The general attitude to the area is one of seeking to sustain existing activity. In the long term it is hoped to improve the Medlock Valley with riverside environmental improvements. There is a similar aim of improving the appearance of key traffic routes into the City Centre by appropriate built form and landscaping treatment adjoining main entry radials such as London Road (1) and the Inner Relief Road (2)., of which Mancunian Way is a part. There is considerable scope in this area to progress both of these aspects of environmental concern.

In the case of the Medlock it is intended to adopt an opportunistic approach based on a strong statement of intent to open up the river where possible, but such an approach would be implemented with sympathy for the viability of existing riverside industries. The eastern part of this area (3) appears to offer the earliest prospects for riverside environmental improvement, although progress will largely depend on if and when redevelopment proposals arise. Recent development of the adjacent Piccadilly Estate coupled to the locational advantages of proximity to the Inner Relief Route suggests scope for some redevelopment in which case the general aim of improvement of the Medlock Valley and a presumption against further culverting will be applicable, as will the more specific concern to improve access to the riverside and recreation ground from surrounding areas. For redevelopment proposals adjacent to the Inner Relief Route, standards of design and site treatment appropriate to the prominence of their location will be essential.

Sites close to Piccadilly Station are also well placed to offer long stay parking, as at Travis Street/Carlton Street where a surface level car park already exists (4).
UMIST is an important user and there is no wish to inhibit consolidation of their campus activities. However, the existing availability of public parking is important to meeting general needs in the vicinity around Whitworth Street and any reduction would be opposed.

In the short term, environmental improvements need to be progressed on the Princess Street/Brook Street frontage (1) consistent with this route's importance as a City Centre gateway. Subject to this there is no reason why the surface level parking should not continue to be an appropriate use of the undeveloped part of the site. Future development of the Higher Education Precinct will be clarified by the review of the Higher Educational Precinct plan currently progressing. Consideration of the parking needs of the various education establishments will be an important part of this review. Any further development should not result in any loss of public parking availability within the City Centre. As part of detailed local planning work in both areas it will be important to strengthen both pedestrian and cycle routes between UMIST and the remainder of the Higher Education Precinct along Oxford Road and between both these areas and the core of the City Centre.
The frontages to Piccadilly (1) and Aytoun Street (2) north of Auburn Street offer opportunities for commercial re-investment. Both refurbishment and further redevelopment for office or other commercial uses would be appropriate here when they accord with the Plan’s general office policies, whilst other regional centre activities including hotels would be welcomed. On Piccadilly, lively ground floor uses will be essential in view of the street’s importance for pedestrians. Ground floor shops are common here at present, and will remain appropriate although the scale of individual new retail uses needs to be limited as major additions could prejudice existing parts of the Regional Shopping Centre. To aid pedestrian movement to and from Piccadilly Station and the bus terminal facilities in and around Piccadilly Gardens, convenient crossing facilities will be provided both at the junction with Duscle Street (3) and at Portland Street/Piccadilly Gardens (4). General environmental improvements will also be progressed both to improve conditions for pedestrians and cyclists and to reflect the importance of the London Road and Aytoun Street routes to the core.

The area between Whitworth Street and Auburn Street (5) will require particular environmental improvement attention. A large part of this area is vacant and used for surface parking. Surviving older buildings on the London Road frontage contain a mixture of uses but illustrate evident decline. Whilst activity in existing buildings will be encouraged to remain, the main aim for this part of the area is the provision of well landscaped surface level parking. Easy pedestrian access to the core, proximity to Piccadilly Station and the opportunity to offset reducing car parking availability at the canal basins all point to parking as particularly useful and appropriate here.

