific needs should find expression in shared, high quality design principles. Entry and exit from all buildings should be clearly monitored either by person or by the use of CCTV. Approved window and door locks should be provided and the design of balconies,



porches and outbuildings should not facilitate unauthorised access. Good practice relating to the protection of persons visiting the building should be promoted by the use of good lighting, appropriate landscaping and clearly identified routes.

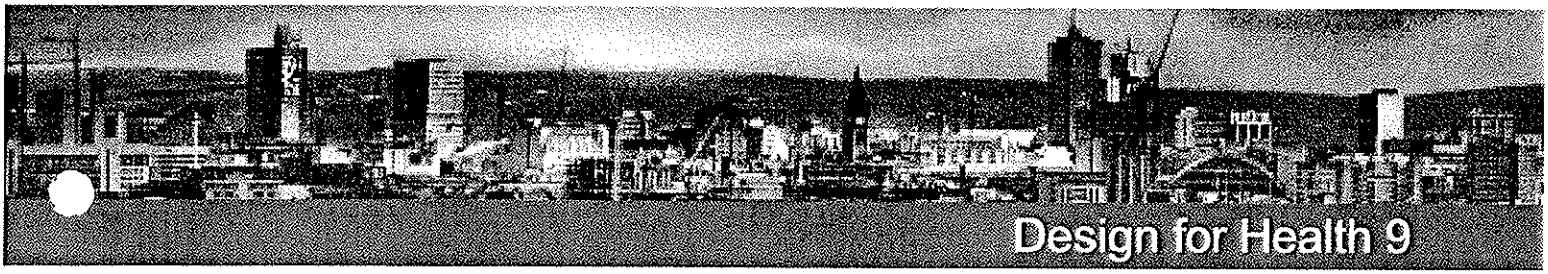
- Internal design should promote safety.

8.6 Developments should have recognisable uses or internal arrangements which help to foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of users. Developments that contain internal spaces or communal areas with no clear sense of 'ownership' will be discouraged.

- Vehicle parking areas should be safely designed

8.7 Cars should be parked in properly secured private areas, preferably to the side, rear of,or beneath buildings, or on streets where they can easily be seen, where this can be safely achieved. Car parking courtyards should have robust gates and locking mechanisms. High levels of parking within the front curtilage is discouraged as it restricts informal surveillance of pavements and streets, but where this cannot be avoided, good quality surface and boundary treatments and tree planting will be required, to minimise their visual impact. Incorporating "designing out crime" principles in Manchester is not about stifling good design, the introduction of high enclosures or inward looking development. It is about designing developments and open spaces with safety and security in mind from the outset and delivering schemes which fulfil all other aspects of the quality agenda.

8.8 The creation of a high quality environment is vital in enhancing everyone's sense of well being and safety, encouraging long term commitment to the City and its neighbourhoods. This is why the Guide places great emphasis on making the City more user friendly, easier to move around and easier to look after. Whilst a poor physical environment is often associated with fear of crime a high quality environment can encourage a sense of respect and self esteem in the local community. In this way the Guide ties directly into the National Respect Action Plan and Manchester's Sustainable Community Strategy, one of the key drivers of which is the enhancement of individual and collective self-esteem and mutual respect.



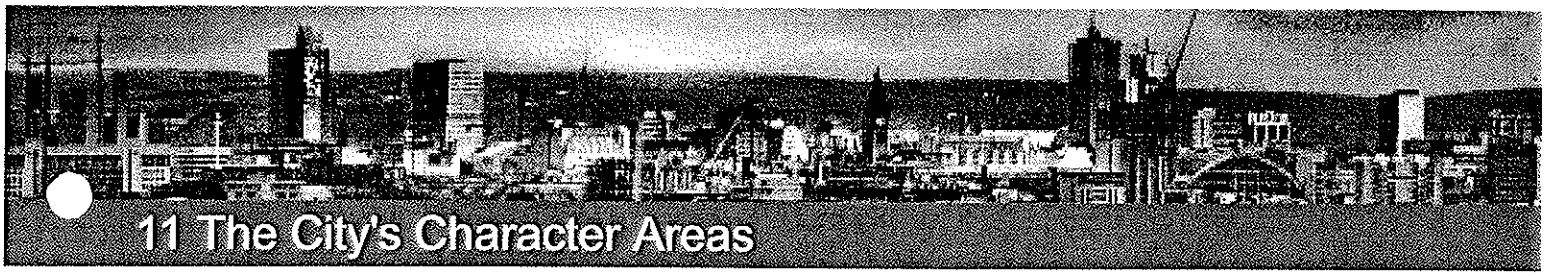
9.7 ***Promote local food production and access to healthy food**: Encourage a diversity of shopping facilities in local centres; when planning recreational open space, consider developing allotments; ensure residential developments provide adequate garden space to facilitate local food production.*

