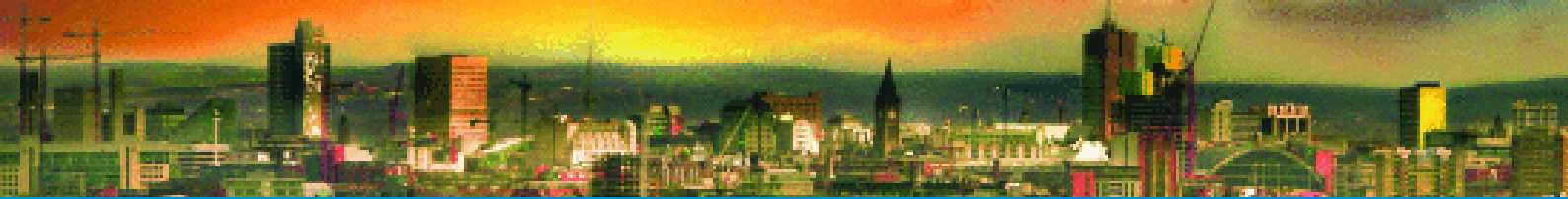


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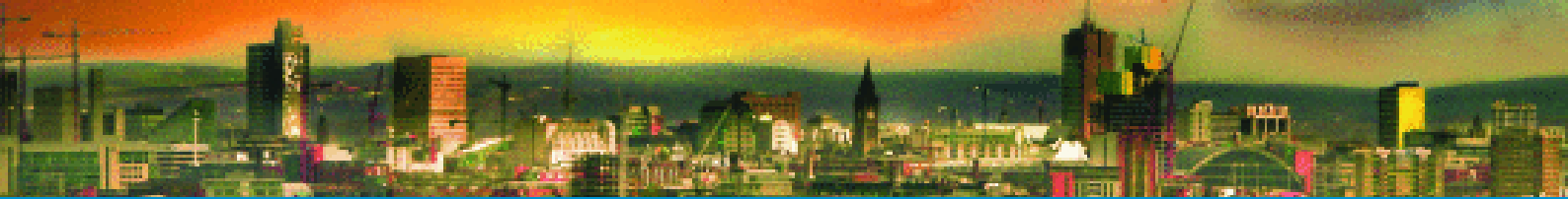
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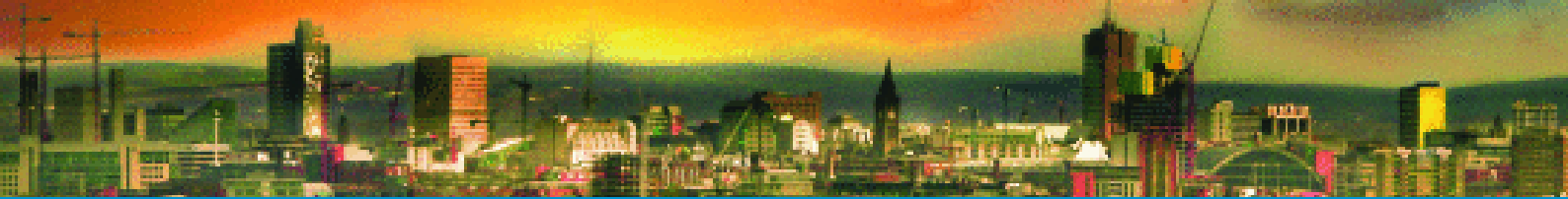
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## Foreword

### Foreword by Sir Richard Leese, Leader, Manchester City Council

#### The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

**1** Manchester is at the same time an international city, a regional capital and a home-town, richly diverse and multi-faceted in terms of its people and its function. Manchester has welcomed much investment throughout recent years, both financially and through the commitment and entrepreneurial spirit of those who live and work in the City. This has resulted in the creation of major sports and cultural facilities, the regeneration of declining neighbourhoods, the refurbishment and development of notable buildings and open spaces, the consolidation of Manchester as an international destination and its emergence as a Knowledge Capital. Our aim throughout has been to create a city in which people choose to live, learn, work and relax.

**2** But we are not standing still. We want to continue to create a more attractive, more accessible and useable City for Manchester people, and we have the confidence to set standards. We are an ambitious city aiming to be the greenest, most inclusive, most accessible city in the UK.

**3** We are integrating our environmental, economic and social activities; introducing variety and value in new housing development and diversifying tenures; pursuing design principles which create safer areas and streets; constructing streets, squares and buildings of interest and quality, and developing strong vibrant neighbourhoods so that they become a cohesive and sustainable part of the City.

**4** This Supplementary Planning Document is all about bringing together those development principles that we believe will assist in the creation of such a City. Much of the current document has been drawn from the highly successful previous editions of the Guide to Development in Manchester. The overall message has not changed but the adoption of this Guide as a Supplementary Planning Document and Planning Guidance will help to provide more certainty for all those involved in the development process.

**5** We therefore commend our Guide to Development in Manchester Supplementary Planning Document and Planning Guidance to all those who have an interest in the future of the City, particularly those who wish to invest and promote development. We ask developers and investors to recognise and support our approach to the way initiatives are progressed and we hope that the Guide will continue to facilitate this. In return, investors and developers can be assured that they have, in Manchester, a partner that is both determined and willing to make a full contribution to the delivery of proposals that meet the aspirations of a major international City and of its residents.



# Introduction

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## Introduction

**1** Government Circular 1/2006 introduces a requirement for the submission of a design and access statement to accompany all planning applications for major development. Manchester City Council has produced this document as a means of guiding those involved in the development process in their preparation of these statements. The document sets out the City Council's stance on a wide range of issues, demonstrating, where applicable, their links to the Manchester Unitary Development Plan (UDP). Much of the content of the document is taken from the former Guide to Development in Manchester 2.

### Understanding the Document Format

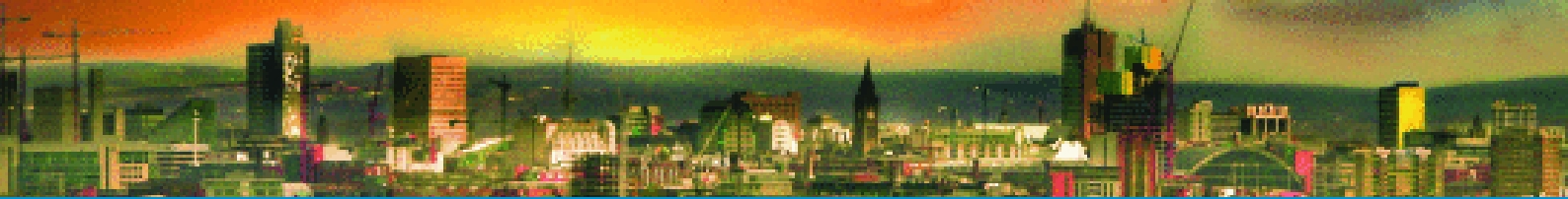
**2** Whilst the City Council is currently involved in the preparation of the Local Development Framework, existing planning policy is contained in the UDP referred to above. The Guide does not create new planning policy but rather expands on and provides further detail on these existing UDP policies. It is divided into three parts. The first part deals with development principles and has Supplementary Planning Document (SPD) status with the exception of a small number of paragraphs written in italics.

**3** The second part provides additional guidance on the character of various areas within the City. This section does not have SPD status but sets the context within which developers and architects will have to work, identifying key characteristics and highlighting important development issues and priorities within those different areas.

**4** Part three of the Guide to Development explains how the Guide to Development should be used and how it relates to the wider planning policy framework, development control, Local Transport Plan, Community Strategy, and Housing Market Renewal Pathfinder.

**5** The Guide to Development in Manchester is effectively a hybrid document acting as both a Supplementary Planning Document and planning guidance. It is worth noting, however, that the entire document has been the subject of formal consultation and a Sustainability Appraisal, and as a consequence those parts that do not have SPD status nevertheless have more weight in planning terms than City Council policy that has not been the subject of the same extensive consultation or appraisal. Developers will be expected to have regard to both the SPD and planning guidance in their preparation of any design and access statements.

**6** Developers are also referred to Section 42 of the 2004 Planning and Compulsory Purchase Act, Section 327A of the 1990 Town and Country Planning Act, Section 3 of Circular 1/2006 and CABE's 'Design and Access Statements' publication for general advice concerning the role and content of design and access statements.



# Part One - Supplementary Planning Document



# 1 Creating a Sense of Place

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## 1 Creating a Sense of Place

**1.1** What a city looks and feels like is a crucial part of its identity and if people are to enjoy places they should be welcoming, inclusive, neighbourly, interesting and attractive. Manchester contains many remarkable buildings, spaces and neighbourhoods that help to give it a unique identity and we want to ensure that we continue the process of enhancing the look and feel of Manchester. We want Manchester's buildings, neighbourhoods, streets and spaces to convey a sense of place where their identity, character and role are clear, relevant and special.

**1.2** There are many factors that create a "sense of place", some in a direct and obvious way, such as the appearance of buildings or the presence of a park, others in a less tangible way, such as having a good choice of shops or being close to friends and family. It is the inter-relationship between these factors and how they are reinforced which will lay the foundation for the future. We want to ensure that the developments taking place throughout Manchester enhance and contribute to this unique identity and that Manchester's many neighbourhoods retain and develop their own sense of place.

**1.3** Our aim is to provide guidance which will help to develop and enhance an environment within Manchester which is visually attractive, has a unique and positive sense of place and which properly caters for the functions which it accommodates both now and in the future. Manchester's intention to become Britain's Greenest City is particularly important in this context. It is recognised that failure to reduce the City's contribution to the causes and effects of climate change will significantly undermine not just the local and global environment but also the social and economic sustainability of cities, including Manchester.

**1.4** The advice that the Guide provides for developers applies to all development proposals, including conversions and extensions. It covers the following issues:

- Design
- Accessibility - Design for Access 2
- Environmental Standards
- Street Hierarchy
- Parking Guidelines
- Housing Density
- Promotion of a Safer Environment
- Design for Health
- Internal Design Principles



## 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.



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**2.4** *The Council's Area Co-ordination Team are preparing a Sense of Place Framework which is due to be completed in April 2007. Good urban design can contribute to fostering a sense of place by reflecting the background diversity and uniqueness of a local area. For more information about the Sense of Place Framework please speak to the Council's Community Engagement Development Officer on 0161 234 4093.*

### **Design and function**

**2.5** Quality is much more than aesthetics. There should be no conflict between good design and buildings that function well and meet the needs of their occupants.

### **The City's heritage is an asset**

**2.6** UDP Part 1 Policy E3.8 refers to the enhancement of Conservation Areas, whilst Policy E2.7 states that buildings and areas of architectural and historic importance together with their setting will be preserved and enhanced. The rich urban heritage of Manchester and the distinctive qualities of its different neighbourhoods and buildings help to create a strong sense of place and should be respected in new development, to promote high quality environments that combine good design with the best architectural traditions of the City. There are currently 35 Conservation Areas in the City, each with its own distinctive character. New developments should acknowledge the character of these areas and will only be acceptable if they preserve or enhance the special nature of these varied parts of the City.

### **Development should help to sustain local neighbourhoods**

**2.7** We wish to encourage the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.

### **Areas of change should promote a sense of place**

**2.8** In areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity. There should be a smooth transition between different development forms, and styles and integration will be a key factor in the determination of planning submissions.

### **Local centres should be attractive and distinctive**

**2.9** The design of shop fronts, security measures, forecourts and signage should contribute to the character, identity, individuality and accessibility of local centres. These elements play a major role in creating the sense of place and image of the area. Whilst it is important for people to be able to identify specific shops and services, the design of shop fronts and signage should relate to and harmonise with the character of the area within which the building is located. Local centres must be 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 design of streets should promote neighbourliness**

**2.10** Streets should define and help to identify individual neighbourhoods and buildings, as well as providing access to and through them. They should enliven and define an area and reinforce its character, helping to achieve and foster a sense of place and quality. The design of street furniture, the range of materials and the choice of street trees should reflect the nature, role and accessibility of the street. Successful neighbourhoods often incorporate places where there is a natural focus, such as squares, greens or corners. Particularly near to local facilities, these places encourage people to stop and chat, and offer obvious meeting places for the community.