South of Fairfield Street is the listed former Fire Station building (6). Other equally substantial buildings (7), on Granby Row and Fairfield Street, are in general commercial use. Here the intention is to retain existing activities and find new uses for vacant floorspace. The residential accommodation that was present in the former at the Fire Station represents a use which might be extended, with proximity to the UMIST campus suggesting scope for student accommodation or for other ancillary activities relating to the Higher Education Precinct. Other uses of the existing buildings for offices, warehousing/retail warehousing or service industry would also be appropriate in many cases.
Portland Street is an important route for traffic crossing the City Centre, whilst Whitworth Street's available capacity offers an attractive way to meet cross city centre traffic movements which do not need to impinge on the Core. Princess Street has an important function as a radial route whilst to a lesser extent Aytoun Street and Chorlton Street also have important traffic roles. Opportunities to improve the frontages to these routes need to be carefully handled.

In the north of the area substantial development has taken place, including Westminster House, offices on Portland Street and Chorlton Street, Manchester Metropolitan University buildings and the Chorlton Street Coach Station and multi-storey car park. Important older properties are also represented, notably the Police Courts and the former Cook and Watts Warehouse on Portland Street, now with a new use as a hotel well related to the existing hotel concentration near Piccadilly Gardens. The setting for many of these Regional Centre uses is capable of significant improvement, with a number of derelict buildings and large vacant cleared sites around Major Street used for surface level parking and illustrating the reduced prospects for large scale office development. However the present high level of available parking represents a definite asset, meeting medium to long stay needs of the core as well as servicing this area as a whole. Permanent parking use of the major vacant sites behind County Hall (1), at Major Street/Bloom Street (2) and at Aytoun Street/Minshall Street (3) is therefore confirmed and further office redevelopment on these or other major sites throughout the whole area is generally excluded. To improve the general environment of the area, site treatment should aim to improve the setting for existing buildings to include elements of incidental open space and to establish attractive relationships between buildings and open areas. Throughout the area limited infill development would only be appropriate where assisting toward these aims.

At Canal Street (4) and Richmond Street (5) there is significant environmental potential with the Rochdale Canal passing through the area and with Sackville Gardens (6) an attractive open space. These assets, together with the more domestic scale of existing buildings and a limited through traffic use of the area, offer possibilities for residential use initially in the Canal Street area but with possible longer term extension to Richmond Street and across the Rochdale Canal to the Whitworth Street/Princess Street/Rochdale Canal/Sackville Street block (7). The Conservation Area status of much of the area and the importance of many particular buildings make it essential to adopt an attitude of encouraging a wide mix of uses for existing buildings, but the area also has potential for small scale infill redevelopment and suitable sites will be sought for housing to be introduced incrementally in single or mixed use schemes. This area is also well placed to offer parking, but the promotion of housing development will be given high priority in the instance of cleared sites arising. Parking use would be acceptable however, subject to high landscaping standards. Additional incidental open space and Improved canal side access need to be part of the general environmental improvement of the area.

The Princess Street frontage (8) is part of one of the City's most characterful street scenes, with important listed buildings, often with severe vacancy problems. Here any use consistent with the aim of conserving the character of the built form will be encouraged. Similarly at Bombay Street/Granby Row (9) the main aim will be to secure a future for the existing textile warehousing use and widely encouraging new uses with special attention given to introducing housing into the mixture of uses in the area. Only housing, open space or car parking use would normally be considered appropriate uses of any cleared sites.

This diverse area contains many substantial buildings, both old and new. It has the potential to offer a more attractive environmental setting and to sustain a higher level of activity.
South of the Rochdale Canal the importance of key elements of Manchester's Victorian Heritage and the general aim to seek improvements along the Medlock will guide future action. The refurbishment of the Palace Theatre (1) has brought a major regional centre activity back to this area of otherwise evident under-use and acts as a key pointer to the potential for new activity. The overriding importance of the majority of the existing buildings gives a presumption for their retention so strong as to imply acceptance of virtually any use compatible with the broad aims of conservation. Although substantial office uses would not be appropriate in redevelopments so far from the core areas, these uses need not be precluded here in existing buildings where their contribution to conserving built form would override general use considerations. However some of the existing buildings offer particular potential for housing as a preferred use. The existing surface level car park (2) south of the Medlock is a major asset to be brought into play together with encouraging new activity. This site is well located to offer parking with associated substantial landscaping works to improve the immediate riverside area and the rear aspect from listed buildings including the Refuge Assurance building (3) and India House (4).