9.8 **Promote safety and a sense of safety**: UDP Part 1 Policy E3.5 states that the City Council will promote measures to create a safer environment. In this context developers are encouraged to design new schemes and use traffic calming in existing areas in order to slow the speed of traffic and give priority to pedestrians and cyclists; design to ensure natural surveillance over public space; provide safe places for children to play, for example private gardens in residential development.

9.9 **Promote social inclusion**: UDP Part 1 Policy R1.1 sets out the City Council's area based approach to regeneration with a view to maintaining and creating integrated sustainable communities. This can be supported by a range of actions such as the provision of mixed housing tenures within each area; taking care that developments do not drive out those on low incomes by making property or services too expensive, and by ensuring that people are not excluded because of age, disability, or lack of access to a car.

9.10 **Improve the quality of the natural environment**: UDP Part 1 Policy E3.4 sets out the Council's aim to create a network of linked recreational open spaces, whilst Part 1 Policy E1.5 promotes energy efficiency. Developers are encouraged to promote the health of Manchester's residents in any development scheme by protecting and enhancing waterways and areas of green space, linked by green corridors wherever possible, and by following the "Environmental Standards" guidance contained within this document in Chapter 4.

9.11 **Improve the quality and aesthetics of the built environment**: UDP Part 1 Policies H2.7, I3.1 and S2.5 all promote a high standard of design in development. In the interests of improving the health and sense of well-being of those who live and work in Manchester, developers should promote a high quality of design and detail in all developments. This can be achieved by designing places to be intuitively understandable, integrating the natural environment into the built environment with trees and other planting schemes, and by providing gardens in residential developments.



Employment Areas

11.31 Few of the City's historic employment areas remain, however they have been replaced by a growing number of business or commercial parks and local workspaces.

11.32 Wherever possible, workplaces should be located near to residential areas and other services, to support the Council's sustainable development strategy, in particular reducing the need to travel. We will carefully consider proposals to ensure that residential and local amenity is protected and any adverse impacts are mitigated.

11.33 We acknowledge that the City will need to create further new business parks to accommodate the growing demand for employment space. Whilst we will not want to pursue rigid zoning, an overall strategy and phasing plan will be required, and they should be well served by public transport at the outset. Developers may need to actively pursue public transport provision for their site at an early stage in any development.

11.34 A good relationship between buildings and the adjacent street frontages, and between adjacent buildings, will be required, even when these are not located close to each other. This is to ensure that the appearance of the area is attractive and that individual buildings are not isolated and insecure. Variety of built form is welcome as long as there is good design within each discrete parcel, good boundary treatments, and a positive relationship to the overall character of the site. Pedestrian routes and entrances to buildings should be straightforward and safe.

11.35 In both existing and new commercial and industrial areas, developers will be expected to contribute to the provision and improvement of environmental features such as up to date refuse storage facilities, on-site recycling, green travel plans, and cycling and pedestrian provision. Developers will also need to consider the servicing requirements and how these can be accommodated on-site wherever possible.

The Rural Fringe

11.36 The significant amount of open space around the fringes of the City plays an important role in providing attractive amenity and leisure space, in offering a different choice of housing, in distinguishing and placing the City in relation to its neighbours, and in helping the City's sustainability and biodiversity.

11.37 New developments must respect the amenity and character of existing homes and the extent and nature of the landscape. The replacement, expansion, change of use or alteration of existing rural buildings should be sensitively designed, to ensure that the character of these areas is retained, although innovation and the broadening of uses is welcomed.