### **Public buildings should have a positive impact**

**2.11** The design of public buildings should contribute to and enhance the quality of the environment, rather than simply responding to funding or contractual requirements. They should be a source of pride and inspiration, and should help to reinforce the sense of place and character in the neighbourhoods within which they are located. This requirement will be built into the development briefs for public facilities within the City.

## **Continuity and Enclosure: A place where public and private spaces are clearly distinguished**

### **Buildings should front onto streets**

**2.12** It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance. Large areas of car parking and servicing should be situated to the rear, side of, or beneath the building, with clear safe accessible footways leading to the main door.



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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.



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### **Ease of Movement: A place that is easy to get to and move through**

**2.23** UDP Part 1 Policy T3.9 sets out the City Council's hierarchy of road users which gives priority to pedestrians, disabled people and then cyclists. This is to be used in assessing any scheme with significant transport implications. The policy makes it clear that in all circumstances the aim will be to cater for the needs of those who use the area, rather than pass through it. The following sub-sections provide guidance on the implementation of this hierarchy and the implications it may have on the design of new development or redesign of existing.

#### **The street network should contribute to the character of the area**

**2.24** The historic pattern of Manchester's streets and spaces is still evident in most parts of the City. It is a significant element which helps to define the character of different neighbourhoods and should be respected. Neighbourhoods should contain a recognisable hierarchy and network of routes, to give people choice and flexibility in their use. Development proposals should respect and help to reinforce this by providing an appropriate, well designed street network which joins new development with existing, and reinforces links to and through the area.

#### **Streets should be designed for people to use**

**2.25** Streets should not simply cater for the requirements of the occupants of its buildings or the vehicles moving through it. They should be attractive, accessible, safe and busy social spaces which encourage use by the local community. On major roads and high streets, traffic flow is an important consideration, but care should be taken to ensure that the car does not dominate. The design of neighbourhood and local streets must ensure low vehicle speed, so that pedestrians, wheelchair users and cyclists have priority.

#### **The use of culs de sac is discouraged**

**2.26** Cul de sacs impose unnecessary constraints on permeability and can aggravate antisocial behaviour and crime. Where they already exist or no alternative is possible, they should be attractive in appearance, and not be dominated by excessive vehicle turning circles. Innovative solutions such as homezones will be considered so long as they are well designed, take account of the needs of disabled people, and can be well managed and policed.

#### **Junction design should reduce vehicle prominence**

**2.27** Traditional crossroads and junctions are important features of street networks in established urban centres and are desirable in new developments. The implementation of a range of traffic management measures, for example surfacing changes and, used with care, smaller corner radii, should be considered, to ensure that vehicle movements, including by cyclists, are safe, and so that pedestrians can cross safely and easily without the use of safety barriers.

### **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 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.



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### Quality of the Public Realm: A place with attractive and successful public areas

**2.32** The City Council in UDP Policies L1.6 seeks to encourage the provision of a good distribution of safe and attractive areas for informal recreation. Policy H2.1 makes clear the Council's desire to see environmental improvements in residential areas. Policies H2.4 and H2.7 refer to there being no areas of incidental open space permitted within new developments, and existing such areas being reallocated for more productive use. Policy E3.6 specifically refers to the upgrading of public open space and squares and access to the waterways within the City Centre. The following paragraphs set out what the City Council considers to be required in creating safe, attractive, functional public open space. This may involve areas of hard landscaping, planting or a mix of both.

#### Good open spaces contribute to a sense of place

**2.33** Successful open spaces play a vital role within the City. Successful open spaces encourage use and ownership by local people, stimulating neighbourliness and pride, and contributing to people's sense of well being. People should have access to a hierarchy of open space, from large, informal, natural areas to local open spaces or private gardens and balconies. Together these spaces should contribute to a cohesive network whilst at the same time creating a variety of environments.

#### Open space should have a purpose

**2.34** Open spaces, whether big or small, hard or soft, public or private, should have a clear intended use, and their relationship to adjacent developments should be determined early in the planning process. The Council will look to eliminate areas of incidental open space in new developments, and will not adopt small pieces of surplus and unusable open space.

#### Children and young people should be considered

**2.35** UDP Part 1 Policy T3.4 explains the City Council's intention to develop its safe routes for schools and extend it to play areas, parks and other community facilities. The needs of children and young people should be considered in the proposed role and design of all areas of open space. Safe routes to school should be integral to new development schemes. Adequate play areas should be available, including formal spaces, places where they can explore, and places where they simply meet up in safety. The role of private gardens in accommodating outdoor play should also be considered.



### **Trees and other types of planting are important elements of new developments**

**2.36** UDP Part 1 Policy E2.6 encourages the retention and planting of broad leaved trees. The Council has determined to increase the City's tree coverage, as detailed in its Tree Strategy, adopted in 2006. The introduction of quality landscaped areas is sought in the City Centre, and in other appropriate locations where they would be beneficial. Planting softens the urban environment and can contribute to sustainability by reducing the effects of carbon dioxide emissions through carbon capture. Sufficient space should be allowed for on-site planting, which should be of a stature and species appropriate to the character and context of the development. Poorly considered mass planting with no clear purpose will not, however, be considered as a way of filling in areas of incidental open space.

### **Street trees are encouraged**

**2.37** UDP Development Control Policy DC16.1 sets out the City Council's stance on street trees. In fulfilling this policy developers should have regard to those street trees, which are a common feature of some parts of the City, but virtually absent in others. These create attractive, interesting routes through an area and help to give it a clear identity and sense of place. The Council wants to increase the provision of street trees of an appropriate species, so that they become an important feature of the City's neighbourhoods and spaces, and will look to new developments to assist this aim.

### **The City's existing landscapes should be conserved and enhanced**

**2.38** UDP Development Control Policy DC16.1 also relates to trees within a development site. New developments will fit more easily into their surroundings if they incorporate existing landscapes, and there will be a presumption to retain existing trees and planting with a high amenity and ecological value. If it is not possible to retain existing trees in situ, developers will be required to include appropriate replacement within the development site or the immediate area.

### **Urban nature conservation is encouraged**

**2.39** UDP Part 1 Policies E2.3 and E2.4 state the Council's intention to protect important wildlife habitats and take full account of the effects of new development on wildlife itself. Natural green space plays an important part in helping to enhance people's quality of life. The Council's Biodiversity Strategy promotes a holistic approach to nature conservation which seeks to conserve, protect and enhance the numbers and variety of plants and animals. Construction, development and regeneration should have minimal impacts on an area's biodiversity and should enhance it wherever possible by linking existing and new green spaces, using species which are appropriate to their proposed location, and providing habitats for urban wildlife.



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### **Hard landscaped areas within the public realm should be attractive**

**2.40** Where the public realm includes hard landscaped areas, its design should reflect the level and nature of their use, and should consider issues such as overshadowing, prevailing winds and rain, and the potential to contribute to sustainable urban drainage. The opportunity will be taken to improve the quality of existing areas of public realm and to ensure that areas of public realm in new developments, are designed so that they can be enjoyed by residents and users, rather than being simply functional.

### **Street design should contribute to attractive public realm**

**2.41** UDP Part 1 Policy T3.9, referred to earlier, gives priority to pedestrians and disabled people. Streets are an integral part of the public realm and street layouts which are designed with people in mind will result in a better quality urban environment. The identity, character and level of usage of streets and spaces can be enhanced by high quality, attractive street furniture, good quality lighting and public art. Developers will be encouraged to consider the provision of such elements where this will enhance the character of the public realm and contribute to a sense of place.

**2.42** Badly designed and positioned street furniture can create clutter and confusion; we will, therefore, look to minimise the provision of unnecessary street furniture and encourage coordination of function.

### **Developments should enable effective care of the public realm**

**2.43** In streets, squares and other areas of hard landscaping, good design should enable easy and cost effective long-term maintenance and care. Areas requiring regular maintenance should be constructed from robust, replaceable materials that are proportionate to the profile of the space or area. Surfaces should be capable of being regularly washed and mechanically swept without damage, and boundary treatments should not enable litter to gather. Both hard and soft landscaped open spaces must be easy to maintain and care for, and developers should have clear management and maintenance policies for these areas. New planting should include species which are compatible with urban areas and which will not need severe reduction and maintenance as they mature. The choice of species should also reflect prevailing climatic conditions, for example trees that are more resistant to drought, trees that provide shade. Public areas will not be adopted by the City Council unless they are of a sufficient standard.

## **Diversity: A place with variety and choice**

**2.44** UDP Part 1 Policy H1.2 is one of the Council's fundamental policies that embrace diversity by promoting a range of housing stock in order to cater for all who wish to live in Manchester. In addition to seeking a range of housing across Manchester as a whole, it also seeks to widen the range of property types within local areas. *In this regard developers should be aware that*

*it is the City Council's intention to produce a further Supplementary Planning Document to ensure that the housing mix in new developments enhances regeneration by creating greater choice and diversity, including affordable housing.*

### **Neighbourhoods should contain a mix of housing**

**2.45** Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance. Whilst we do not rule out large, thoughtfully designed single tenure housing developments in appropriate locations, these need to link effectively into neighbouring areas and contribute to a balanced neighbourhood overall.

**2.46** Housing developments should be designed to be fully accessible and adaptable to the changing physical needs of people as they age. This should be achieved, not only internally, but also in the design of external areas.

### **A variety and mix of uses is encouraged**

**2.47** UDP Part 1 Policy R1.1 refers to the pursuance of an area-based regeneration strategy to maintain and create sustainable communities. One of the best ways of creating sustainable communities is by providing a balanced mix of uses. This can be achieved in a number of ways: within different parts of a neighbourhood; in different parts of a development scheme; in adjacent buildings along a street; or in buildings that accommodate a number of uses. A mix of uses also means that higher density development does not overly dominate the character of the area. High standards of construction, good space standards, effective servicing arrangements and proactive management practices will be necessary to ensure that the amenity of adjacent residents and users is respected.

### **Shops and public facilities should be located within local centres**

**2.48** UDP Part 1 policies S2.1 and S2.5 recognise the need for convenient and accessible shops set in a safe and attractive environment. UDP Part 1 Policy E3.5 extends this to community facilities as well. Residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport. Such uses help to define and animate public places and, in turn, are supported by the activity that these areas generate. They should be accessed by well used, straightforward, accessible, safe and attractive routes. Uses that bring activity to these areas through the day and night will reduce the extent and impact of bleak commercial frontages and empty streets and help to reduce crime in local centres.



## 2 Design

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### **Safety and security are vital elements of the urban area**

**2.49** New developments will be expected to meet designing out crime principles (see Chapter 8). Whilst architecture and design can make a significant contribution to a sense of security, one of the most effective measures for community safety and crime prevention is the creation of lively environments, in use at different times of the day and night.

### **Developments should not exclude people**

**2.50** UDP Part 1 Policy H1.2 seeks to encourage a range of housing to enable the needs of a diverse population to be met. UDP Part I Policy T1.1 recognises the need for good public transport provision in a City where many do not have access to a car. In creating an inclusive City, care must be taken that development does not drive out people on low incomes by making property or services too expensive. Nor should it exclude older people, disabled people or those without a car, because of designs which make car use essential.

### **Benefits of ICT should be for all**

**2.51** UDP Part 1 Policy I1.11 demonstrates the importance that the City Council places on new communications technology. All new development should ensure that the necessary infrastructure is provided to enable businesses and communities to benefit from the opportunities offered by ICT.

## **Adaptability: A place that can accommodate change and innovation**

### **New developments should be easy to maintain and adapt**

**2.52** UDP Part 1 Policy R1.1 sets out the City Council's intention to regenerate Manchester by the creation of sustainable communities. Successful development should be sustainable and flexible so that as needs and requirements change over time and new users and functions take over, buildings should not have to be redeveloped again in a relatively short period. Successful urban areas are characterised by the ability to evolve to meet the changing needs and demands of society, and emerging new neighbourhoods should also be capable of this.

