

SITE NOTICE

The Town and Country Planning Act 1990 (as amended)

The Town and Country Planning (General Permitted Development) Order 2015

Schedule 2 : Part 11

Proposed demolition of building

Application for a determination as to whether prior approval will be required

1. Take NOTICE that Manchester City Council (Development and Investment Estate Service) has made an application to

Manchester City Council for a determination as to

whether the prior approval of the authority will be required to the method of

proposed demolition and restoration of the premises located at the

Former Peacocks clothing store and adjacent vacant retail unit, Wythenshawe Civic Centre

2. The proposal involves the demolition of the existing building.

3. Demolition is proposed on or as soon as 1st May 2025.

possible, but no sooner than 28 days from the date hereof.

4. Any representations about the proposal should be made to Planning Department, Manchester City Council, PO Box 532, M60 2LA

planning@manchester.gov.uk

in writing within 21 days hereof.

Signed:

Paul Shuker - Head of Planning Consultancy (Manchester), LSH

For and on behalf of: Manchester City Council

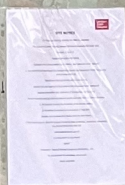
Dated: 3/02/2025

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For and on behalf of: Manchester City Council

Dated: 3/02/2025

CHA
OPPO

The Masterplan seeks to improve permeability and access to the Civic Centre by connecting existing routes into the surrounding neighbourhoods.

The immediate connections and routes as illustrated opposite need to be redefined with barriers and street clutter removed to allow easy access by neighbouring communities. At night the area becomes a fortress and permeability through the site is discouraged and actively restricted.

All routes should be redefined and redesigned to be barrier free and fully accessible 24/7. Currently the Civic Centre has restrictive access and closed from 6.00pm by physical barrier around its perimeter. This limits any possibility of a night-time economy and removes any community benefit of the Civic Centre after hours.

Another key move is the reordering and consolidation of the car parking offer into a new centralized Mobility Hub, encouraging travel diversity by offering a car-charging, bike hire, repair and storage, taxi rank drop off in one integrated location. The entrance to the Mobility Hub will be relocated, removing the existing but difficult spiral ramp by routing the original entrance ramp and forming a new entrance off the existing Aisle car accessed off Sirocco way.

All visitors arriving by train, bus or by vehicle within the completed Mobility Hub will be naturally drawn towards the new Food Hub and Public Square at the heart of the masterplan. The Square will provide primary access to the key interventions of the Food Hub and the Cultural / events space of the former Co-op building.



Please Note: These are broad ideas and the implementation/idea are to come.

View across the new square towards the Culture hub



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1906 Housing construction began in Wythehaven around 1932 and by 1934, the population had increased from 5,500 to 25,000. Wythehaven's main street was set to the highest standards by the municipal government and this pointed workers in regular employment. By the outbreak of WWII, Wythehaven consisted of a half of the city's entire stock of social housing.	1954 After the war there were significant changes. Richard Barry Parker's original shills were released and mass employment was set. A large influx of new residents came to the city. Manchester's large scale slum clearance began. This is apparent in the 1954 map which shows light urban areas.	1961 By 1964, Wythehaven's population reached its maximum of 10,000 and the station was turned to the Civic Centre. These historic maps confirm the dates of the residential development around the Civic Centre. No records however could be found later than 1961 to show the development of the Civic Centre.
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1890
Housing construction began in Wythenshawe around 1832 and by 1934, the population had increased from 5,500 to 25,000. Wythenshawe homes at this point were set to the highest bands of municipal rents, restricting them to skilled workers in regular employment. By the outbreak of WWII, Wythenshawe contained a third of the city's entire stock of social housing.

1954
After the war, there were significant shifts. Richard Barry Parker's original density limits were relaxed and mass construction was seen. A large inflow of new residents was also seen as Manchester's large scale slum clearance began. This is apparent in the 1954 map which shows tight urban grains.

1961
By 1964, Wythershawe's population reached its maximum of 100,000, and attention was turned to the Civic Centre.

These historic maps confirm the dates of the residential development around the Civic Centre. No records however could be found later than 1961 to show the development of the Civic Centre.



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