### **Infill developments should enhance the character of the area (See Part Two Character Areas)**

**2.53** The majority of new development within the City will continue to be on infill sites within an established neighbourhood and street. New developments should respect the existing scale, appearance, grain and mix of uses and make a positive contribution to the quality and character of the area.

### **Conversion of existing buildings is encouraged**

**2.54** UDP Part 1 Policy E3.6(d) refers to the City Council's priority of bringing disused buildings of historic and architectural importance in the City Centre back into use. UDP Part 1 Policy E1.6 as referred to earlier also highlights the energy efficiency of using recycled building materials in both new development and refurbishment schemes. There are many good examples within the City where conversion has been highly successful. Wherever the character, size, appearance and robustness of existing buildings are compatible with proposals for the future of an area, they should be retained and refurbished to accommodate new uses. This retains the character and appearance of the area and reinforces its sense of place. The completed scheme should maximise accessibility.

### **New developments should maximise access for disabled people (See Chapter 3)**

**2.55** There are many UDP Policies which refer directly to the need for all development to be fully accessible for disabled people. These are listed in Chapter 3. Inclusive design can be innovative and need not stifle creativity. The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design. Inclusive design supports our objective of providing lifetime homes, which can accommodate changing needs and lifestyles and helps to deliver an environment which promotes sustainability.

### **The impact of development on the global environment should be reduced**

**2.56** UDP Part 1 Policy E1.5 stresses the importance of contributing to energy conservation by both locating new development where it can be served by public transport and by having high standards of energy efficiency in new development. Manchester has undertaken to achieve a major improvement in environmental sustainability and the design of the built environment can make a significant contribution to this strategy. More detailed guidance on how this can be achieved in individual developments is given in Chapter 4 Environmental Standards, Chapter 2 Design - Ease of Movement, and Part 3, Chapter 13 - The Relationship of the Guide to the Greater Manchester Local Transport Plan 2.

### **Provision for refuse and recycling (See Chapter 4)**

**2.57** UDP Part 1 Policy E1.2 and Development Control Policy DC27.1 set out the issues that developers will need to consider in designing facilities for waste storage and recycling. The size, appearance, location and means of access to waste storage areas should be integrated into the design of developments from the outset. These areas should be of a sufficient size to accommodate the different containers to allow for segregated refuse and waste storage and recycling and should be sensitively sited to avoid a detrimental visual impact and poor residential amenity.



## 2 Design

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***New developments should provide reasonable space standards (See Chapter 10)***

**2.58** *External appearance alone will not ensure that our new developments will work. the success of new developments is inextricably linked to their internal design standards and layout; developers are encouraged to meet Design for Access 2, which takes "Lifetime Homes" standards as its starting point, and site development briefs produced by, or in partnership with, the Council will identify minimum space standards.*

### 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.



## 3 Accessibility - Design for Access 2

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**3.2** *In addition to these broad principles, the Council, in partnership with Manchester Disabled Peoples' Access Group and the Access Review Forum, has developed a manual of inclusive design standards, Design for Access 2 (DfA2), which gives detailed information on design standards. The starting point for guidance on dwellings in DfA2 was the standard used in "Lifetime Homes", but in many instances DfA2 goes further.*

**3.3** *The manual reflects, and in some cases improves on, current government guidance and regulations, and builds upon the knowledge and experience of disabled people in Manchester. It therefore represents current best practice in inclusive design.*

**3.4** *Design for Access 2 is based on the 'Social Model of Disability' which puts a duty on those responsible for buildings, the environment, transport, the provision of information and the organisation of society, to maximise access for disabled people.*

**3.5** *Users of the Guide to Development in Manchester are therefore urged to consider and adopt the detailed practical guidance provided within Design for Access 2.*



## 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 CO<sub>2</sub> 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



## 4 Environmental Standards

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- Position trees and soft landscaping on and around the development and within buildings to provide natural shading, insulation and air conditioning
- Integrate energy efficient micro-generation and community heating schemes, such as combined heat and power (CHP)
- Site layout and building design principles should maximise the capture and use of daylight and passive solar energy, whilst avoiding excessive solar gain in summer
- Specify energy and water efficient appliances and systems.

### Renewable Energy

**4.6** To reduce energy demand and the harmful impact of using energy from non-renewables, in line with UDP Part 1 Policy E1.5, developers should aim for at least 20% of final site energy demand to be met by on-site renewable energy technologies. Renewable energy targets can be achieved more readily by undertaking the measures suggested above to reduce the total energy demand of the building. It is possible to produce developments that use 50% and even 100% energy from renewable sources. To achieve this, developers should:

- Assess opportunities for integrating small and large scale renewable energy generation systems <sup>(i)</sup> to improve the energy security of occupants and the neighbourhood, including siting of energy generation businesses on-site and export of surplus energy
- Use a mix of technologies to help generation patterns match demand
- Investigate energy generation opportunities before designing building envelopes or fixing their location, to optimise utilisation of wind, solar and geothermal resources
- Consider final energy demand rather than building energy consumption in the selection and sizing of generation equipment
- Explore opportunities to tackle waste and energy issues collectively through use of anaerobic digesters linked to CHPs (Combined Heat and Power devices)
- Consider private wire networks as an alternative to grid connection and availability charges on larger developments.

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i Note that it is a legal requirement to inform the electricity network owner of the connection of all small scale renewable energy generation systems. In some cases prior permission will be required.

### 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 Government'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



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roofs, filter drains, filter strips, swales, infiltration devices, bio-retention areas, basins, ponds and wetland. The use of gardens as a surface water management resource should not be underestimated. <sup>(ii)</sup>

- Localised flooding incidents are becoming increasingly frequent and problematic as we see the effects of climate change taking hold across the UK. Developers will be expected to prepare a Flood Risk Assessment for proposals in an area of identified flood risk.
- *New developments should seek to use water efficiently, through specification of water efficient devices and through the use of rainwater harvesting and grey water recycling.*

### Waste Management

**4.10** UDP Development Control Policy DC27.1 sets out how the City Council will deal with applications for development involving the disposal or recycling of waste materials. All development is likely to involve the production of waste to a greater or lesser extent. Greater emphasis is now being placed on the importance of the reduction and recycling of waste at source (PPS10). Developers will be increasingly required to consider how this issue will be tackled on-site.

**4.11** All developments should have a waste management strategy included in the Environmental Standards Statement. This will ensure that adequately sized bin storage areas, access for collection crews and vehicles, and other aspects of waste management are designed into the development at the earliest stage.

**4.12** For further waste storage and collection guidance for new developments, developers should go to <http://www.manchester.gov.uk/opservices/rubbish/developers.htm>

### Construction Management

**4.13** UDP Part 1 Policy E1.6 requires the building materials used in new development and refurbishment schemes to be environmentally friendly wherever possible, and encourages the use of recycled building materials, which is also energy efficient. Site waste management plans should, therefore, be implemented to reduce the quantity of waste generated, and to increase re-use and recycling. Opportunities for reuse of existing structures should be explored, and where this is not appropriate, materials should be reused on site and incorporated into the new

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ii Prior to the approval of any planning application involving SUDS features such as surface water sewers and ponds the details will need to be formally agreed with the utility company and the Council's Drainage section.

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.

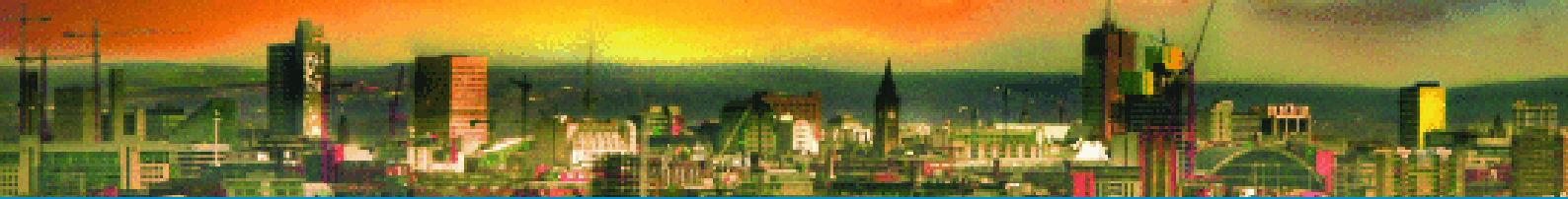
**4.14** In addition, activities carried out during the construction of new developments have the potential to cause significant environmental impact. In order to avoid such impacts it is important that appropriate measures are put in place to manage and control the waste generated, the amount of water 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

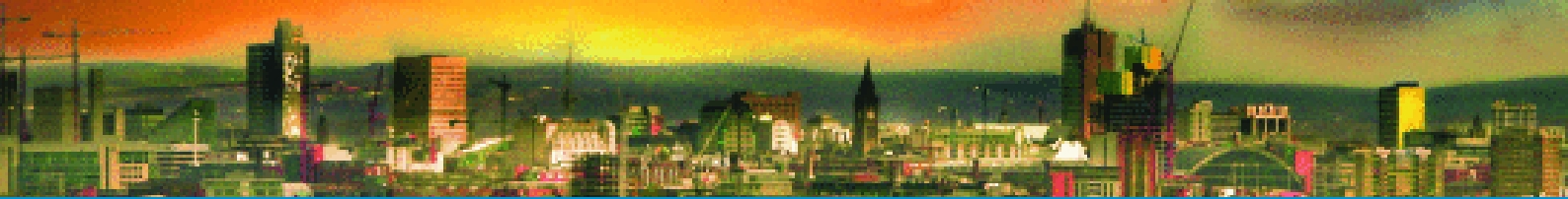
**4.16** The waterways are a major asset for the City and provide significant opportunities to raise perceptions and economic values through links to regeneration, the environment and transportation. This is recognised in UDP Part 1 Policies E1.3 which seeks to promote measures to reduce pollution in 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



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should demonstrate, in line with the above mentioned UDP Policies and Manchester's Waterways Strategy, how public access, environment and management will be enhanced. Developers should landscape to ensure that site run-off and blown waste does not enter watercourses, even during extreme weather conditions.



### 5 The Street Hierarchy

**5.1** UDP Part 1 Policy T3.9 sets out a broad hierarchy of road users which will be used in assessing schemes with transport implications. It is recognised that the function of each locality will determine the extent to which it will be appropriate to give priority to each user group. Thus pedestrians will be given priority in residential areas, but inevitably there will be strategic routes where the aspiration to improve conditions for pedestrians will compete with the need to maintain highway effectiveness.

**5.2** In order to demonstrate how UDP Part 1 Policy T3.9 should affect the street environment the Guide sets out the following street hierarchy. Developers should use this to create a cohesive and attractive street network within new developments and to ensure that individual buildings relate appropriately to the street frontage.

#### Local Streets

**5.3** These streets are the main routes for local people moving around their neighbourhoods and should afford pedestrian priority and create an attractive, safe, accessible environment. They are not primary vehicle routes and will not be used by most people passing through an area. They can therefore be designed with more flexibility, to accommodate specific needs according to the function of the area. Buildings should contribute to the enclosure and character of the street by having an appropriate height, attractive elevational detail and boundary treatment.

#### Neighbourhood Streets

**5.4** These streets provide major local circulation routes and should therefore be designed to encourage local people to walk through the area, and to provide safe, straightforward access to adjacent buildings. Buildings, together with landscape elements, should foster enclosure and a sense of place. A high quality of elevational and boundary design will be important to reinforce the character of the area.

#### High Streets

**5.5** These are the main thoroughfares in the City. They are the 'shop front' of the City and will provide access to a variety of uses and services. They will therefore be subject to rigorous design standards to ensure that both street and building design contribute to overall environmental quality. They should be designed to limit traffic speed and facilitate safe pedestrian, bus and cycle movement. Buildings should reinforce the role and character of the street and where appropriate, this may be delivered by having higher buildings. Boundary treatments must also reflect this 'public' function in the quality of their materials and design.



## 5 The Street Hierarchy

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### Major Roads

**5.6** These are the significant arterial and radial routes which form the gateways to the City and its neighbourhoods, and give accessibility across and through it. But in doing so they can also isolate neighbourhoods and separate communities. They should continue to provide smooth, easy movement of traffic, but future developments should be designed to mitigate their negative effects and reduce reliance on private cars. Significant buildings should front onto major roads to reflect the role and importance of the gateway, and should contribute to a better quality environment by the use of good quality materials.

**5.7** On all streets, trees, good quality materials and attractive street furniture play a particularly important role in helping to create a vibrant streetscape which clearly has functions beyond just the movement of traffic.



## 6 Parking Guidelines

**6.1** UDP Part 1 Policy T3.9 gives priority to pedestrians, disabled people and cyclists above the needs of the car, and developers must take this into consideration in the location and design of any parking facilities. Developers will be expected to submit Travel Plans where appropriate to encourage and support walking, cycling and public transport use. It is understood that new developments may also need to have some car parking for the users' needs. This section provides more detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non car user.

**6.2** The street is an important element within a neighbourhood that both looks good and functions well (see Chapter 2 Design – Continuity and Enclosure). Car parking should be designed innovatively and imaginatively. It should be sensitively located so that it does not dominate the street scene, and should ideally be provided to the rear, side of, or beneath the building. Parking to the front of a building frequently results in an adverse visual impact and an undesirable setback to the building and the street, and will be discouraged.

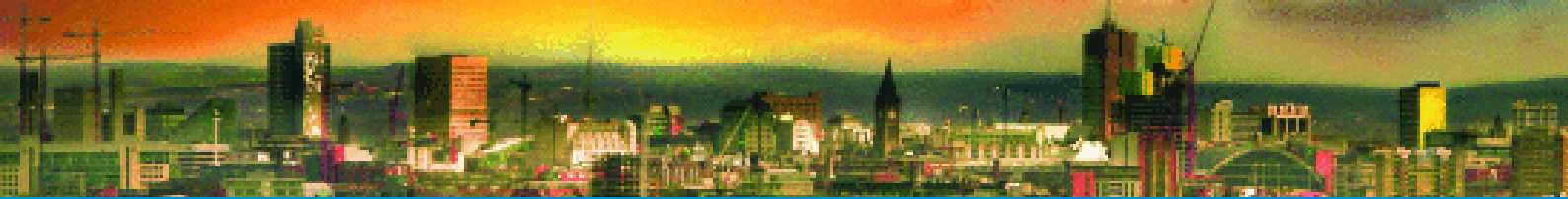
**6.3** Parking courtyards are often proposed as the design solution to ensuring that parking does not dominate the street scene. These should be well designed with attractive surface and boundary treatments, adequate lighting and good tree planting to ensure that they are attractive in appearance and safe. Whilst adequate turning and servicing areas are required, their design should reflect and respect the residential nature of the area. Their design must also ensure adequate parking provision for disabled people with clear, safe, accessible footways of no more than 40m length, leading to the front door.

**6.4** Where parking to the front of the building is unavoidable, its design must include high quality materials, tree planting, lighting and appropriate boundary treatments to reinforce the legibility of the area. Decked or sub-basement parking may assist in providing sufficient spaces on even the smallest site, and will be encouraged.

**6.5** Successful streets that are capable of accommodating the parked car can help to create a more urban feel, and promote activity and interest. However, care must be taken to ensure that designs do not encourage parking on the pavement. We will look to promote innovative solutions such as “homezones” where the needs of non car users are prioritised.

**6.6** Where streets have mixed and competing demands, on-street parking must ensure that pedestrian, public transport and cyclist movements are properly accommodated, that the safety of disabled people is not compromised, and that emergency vehicle access is protected.

**6.7** Multi storey car parks have an increasingly important role to play within the City Centre, for major developments, and close to busy local centres. Their internal design and external elevations should be sensitive to the function and appearance of the adjacent buildings or



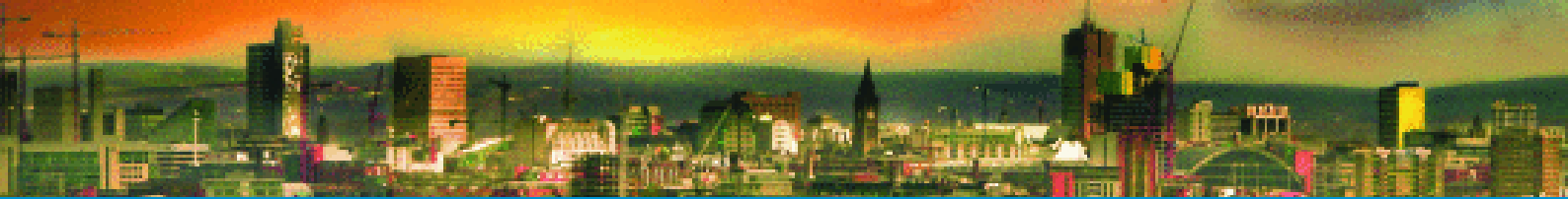
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streets. They should ideally have active uses at street level. Their elevations should be well-designed, well-lit, and incorporate planting, advertising or artworks, to enhance the appearance of the frontage and enliven the public realm.

**6.8** Whatever form car parking takes, adequate provision is required for disabled people, elderly people and people with young children.

**6.9** Finally, parking is not just for cars. Sufficient, well located and secure cycle parking is essential to encourage people to cycle.



### 7 Housing Density and Mix

**7.1** Under UDP Part 1 Policy R1.1 the City Council is looking to further regeneration by creating sustainable communities. Density of population is a key issue if this objective is to be delivered and the Council's aspiration is for a sufficient urban density to ensure vibrant neighbourhoods and efficient services. Different character areas will, however, have different densities of buildings and different building forms; our aim will be to ensure that there is a sufficient mix of people and activities to support and sustain strong local communities.

**7.2** New housing development should not be viewed in isolation and proposals must be designed having regard to not only the immediately adjoining buildings but also the townscape of the wider area. Developments should be informed, both in terms of design and layout, by the wider context. It is the character and identity of an area that will determine appropriate densities and form, and clearly this will vary across the City.

**7.3** As set out in UDP Part 1 Policy H1.2 the emphasis is on seeking a range and diversity in terms of type and size of new housing to provide a quality range of housing. This will enhance the character of parts of the City, from high density flats, where appropriate, to lower density detached dwellings.

**7.4** Parts of the City have seen the loss of family housing in favour of flats to such an extent that the character and sustainability of these areas is jeopardised. We believe that the balance of development in such areas should now revert to the provision of a range of family housing more traditionally characteristic of these parts of the City, which can offer choice to local people and assist the sustainability of these neighbourhoods.



## 8 Community Safety and Crime Prevention

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### 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,



## Community Safety and Crime Prevention 8

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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 Design for Health

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### 9 Design for Health

**9.1** The Council wants to ensure that development works to improve the health of Manchester's residents. This section sets out the ten key objectives that the Council considers will promote health in development and planning, and outlines measures that can be incorporated into developments to achieve these objectives. Most of these objectives relate back to policies of the Unitary Development Plan and are referenced accordingly. Where an approach to improving health through development is not based on UDP policy and therefore does not have SPD status this is indicated by the use of italics.

**9.2 Encourage active lifestyles:** UDP Part 1 Policy T3.9 gives walking and cycling routes priority over routes for cars. This is one way of encouraging a more active lifestyle. This can be assisted by providing secure cycle storage in all developments, and ensuring good quality facilities for cyclists (e.g. secure parking, showering, changing) in workplaces in line with UDP Part 1 Policy T3.7.

**9.3 *Build opportunities for social interaction:*** *Create environments with natural social foci where people can meet informally; promote local services, clustered together to encourage mixed-use trips; ensure that people are adequately involved in developments in their area.*

**9.4 Improve housing quality :** UDP Part 1 Policy H2.7 states that new housing will be expected to be of a high standard of design. Improving the design of dwellings is considered to be a way of also improving the health of the occupants. This can be achieved by designing and orientating dwellings to maximise natural light and provide views over aesthetically pleasing spaces, designing for safety, both in terms of reducing accidents and reducing the risk of crime; designing for longevity, to enable people to stay in their homes longer as they become older or if they become disabled.

**9.5 Improve access to work:** In line with UDP Part 1 Policy I2.1, all new developments which include employment generating uses should consider the needs of those without cars, and should actively encourage access to the site by pedestrians, cyclists and public transport. Mixed-use development can also be a means of shortening journeys to work by bringing employment near to residential areas.

**9.6 Ensure accessibility for all:** UDP Part 1 Policy T3.9 seeks to ensure that the needs of the more vulnerable road users such as pedestrians, disabled people, cyclists and those using public transport are taken into full consideration at the planning stage of any new development.. There are also several UDP policies which require consideration to be given specifically to the needs of disabled people and these are listed in Chapter 3 of the Guide to Development. Developers are urged to ensure that public transport planning is built into developments from the beginning and to follow "Design for Access 2" guidance.

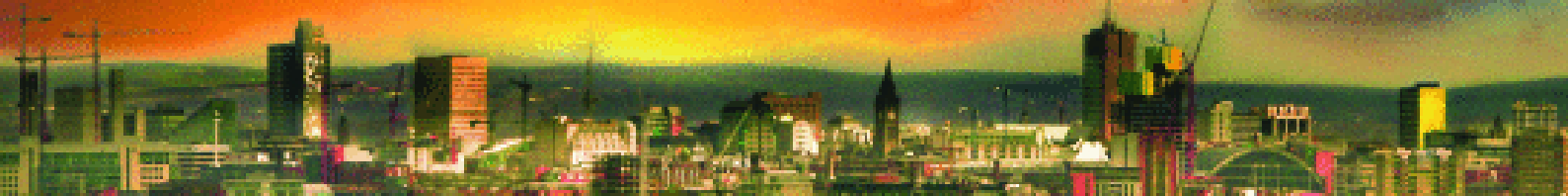
**9.7 Promote local food production and access to healthy food:** *Encourage a diversity of shopping facilities in local centres; when planning recreational open space, consider developing allotments; ensure residential developments provide adequate garden space to facilitate local food production.*

**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.



## 10 Internal Design Principles and the Provision of Space within Housing

### 10 Internal Design Principles and the Provision of Space within Housing

**10.1** *The Council will work with developers to promote a high standard of internal design for new and converted housing, to encourage and support innovation, and to improve internal space standards. In recent years the size of the rooms in new residential developments has reduced considerably and in many cases compares unfavourably with the majority of older properties. Such an approach can reduce the overall value of the housing stock, limits its long-term flexibility, and conflicts with our policies on sustainability and accessibility.*

#### **Internal Space**

**10.2** *New housing stock needs to contribute to the Council's policies on sustainability. Space within any unit also needs to allow its adaptation for use by future occupiers in order to retain its long-term flexibility. In this respect, the City Council would encourage developers, for example, to:*

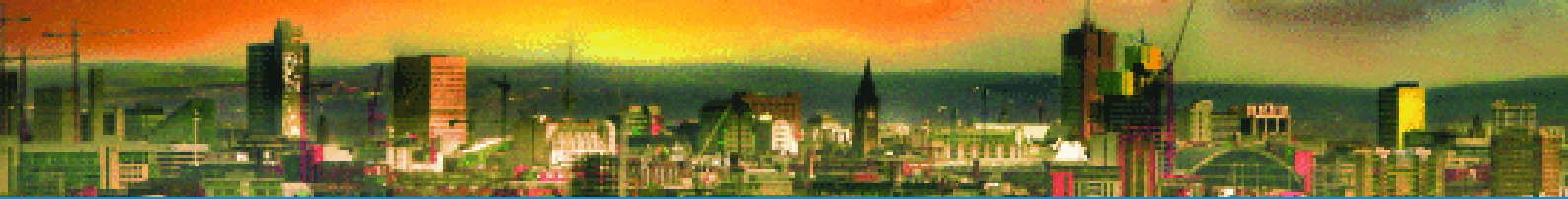
- *Adopt the standards set out in the Design for Access 2*
- *Provide adequate storage space to encourage the use of bicycles*
- *Allow adequate storage space within kitchens to encourage the recycling of waste materials at an early stage.*

#### **Design Quality**

**10.3** *Developers are encouraged to work to generous design standards for all residential developments.*

**10.4** *Developments should provide a satisfactory internal layout which makes the best use of the space available - for example, avoiding the creation of unnecessary circulation space or the provision of inner rooms. Designers should seek to ensure that spaces are well lit and ventilated naturally. A high quality of sound insulation will be required to ensure that residential amenity is protected, whatever the housing type.*





# Internal Design Principles and the Provision of Space within Housing 10

## **Flexibility**

**10.5** *Developments that do not lend themselves readily to adaptation should be avoided, for example, a student hall of residence which cannot be easily converted to self-contained flats.*

## **Safety and Security**

**10.6** *Developers should avoid layouts that undermine the integrity of the means of escape, for example, one that requires occupants to escape from a room via a high-risk area such as a kitchen. In innovative layouts such as loft apartments and open-space multi-functional rooms, the layout should site the kitchen facilities well away from the expected escape route.*

**10.7** *Designs must also feature a holistic approach to security – avoiding poorly designed common areas, and inadequate internal security features, for example. It will be important to ensure that no tension exists between safety and security, notably between the need to ensure unhindered escape from a property in case of fire and the need to prevent unauthorised access.*

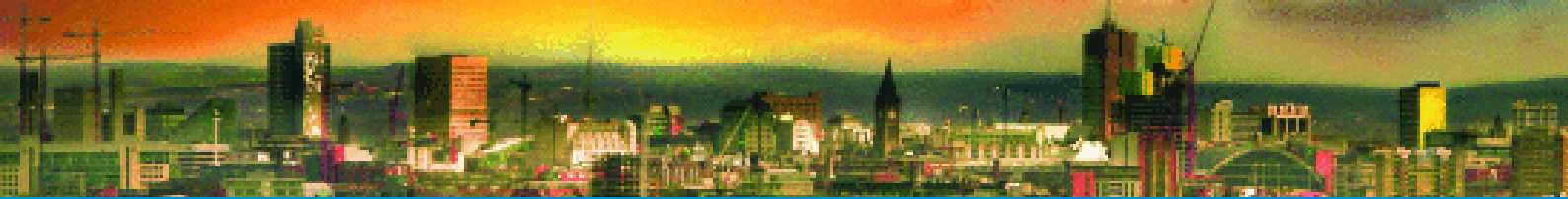
## **Innovation**

**10.8** *The huge popularity of loft apartments has helped drive the conversion of industrial and warehouse buildings into residential accommodation and thus the growth of city-centre living. Innovative design approaches have enabled architects to tackle the inherent problems presented by the deep footprints of such buildings. We are keen to encourage and work with developers to find ways to facilitate innovation without undermining the other key design principles.*

## **External Space**

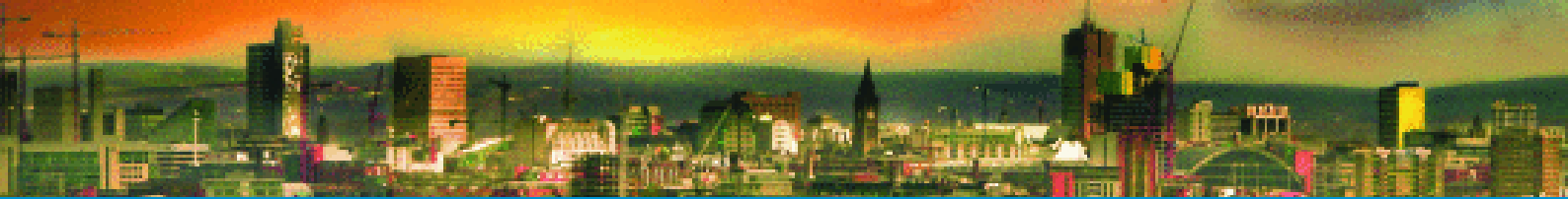
**10.9** *All residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:*

- *A safe play area for children*
- *Additional storage outside the house*
- *The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development*
- *Space in which to relax which helps the overall sense of well-being*



## 10 Internal Design Principles and the Provision of Space within Housing

- *An increased amount of planting which enhances the quality of the natural environment*
- *The space to provide home grown food which benefits the health of the local community.*



## Part Two - Guidance



## 11 The City's Character Areas

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### 11 The City's Character Areas

**11.1** The first key principle of good urban design 'Character and Context – A Place with its own identity', outlined in paragraphs 2.3-2.11 of this document, recognises the importance of an area's character in setting the context for new development.

**11.2** The make up of Manchester is very different, both across the whole City and within areas or neighbourhoods themselves. It is this interest and variety that gives each neighbourhood its distinct individual flavour or character and creates a welcoming and valued sense of place. It is what makes Whalley Range, for example, stand out from Hulme, or Ancoats from Harpurhey. Developers must have regard to those particular elements that make up the character of these different areas when bringing forward proposals for either new development or the alteration of existing buildings.

**11.3** This part of the Guide does not have SPD status but identifies the key characteristics of areas within the City, highlighting the important development issues and priorities for each area and describing the kinds of development that will be welcomed in each area.

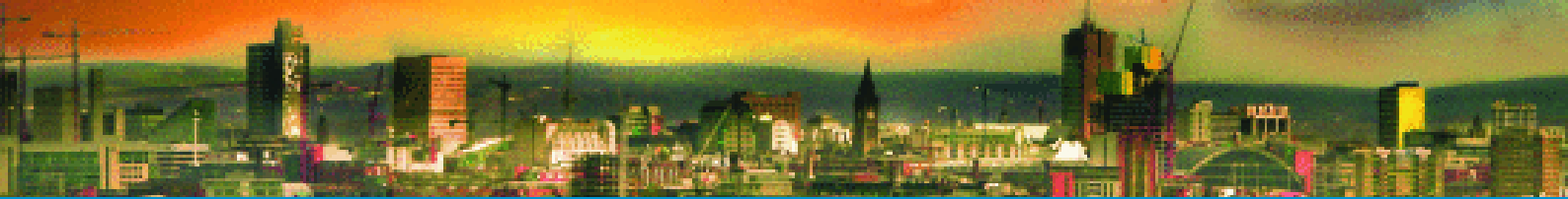
**11.4** Our aim is to ensure that new developments fit comfortably into, and enhance the character of each distinct area, and that the City does not become a homogenous urban sprawl. This does not mean that new and different developments will be rejected but that where they add to and enhance the area's distinct sense of place they will be welcomed.

**11.5** The advice detailed in the first part of the Guide will help to deliver the qualities that we seek for each of the areas described. However by raising awareness of their specific characters and the particular issues for each area, we hope to give developers a clear sense of the sort of development that we will encourage, and provide local people with a sense of certainty about the future of their neighbourhoods.

### Victorian Era

**11.6** The City's Victorian terraces exist in many areas and there are a wide variety of styles and sizes, from small back of pavement homes, to elegant properties with large gardens. They provide a safe, supportive environment and where they are well looked after, retain an attractive and welcoming sense of place.

**11.7** These areas will continue to sustain medium to high densities. However the introduction of a broader choice of housing is important and this may lead to the reduction of densities in particular circumstances. Infill sites and conversions should respect and enhance the simple urban character of the area, whilst at the same time introducing choice, variety and interest, although pastiche, or poorly considered new developments or extensions will be discouraged. Garden wall, window and door details which are typical of the period, should be retained.



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**11.8** The provision of more amenity space, the improvement of local facilities, clustering services in local centres and the development of workplaces will all be welcomed, as long as their scale and relationship to residential properties are acceptable, and pedestrian access to public transport is achieved.

### Edwardian Era

**11.9** These large detached or semi detached properties were originally built as middle class family homes. Their size and location has meant that they have been subject to poor conversion or replacement in the past.

**11.10** There will be a need to ensure that new developments and conversions respect and enhance the historic context, in particular the size, scale and elevational detail of the existing “villas”. The relationship of buildings to site boundaries, the rhythm and proportion of buildings within their own sites, the scale of streets and properties enclosing them, and retaining the level of tree coverage, are key elements to be considered.

**11.11** One major concern in such areas has been the loss of the traditional front garden to car parking space for flat conversions. We wish to reverse this, and we will be seeking the reintroduction of front garden areas and boundary treatments, and discouraging the further loss of front gardens.

### Interwar Era

**11.12** These areas have provided good quality predominantly family housing, often on large estates. However the size and low density of the estates means that choice of housing is limited and services can be difficult to sustain.

**11.13** New developments are welcomed, but building lines and boundary treatments should be maintained and the basic rhythm of the street scene should not be lost by development crowding onto street frontages. There will be opportunities for higher density developments to be constructed close to local centres or to public transport stops, but these should nevertheless respect the character of the area. A mix of uses and services will also be welcomed within or close to existing centres.

**11.14** Wythenshawe, Manchester's Garden City, has a unique environment: a variety of housing set in a mature landscape structure and close to green belt. Alongside this, growth and change is underway in the Wythenshawe economy, with a strong focus on the Airport. The Council's vision for the area encourages enhanced growth and change while maintaining a distinctive 'garden' identity for Wythenshawe, which relates to the original 1945 concept of Wythenshawe as the City's first Garden Suburb.



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**11.15** The vision of Wythenshawe as Manchester's Garden City should not be restrictive. While the overall, distinctive "garden" feel of Wythenshawe should be retained and nurtured, opportunities to integrate higher density development in a sensitive way around local centres and public transport routes, will be welcomed.

**11.16** Finally, Wythenshawe's historic layout has created a built environment which is not easily legible. New gateway buildings, landmarks and sensitive design of the public realm will be encouraged to make the physical environment easily understandable, and to mark and celebrate entrance into Wythenshawe.

**11.17** The intrinsic landscape should be used positively in the design of new neighbourhoods, with new and existing development better related to open space and the network of footpath and cycleways throughout Wythenshawe.

### Infill Estates

**11.18** During the 1970s and 1980s, the City saw substantial development of both public and private estates, often with homes clustered around cul de sacs. There is a tremendous range in style, quality and success of these areas.

**11.19** Whilst it is impossible to generalise about these areas, their low density and restricted levels of access for pedestrians (particularly elderly people and children), disabled people, cyclists and buses, means that they often fail to integrate into the surrounding area, do not contribute to neighbourliness, or develop a sense of place, and they often have a poor range of services.

**11.20** In these areas, we will look to encourage new developments which will be more inclusive; provide innovative ways to improve safety and access; upgrade the quality of the environment, and offer a broader mix and choice of both housing and other uses, particularly shops and services.

### Areas of Change

**11.21** These are areas of regeneration activity which have suffered from a predominance of poor quality housing, and inadequate services, facilities and shopping provision. As well as the work undertaken in Hulme, Strategic Regeneration Frameworks have already been prepared for North Manchester, East Manchester, Wythenshawe and Central Manchester to guide their future development, and one is now in preparation for South Manchester.

**11.22** The aim within these broad areas is to extend housing choice to better provide for the needs of existing and future residents; broaden the mix of uses to accommodate new shopping and employment areas; provide jobs, services and local facilities; and to improve sustainability by providing a mix of activities, buildings and facilities which is capable of being expanded or

adapted to cater for changing demands. The scale of regeneration within these areas provides a significant opportunity to bring forward the development principles set out in Part One of the Guide to Development in Manchester and all master planning undertaken should embrace these principles.

**11.23** New developments are likely to have a different appearance to the previous uses. They will be expected to provide quality in-curtilage amenity space and adequate car parking, but they should contribute to the feel and urban character of each particular area. The design of major developments should take into account any anticipated future expansion needs and provide buildings which are multi purpose and capable of being adapted over time.

### District and Local Centres

**11.24** District and Local centres are an important feature of neighbourhoods and contribute to the image and sense of place of an area.

**11.25** Whether they play a district or local function, centres should accommodate a range of facilities and services, not simply shops and hot food premises. More genuine mixed use will be encouraged in new developments, within both individual buildings, with upper floors and entrances designed to accommodate a mix of uses, and in adjacent buildings.

**11.26** We will positively promote District Centres as destinations, each with its own unique character and range of services. Whilst it is recognised that some centres will remain specialised, e.g. Rusholme, it will be necessary to ensure that a broad range of local services are retained.

**11.27** Development proposals will need to help enhance the character and quality of the centres by well-designed shop fronts, signage and security, by providing up to date refuse and waste minimisation facilities, and by contributing to the upgrading of the public realm.

**11.28** The provision of on-site car parking will not be an automatic requirement, however opportunities to provide well-designed, secure car parking for the whole centre, rather than for the individual development alone, will be explored with developers, as long as this can be done safely.

**11.29** The Council is committed to the principle of clustering public and commercial services within centres, where residents can conveniently access them. Master planning exercises, which are underway for many parts of the outer City, will provide information on local needs to support and inform the principle of service clusters.

**11.30** Similarly, public and commercial services will be located near public transport facilities, both to encourage sustainable access to these services and to facilitate interchange in line with the Greater Manchester Accessibility Strategy.



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### 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.



### Open Spaces, Rivers and Canals

**11.38** Manchester's rivers and canals contribute significantly to the City's character and activity, and can increase the development potential of adjacent sites. Waterspace can be treated as open space in its own right, as well as forming an attractive backdrop to the development. The view of the proposed development from the water and towpath should be an important consideration, as well as maximising views of the water from the development.

**11.39** The role of areas of high townscape and amenity value should be considered, to ensure that new developments and the extension or reuse of adjacent buildings enhance the appearance of, and access to, adjacent areas of open space, and do not diminish amenity. Significant developments close to such amenities will be expected to contribute to their biodiversity, and their improvement and enhancement; and every opportunity will be taken to increase access to the City's waterways.

**11.40** The opportunity to contribute to the amount and variety of open space including green space in the City will be pursued in major development schemes, as long as the resultant provision meets the requirements of design quality described elsewhere in the Guide.

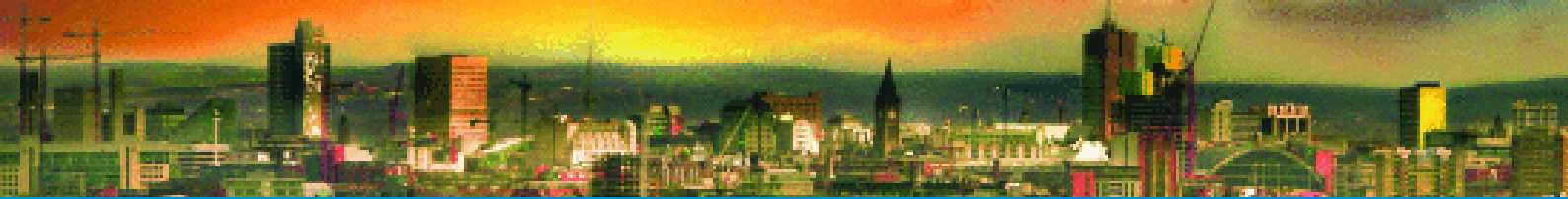
### Conservation Areas

**11.41** The City's heritage is a significant asset, with individual listed buildings often playing a role as community hubs and enhancing the sense of place of the local area. Throughout the City of Manchester, 35 Conservation Areas have already been designated and other areas are being considered for possible future designation.

**11.42** The existing designations cover areas of vastly different character even within the confines of the City Centre. Hence areas characterised by medieval road patterns (Cathedral), Georgian road layouts (St Anne's Square and George Street), Victorian commercial areas (Upper King Street), industrial areas (Castlefield and Ancoats), and Victorian residential suburbs (Whalley Range), contrast with 20th century commercial areas (Shudehill) and earlier village settlements (Crab Lane, Fog Lane and Gorton). Clearly, standard corporate architectural and urban village design solutions for development in these areas are unlikely to be appropriate, and proposed developments should be designed in a manner that takes account of their context.

**11.43** "Design" is not just about architectural style, but includes the footprint size, shape and positioning of a building within its site, its height, scale, form and architectural massing, and the material used in its construction.

**11.44** Proposals in conservation areas both for the demolition of existing buildings and for the construction of new buildings will be assessed in accordance with national legislation, which is currently the Planning (Listed Buildings and Conservation Areas) Act 1990 and additional guidance notes, especially PPG15.



## 11 The City's Character Areas

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**11.45** The overriding criteria in these documents is that proposals should preserve or enhance the character of the conservation area. It is important that new developments in conservation areas or elsewhere are not designed in isolation. This does not prevent or inhibit creative design. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings, but also to the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development.

**11.46** Planning submissions must be supported by sufficient information to enable the Council to assess in detail the context of the area. This will include full contextual drawings, photomontage, and where appropriate, a model of the proposed development.

## 12 The City Centre

**12.1** The City Centre is unique; it is a powerful and vibrant centre of national and international significance, and one with an important history and sense of place. It is the heart of Manchester and the Region, and we recognise and welcome the level and variety of use, activity and ownership which this fosters.

**12.2** The City Centre boasts a number of distinct areas, each of which has a unique character and appearance, such as the Northern Quarter, Castlefield, or the Gay Village. The distinct character of each of these areas will be enhanced, and future developments will be required to respect the particular character or flavour of each area.

**12.3** It will also be important to ensure that our successes can be built on, and that the potential for future development is effectively managed. For this reason we have devoted a significant part of the Guide to the City Centre and the issues which will influence its development during the lifetime of this document. The Strategic Development Plan for the City Centre outlines the Council's approach to the City Centre, however the following sections, which are based on the outcomes of a specific consultation on development within the City Centre, outline the development guidelines which will be used to consider future development proposals for the Centre.

### Development Activity

**12.4** For the economic prosperity of the City to be sustainable, it is important to accommodate the requirements of business, investors, visitors and residents within a City Centre that recognises and welcomes diversity in terms of the economic, social and environmental roles it plays and the demands upon it. It will be vital to ensure that development progress can continue, but that the right mix of uses can be retained; that the quality of development is maintained, but that smaller or individual developers are not priced out; that the City Centre's existing and new buildings cater for the requirements of their users whilst contributing to the character and atmosphere of the Centre; that high quality spaces, places, streets and walkways provide properly for pedestrians, disabled people and cyclists whilst moving vehicles efficiently; and finally that there are facilities for people of all ages, whilst providing for the high volumes of demand created by the City Centre's success as a destination.

#### A number of specific challenges exist:-

- The growth of the City Centre outside of the traditional boundary created by the Mancunian Way and Great Ancoats Street
- The impact of the Knowledge Capital Initiative
- The relationship with and role of the adjoining neighbourhoods of Salford
- Making the most of buildings and architectural significance



## 12 The City Centre

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- The replacement of outdated buildings in a way which is sympathetic to the overall objectives for the City Centre
- Ensuring that there is compatibility between the desire for a "24 hour" Centre and the needs of residents of the City Centre
- The provision of services for the area's growing residential population
- The provision of good access, in particular by public transport, which caters for residents, workers and visitors
- The provision and management of areas of open space
- The need to improve access to and improve the quality of the canals and rivers
- It is recognised that there is likely to continue to be a need for parking in the City Centre; the challenge will be to balance the demands for well designed, sufficient car parking with the need to support and promote sustainable modes of transport.

### Development Quality

**12.5** Not all new buildings can, or should be, "iconic", but new developments will be expected to contribute positively to the identity and quality of the City Centre. We wish to encourage developments which are "designed for place" not simply for purpose, and overly corporate designs will be discouraged. Good design should be regarded as an essential requirement of the development process and should not be a casualty of high costs or narrowly defined user requirements.

**12.6** We will also seek quality in the smaller scale detail of new developments or the alteration of existing buildings, as it is often these smaller elements that determine the appearance and character of an area. Shop fronts, building fronts and associated signage, refuse storage areas and service areas are all elements which influence the visual appearance of the City Centre, and their detailed design will be important in enhancing the quality of the environment.

**12.7** The relationship between new and existing buildings, particularly those with an historic role, will be important, and developers are encouraged to look positively at the role that older buildings can play in delivering a sense of place within the City Centre. The need for old buildings to have an economic use is recognised, however early discussion with officers of both the Council and English Heritage should assist developers to deal with issues in a positive and pro active way, to ensure that the City Centre's stock of older buildings is conserved for the future.

**12.8** It will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings. There is now much more interest in these types of developments than there has been for many years, and this is a great indication of the strength of the City Centre economy. Schemes will be considered on an individual basis, by reference to their appearance, their impact on the immediate area and the effect on the City's skyline. Key questions will be the quality and interest of the roofline; the design of the lower floors; the relationship to the surrounding streets; the impact of servicing and parking

requirements; the microclimate, including overshadowing and air turbulence effects, created by the relationship of the building to those adjacent; and the quality and usability of the spaces surrounding the building.

### Development Variety

**12.9** A mix of uses will be encouraged throughout the City Centre, to ensure that there is activity and variety and that a sense of safety and security is maintained. Active ground floor uses will be encouraged within the central core. In more peripheral locations within the City Centre, an appropriate mix of uses will be encouraged within a locality, and individual development proposals will be expected to respond to this objective. Developments should seek to make provision for a range of independent, unique and local uses, to foster specialisation and identity in different parts of the City Centre.

**12.10** Development innovation, which is environmentally sustainable, will be encouraged and supported. Buildings should be designed to enable a flexibility of usage both now and in the future, without recourse to substantial redesign or replacement. The detailed design of entrances, windows and internal circulation space will be important in achieving this objective.

**12.11** We will continue to promote the development of new homes within the City Centre. To attract and retain families we will seek to ensure larger properties are prioritised. We recognise the importance of good services for the City Centre's residential population, and will encourage developers to provide appropriate accommodation for services at affordable rents, to ensure that these facilities can be sustained.

### Open Spaces, Routes and Views

#### Open Spaces

**12.12** The opportunity to create further new open spaces within the City Centre will be pursued with developers, particularly in the parts of the Centre where little open space currently exists. The improvement of existing underused spaces will also be prioritised, and developers will be expected to contribute to their enhancement when carrying out work on adjacent sites.

**12.13** The role of existing and proposed open spaces and their relationship to other spaces within the City Centre will be evaluated, to ensure that there is a proper spread of open space uses such as play areas, sitting areas and quiet open space, as well as more significant gathering areas. Despite recent improvements, there is still a lack of green space within the City Centre, and we will take the opportunity to improve the situation in conjunction with developers.



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### Routes and Views

**12.14** The needs of pedestrians, cyclists and disabled people will be pursued, to improve the quality of links to and through the Centre, to enhance the experience of users, and to increase connectivity between different areas in the Centre. Strategic through-routes will be protected to ensure that pedestrian movement is properly accommodated within development schemes, and opportunities will be taken to improve the quality of surfaces, lighting, signage, street furniture and public art.

**12.15** The provision of, and access to, public transport within the City Centre will be a key issue, particularly as the City Centre grows in response to development needs. The location of bus stops and taxi ranks, particularly at night, their relationship to nearby uses, and the opportunity to extend provision will be important issues. Opportunities to provide additional public transport routes will also be taken.

**12.16** The assessment of vehicle routes through the City Centre will continue to be of major importance, to ensure that the balance between the needs of vehicle users and others is maintained. The design of junctions, access points, service areas and car parking will be required to recognise the public role and environmental quality required of the City Centre, whilst at the same time ensuring that vehicle routes are straightforward and easy to navigate.

**12.17** The river and canal sides can provide both amenity and access. Their use will be encouraged, and developers will be expected to contribute to improving their quality, which could include a financial contribution. Developments will be expected to front onto waterways, but not encroach onto the towpath where this exists, and to ensure that waterways and paths are properly overlooked so that personal safety is not compromised.

**12.18** The City Centre's topography should be reinforced by the detailed design of buildings or schemes that enhance and promote changes in level, and recognise the slope of the Centre towards the rivers, whilst respecting the need to improve accessibility.

**12.19** Vistas and viewing points contribute to the character of the City Centre and help people to find their way around it. Important views such as those to landmark buildings, those which have a unique setting, or those which mark or terminate attractive streets or spaces, should be enhanced by new developments. The opportunity to create or protect viewing points, particularly from some of the Centre's taller buildings, should be explored.

### Key Issues for Design in the City Centre

**12.20** Manchester's City Centre is arguably the finest expression of a Victorian commercial district in England, and contains an exhilarating mix of uses housed in fine individual buildings. For the most part these buildings form a continuous "street wall", firmly establishing the urban character based on the Georgian and Victorian grid pattern of streets. It is essential to maintain and develop the City's identity and individuality when considering the future development.

**12.21** Street Layout: the most dominant design characteristic of the City Centre is the grid pattern of streets. This grid is not a regular rectangle, but has a fanlike shape which is open to the north and converges to the South around G-MEX. This results in variety in the size and shape of the blocks, and it is important that this variety and permeability is not comprised by new developments that propose the closure of roads.

**12.22** Angle: the changes in angle within the City's streets and the consequential alignment of building blocks gives an added importance to those buildings located at road junctions. Although there are no deliberately designed grand axial views, the grid system of streets allows for long vistas in different parts of the City Centre. Some of these views have been terminated with buildings that are designed to be different from those that simply form of the "street wall"; new developments should continue to exploit this characteristic.

**12.23** Building Lines: subtle variations in building lines create variety and interest in the City's street frontages which should be respected. Buildings were erected to the back of pavement, and corners were emphasised as they could be viewed from more than one street. New developments should recognise these characteristics, but in a contemporary manner.

**12.24** Watercourses: Manchester's City Centre is located on three rivers: the Irwell, Medlock and Irk, and three canals: Rochdale, Bridgewater and Ashton. These waterways possess particularly attractive visual and commercial qualities. The buildings and structure associated with these areas were of a contrasting character compared with those in the commercial heart of the City Centre, often displaying heavier, rounded and robust detailing. New development in these areas should recognise these contrasting urban forms.

**12.25** Views: the City Centre possesses many interesting buildings and structures, which help to orientate visitors; this is as true of the rail viaducts across Castlefield as it is of buildings such as the Cathedral and the Town Hall. Views of landmark buildings need to be protected. Such buildings include those which are tall, substantial or obviously different from their neighbours (eg CIS, Midland Bank, G-MEX), those which have a unique setting (eg St Ann's Church, Friends Meeting House), and those which mark or terminate an attractive view (eg Minshall Street Law Courts, Central Reference Library).



## 12 The City Centre

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**12.26 Tall Buildings:** the location and design of tall buildings need careful consideration as they can be viewed from longer distances and have an impact on a much wider area, both within and outside of the City Centre. The effect of tall buildings is significant in a City Centre where its conservation area status means that the relationship of buildings and spaces is as important as the quality of individual buildings. Tall buildings provide very positive messages about Manchester, and can significantly improve its image and peoples' perceptions of it. Conversely, badly located tall buildings could have an adverse effect and as such any proposals will always have to be fully justified and carefully considered. We would require any such proposals to be presented in context of the joint guidance produced by CABE and English Heritage for assessing tall buildings.

**12.27 Topography:** in common with other British cities, 20th century developments in Manchester have tended to ignore natural variations in ground level. The interest created by changes in ground level has been removed by the imposition of artificial decks and by developments containing long horizontal lines. Regaining these changes in level and reinforcing Manchester's natural topography should be a major consideration in the design of proposed developments.

**12.28 Architectural Styles:** few buildings remain from the medieval period, but both domestic and civic buildings exist from the Georgian era. The most dominant architectural styles in the City Centre are Victorian and Edwardian. Although different in form, most buildings of these periods exhibit similar characteristics: subdivision of elevations; emphasis on the corners of buildings; vertically proportioned windows with deeply recessed glazing. Building materials include sandstone, terracotta and faience, but the most common was a red-orange brick. Vertical rhythms were created along the City's street by chimneys or other architectural features that projected above the main elevation. These characteristics have been re-used in a contemporary manner in recent years, allowing new buildings to sit comfortably with their Victorian and Edwardian neighbours.

**12.29 Street Level Activity:** increasing interest in the City's history and in its commercial and retail attractions has brought about an increase in the number of visitors. This in turn demands that greater attention must be paid to the ground floor of buildings, where active uses should be seen by passers-by, and to the design of street surfaces and the public domain in general.





# Part Three - Implementation



## 13 Using the Guide

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### 13 Using the Guide

**13.1** The Guide to Development in Manchester defines and explains a set of principles that the City Council expects to apply to new development in the City. It describes the form of development the Council wishes to see in the City and thus the sort of City that it hopes Manchester will become in the future. Its primary purpose is to inform and assist the development process, and to stimulate and challenge developers and their design teams.

**13.2** The Council requires developers to incorporate the guiding principles set down in this Guide, and to consider the wider context and collective value of their proposals, in order to retain and enhance the long-term quality of the City's built environment.

**13.3** The context within which the Guide to Development in Manchester will operate is outlined below.

#### **The Relationship of the Guide to the Local Development Framework**

**13.4** The Planning and Compulsory Purchase Act, which commenced in September 2004, requires the Council to revise its key planning processes. The system broadens the scope and content of the Development Plan and places more emphasis on spatial planning and sustainable development than previously. At the heart of the Local Development Framework (LDF), the Core Strategy will set out the long term vision and spatial strategy for the City, and general policies for the control of development. This will be supported by a Site Specific Allocations Development Plan Document and Proposals map. Other Development Plan Documents may be written to deal with specific topics, and Supplementary Planning Documents may be prepared to provide detail relating to policy contained within the Core Strategy. The documents which the City Council intends to prepare as part of its Local Development Framework, and the timescale for bringing them forward is found in the Local Development Scheme which is published on the City Council's website.

**13.5** The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance has been brought forward in advance of the new Core Strategy. It is therefore based on saved Unitary Development Plan policies which are referred to throughout the document and listed in Appendix B. It provides additional detail to those saved UDP policies and will inform and support policies being developed through the Core Strategy to deliver the objective of creating sustainable communities within Manchester. It is the intention of the City Council also to bring forward a further Supplementary Development Plan covering the issue of housing choice and including issues of affordability.

**13.6** The success of the Guide to Development in Manchester will be measured by relevant indicators in the Annual Monitoring Report and the Sustainability Appraisal Scoping Report.

### The Relationship of the Guide to Development Control

**13.7** Manchester encourages pre-application discussions in accordance with PPS1. The use of Design and Access Statements are seen as an aid to these discussions, providing a cost effective and useful way of understanding and addressing issues at an early stage (see Circular 1/2006 'Design and Access Statements'). These statements are 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. They are, however, a communication tool and local planning authorities are required to have clear design and access policies against which they can assess the content of the Design and Access Statement.

**13.8** The Guide to Development in Manchester SPD expands on existing UDP policy with respect to development, and will form a key part of the formal planning process in Manchester, setting the context within which the Design and Access Statement should be written and will be assessed. All planning applications, both full and outline, will be expected to demonstrate that their proposals accord with the principles and advice outlined in the Guide. The principles will be equally relevant whether the development is big or small, whether it is in a prominent location or of local impact. The Council welcomes pre-application discussions to ensure that applications accord with planning policies and take into account the Guide.

**13.9** Planning submissions must be accompanied by sufficient plans, diagrams and other information as deemed necessary to support the proposal, to allow full consultation, and the proper consideration of **all** issues. Specific guidance on the content and presentation of Design and Access Statements is provided in Circular 1/2006 and CABE's 'Design and Access Statements' publication. In addition applications will only be validated where the level of information is considered to be acceptable and is in line with the checklist provided by the City Council with the application form. This will include the need to provide an Environmental Standards Statement as set out in Chapter 4 of Part 1 of this Guide. For further information on the checklist visit [www.manchester.gov.uk/planning/control/appguide/validity.htm](http://www.manchester.gov.uk/planning/control/appguide/validity.htm). The checklist is not an exhaustive list, however, and there may be instances where the City Council consider a specific circumstance warrants the submission of additional information or visual aids.

**13.10** Where a planning application is considered **not** to comply with the Guide's principles, it will be recommended for refusal and applicants will be requested to consider how they can amend their proposals to support the Council's objectives.

**13.11** Exemptions to the guidance will inevitably occur, and these will be considered where the applicant can demonstrate a sound argument on economic, planning, or transport grounds, or in the context of the particular neighbourhood or site.



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**13.12** Planning Obligations - :As part of the LDF process and in line with Government guidance, the Council is reviewing its approach with respect to the use of Planning Obligations. It is the Council's aim to secure planning obligations in all appropriate types of development provided that:

- They are necessary to the granting of planning permission, relevant to planning and directly related to the development to be permitted
- The benefits sought are reasonably related in scale and kind to the developments concerned

**13.13** In such cases the Council will expect developers to commit to agreements under Section 106 of the Planning Act 1990, (as amended by the Planning and Compulsory Purchase Act, 2004) or any revised guidance. Developers will be expected to meet the quality thresholds and priorities outlined in this Guide.

**13.14** Developers should also be aware that where a scheme involves the construction of a new road, highway improvement or traffic management scheme, the Highway Authority may also require appropriate legal agreements to be entered into under Section 38 of the Highways Act 1980 and/or the deposit of commuted sums for the maintenance of the new asset.

**13.15** Following the granting of planning permission, it is important that developers seek to discharge in full all conditions, and implement in full the consent given. Where it is brought to the attention of the Council that this is not the case, enforcement action may be pursued to ensure that the quality of development is protected.

**13.16** It is expected that applicants for planning permission will be positive and pragmatic in the interpretation of the principles set out in this Guide. In turn the Council will work positively with applicants who have a clear commitment to improving the quality of the City's environment, to ensure their proposals are viable and deliverable.

### **The Relationship of the Guide to the Greater Manchester Local Transport Plan 2 (GMLTP2)**

**13.17** The Greater Manchester Local Transport Plan 2 (GMLTP2) has been produced by a partnership of the 10 Greater Manchester Local Authorities and the Passenger Transport Authority, and covers the period 2006/07 – 2010/11. The context for the GMLTP2 is provided by both the Greater Manchester Integrated Transport Strategy (GMITS) and 'Sharing the Vision, A Strategy for Greater Manchester' (see References).

**13.18** The GMLTP2 sets out its prime objective as being to accommodate the trips generated by the projected increase in jobs in the most sustainable way, so as to improve social inclusion and protect the environment and improve the quality of life.

**13.19** Some of the issues identified by the GMLTP2 include the following:

- Accessibility - the location of facilities and land uses where they can be readily accessed by a range of transport modes, throughout the day and evening
- Accessibility - ensuring improvements for people with mobility difficulties
- Improvements in road safety
- Air quality
- Climate change
- A reduction in car dependency
- An increase in the number of short or local trips that are undertaken by walking or cycling

**13.20** The development principles covered in the Guide are considered to support the GMLTP2. In particular the Guide will act as a tool in addressing these issues on a practical level, by:

- Encouraging the use of Travel Plans (paragraph 2.30)
- Seeking to reduce the need to use the car, by encouraging walking, cycling and the use of public transport (paragraphs 2.28 and 2.50)
- Requiring developers to demonstrate the accessibility of developments for all, including older people and disabled people (Chapter 3)
- Looking to ensure that employment and amenities such as healthcare, education and shops are easily accessible by the whole of the community (Ease of Movement section in Chapter 2 and paragraph 2.50)

### **The Relationship of the Guide to the Manchester Sustainable Community Strategy, Housing Market Renewal and Strategic Regeneration Frameworks.**

**13.21** The Manchester Sustainable Community Strategy provides the framework for regeneration and service improvement over the next 10 years.

**13.22** The Guide considers issues which cut across, and can contribute to achieving, key elements of the Strategy's vision for Manchester by 2015 - such as creating successful neighbourhoods; encouraging a sense of respect and increased self esteem through a high quality physical environment; and making Manchester a green City with a rapidly improving environmental performance.

**13.23** Over the last 10 years, the Council's commitment to quality design, and the application of the principles described in the first edition of the Guide to Development, have helped to achieve remarkable successes, particularly in Hulme and the City Centre. Of major importance over the next 10 years will be the contribution that these principles will make to the regeneration programmes underway throughout the City.



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**13.24** Outside these areas of intensive regeneration and development activity the Guide to Development in Manchester SPD and Planning Guidance will provide clarity about the quality which the Council encourages of developments, and will be a key tool to support the forward planning processes within the City.

**13.25** The Manchester Salford Housing Market Renewal Pathfinder, which was launched in the summer of 2003, is a key element of the comprehensive suite of initiatives helping to deliver the Manchester Sustainable Community Strategy. It has a single aim, “to build sustainable communities where housing and social infrastructure meets the needs of all citizens”.

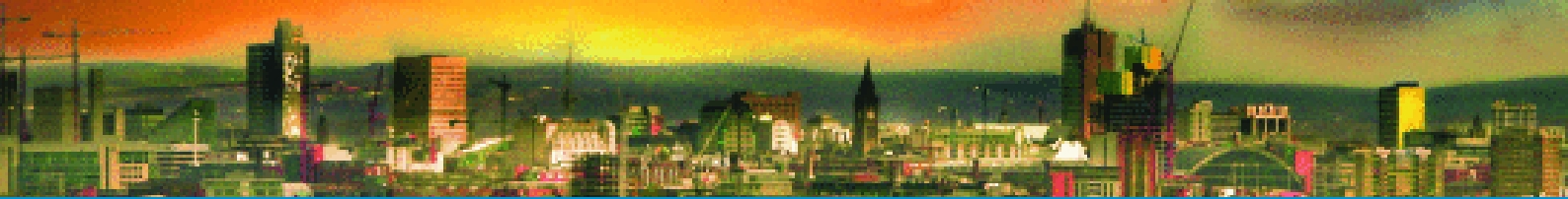
**13.26** The Manchester Salford Partnership Scheme Update identified lack of opportunity to purchase a choice of housing in a safe, attractive, balanced neighbourhood as one of the major weaknesses of the Pathfinder area. Whilst recognising that there is no one single solution which will deliver sustainable communities, improving the quality, attractiveness and safety of the urban environment is identified as a major priority.

**13.27** The Guide to Development SPD and Planning Guidance\_ will be a key tool to help achieve this objective. It will form part of a family of documents being brought forward to steer development activity within these areas and will be used alongside the existing UDP saved policies, forthcoming LDF and Strategic Regeneration Frameworks. Local Neighbourhood Plans and Site Development Briefs, developed to provide comprehensive guidance and deliver confidence for both local residents and development partners in defined local areas, will embody the principles set out in this Supplementary Planning Document .

### Implementation by Council Departments

**13.28** All the Council’s departments and divisions will work together to assist in the successful implementation of the Guide’s policies and objectives. This will involve:

- the production of the Core Strategy and other documents which will form part of the Local Development Framework and will, over the next few years, become the guiding framework for master planning and spatial planning in the City;
- the implementation of area focused regeneration activities;
- the delivery of local master planning exercises to govern the process of physical change;
- the preparation of development briefs for City Council owned land for sale;
- the provision of coordinated pre-application advice to prospective developers;
- control of development through the planning system;
- the construction of public buildings;



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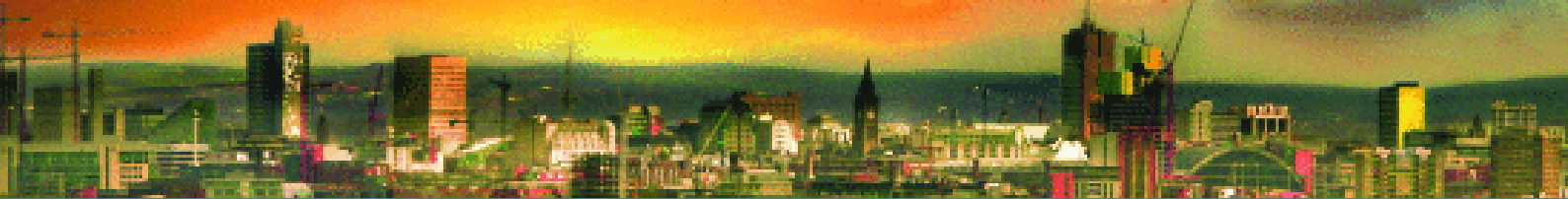
- the development of open spaces and public spaces;
- the design and construction of new roads or highway improvements;
- the implementation of traffic management schemes
- the production of a SEMMMS 'Streetscape Manual' within Manchester (to be published in Autumn 2007) to complement both the Guide to Development In Manchester SPD and Planning Guidance and the 'Manual for Streets' published by the DfT and partners.



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# Appendices



## Appendix A References

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## Appendix A References

### References

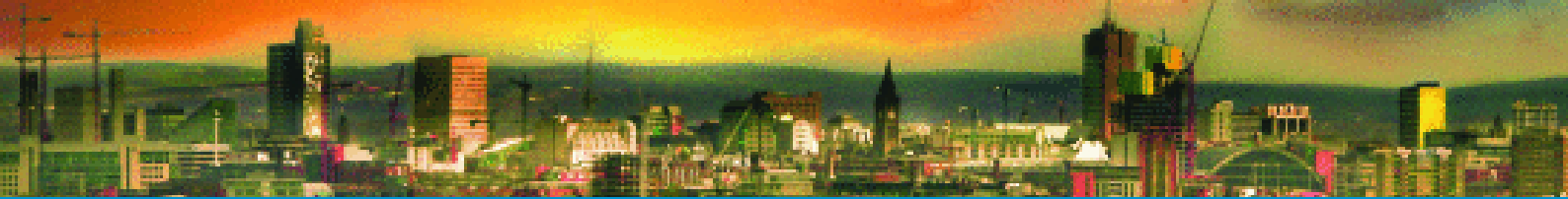
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- Accessible Natural Greenspace Standards in Towns and Cities, A Review and Toolkit for their Implementation, English Nature, 2003.
- Section 3 of Circular 1/2006 : Guidance on Changes to the Development Control System
- Circular 05/05 : Planning Obligations
- CABI's 'Design and access statements'
- Manual for Streets (Draft) Dept for Transport, due out March 2007.
- The Countryside in and Around Towns: A vision for connecting town and country in the pursuit of sustainable development, Countryside Agency/Groundwork, 2005.
- North West Best Practice Design Guide, North West Regional Assembly, 2006.
- Planning Policy Guidance 13 - Transport ODPM 2001
- Manchester Rights of Way Improvement Plan (available November 2007)

### **Local Policy Documents**

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- Design for Access 2, Manchester City Council/Manchester Disabled People's Access Group, 2004.
- Designing Out Crime, Greater Manchester Police, 2001.
- Greater Manchester Local Transport Plan 2006/7 - 2010/11
- Manchester Open Spaces Strategy, Manchester City Council, 2003



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- Manchester Waterways Strategy, Manchester City Council, 2004.
- Manchester Biodiversity Strategy, Manchester City Council, 2005.
- Implementation of HMOs and Selective Licensing in the Private Rented Sector  
Manchester City Council, 2005.
- Manchester Travel Plan Guidance (please contact the Council's Travel Change Team on  
0161 234 4312).

## Appendix B UDP Policies

### Guide to Development in Manchester SPD Policy Basis

The Guide to Development in Manchester SPD is based on the following saved Unitary Development Plan Policies:

Part 1 Policies:

H1.2, H2.1, H2.4, H2.7

I1.11, I2.1, I3.1

L1.6

E1.1, E1.2, E1.3, E1.5, E1.6, E2.3, E2.4, E2.6, E2.7, E3.3, E3.4, E3.5, E3.6, E3.8, E3.9

R1.1

S2.1, S2.5, S2.6

T1.1, T1.4, T2.1, T2.6, T3.1, T3.4, T3.6, T3.7, T3.9

Development Control Policies:

DC7.1, DC9.1, DC16.1, DC21.1, DC27.1

Policies can be viewed in full on the Planning Portal at [www.planningportal.gov.uk](http://www.planningportal.gov.uk)

### Design

H2.7, I3.1, S2.5, E3.3

Character and Context H2.7, I3.1, S2.5, E2.7, E3.3, E3.8

Continuity & Enclosure H2.7, I3.1, S2.5, E3.3

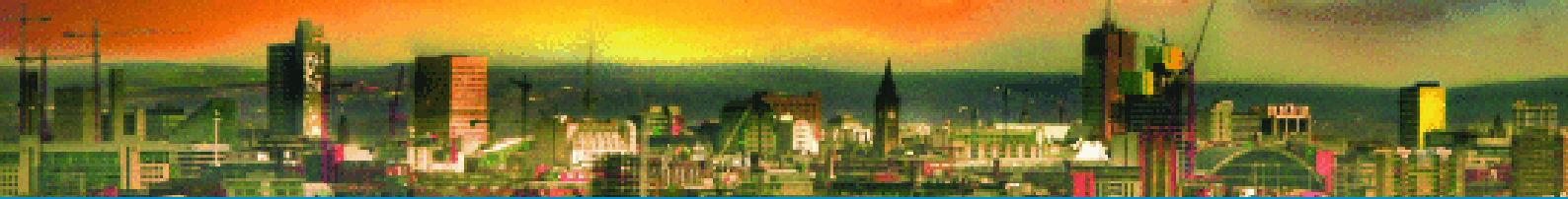
Legibility H2.7, I3.1, S2.5, E3.3, T2.1

Ease of Movement T3.1, T3.6, T3.9

Quality of the Public Realm L1.6, H2.1, H2.4, H2.7, E3.8, E2.6, DC16.1, E2.3, E2.4, T3.9

Diversity H1.2, R1.1, S2.1, S2.5, E3.5, T1.1, I1.11

Adaptability R1.1, E3.6(d), E1.6, E1.5, DC27.1



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### **Accessibility - Design for Access 2**

H1.2, S2.1, S2.6, T1.4, T2.6, DC7.1, DC9.1

### **Environmental Standards**

E1.5, E1.3, DC27.1, E1.6, E2.3, E2.4, E2.6, E3.4, T3.9, DC21.1

### **The Street Hierarchy**

T3.9

### **Parking Guidelines**

T3.9

### **Housing Density and Mix**

R1.1, H1.2

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

E3.5, S2.5

### **Design for Health**

T3.9, H2.1, L1.6, T3.4, E3.8, E1.5, E3.5, S2.5, T3.9, H1.2, S2.1, S2.6, T1.4, T2.6, DC7.1, DC9.1, T1.1, E1.3, DC27.1, E1.6, E2.3, E2.4, E2.6, E3.4, H2.7, S2.5, I3.1, E3.3

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0161 234 4579 پر فون کریں یا ای میل: [planning@manchester.gov.uk](mailto:planning@manchester.gov.uk) کے ذریعے ہمارے ساتھ رابطہ کریں۔

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برقم الهاتف: 0161 234 4579 أو اتصل بنا عن طريق الايميل ب: [planning@manchester.gov.uk](mailto:planning@manchester.gov.uk)

আপনি প্রথম ভাষা অন্ত্রের ন হোয় অনে আপনে মোটা ঞাপেলং অধরোমাং, অংঘলিপিমাং, ঞলিঙ্কটিনিক ঞে অডিও টেপে পর অা অনুবাদনী জরর হোয় তো সূপা সঠী,  
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0161 234 4579 ama nala xiriir habka iimeelka: [planning@manchester.gov.uk](mailto:planning@manchester.gov.uk)

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