Canalside improvements and the creation of incidental open space along the Rochdale Canal (5) would make a positive environmental contribution, but the opportunities to do this are limited. The substantial buildings north of the canal show a higher level of commercial use than those to the south, but despite some recent refurbishment, underuse of upper floors is a common problem and it is clear that not all of the specialised older buildings are suited to present day commerce. There is also a marked shortage of short stay local car parking relative to the substantial floorspace. Here too, whilst aiming to sustain existing activity. It is clearly necessary to encourage a wide range of uses compatible with the broad aims to raise activity levels and to conserve the Victorian Heritage and enhance the important frontages to the major streets. On Oxford Street (6) in particular lively ground floor uses will be appropriate alongside this important pedestrian route.
Area 5 - Small Area Proposals

The smaller premises on and adjacent to Charles Street (1) are considered valuable in meeting the needs of small mixed commercial and service industry uses, particularly those related to the activities of the neighbouring national concerns. New development should be of a scale and character consistent with the existing mix of uses in the area. Car parking is an acceptable activity in this area, both for the longer stay commuter and to meet local needs.

The River Medlock contributes little to the area at the present time. The long term opening up of its banks (2) for public access and high quality associated landscaping are regarded as important aspects both of creating a more satisfactory aspect for the BBC and at the same time contributing to improving the appearance of the Princess Street frontage as a ‘gateway’ to the City Centre. There will therefore be a strong presumption against any further culverting of the Medlock in this area.

Bounded on three sides by major roads and on the fourth by the railway, the area is extremely prominent. Although it is outside the office core area, its attractions, in terms of proximity to major transport facilities and to the existing 'prestige' institutions, support the case for specialised commercial development of an appropriate character. The BBC is the most likely user to require any additional land and its expansion and consolidation will be encouraged.

This area is dominated by the regional headquarters of the BBC and the National Computing Centre, both of which occupy redeveloped areas. The block between Princess Street and Pritchard Street has a mixture of commercial uses in older buildings, some of which show signs of disrepair and undensify. These buildings obscure the River Medlock which flows through the area. Charles Street has a higher level of activity and has seen some small scale redevelopment on sites backing onto the Piccadilly to Oxford Road railway viaduct.
This area includes a mixture of industrial activities and the Manchester Metropolitan University. Most of the buildings are old, although there has been some redevelopment related to the construction of Mancunian Way. Whilst this has largely been associated with the Manchester Metropolitan University, there has been commercial redevelopment taking advantage of the locational advantages of the area. The Oxford Road frontage is a mixture of entertainment and local retailing uses with car parking behind.

This area offers considerable potential. The existing industry provides valuable jobs and the plan seeks to promote improvements in operating conditions in terms of access and car parking where there is scope for such action. Medlock Street (1) is the main entry point into the City Centre from the Airport and Princess Parkway and is in close proximity to the G-Mex, the redevelopment of which is envisaged as a major contribution to the regeneration of the City Centre as a whole and not least, its immediate environs. In this context the Medlock Street frontage is seen as a major gateway site capable of supporting showrooms and other commercial activity including offices where a high standard of environment would be particularly appropriate.

In environmental terms the objective will be the general enhancement of the area as befits its locational importance. Advantage will be taken of any opportunities to open up access to the River Medlock which arise in the event of redevelopment. In such circumstances housing would be considered a possible use. This could be related to the neighbouring Higher Education Precinct.

The presumption will be that the area should provide for its own car parking needs and also contribute to those of the adjacent Area 19. The car parking in Chester Street is particularly valuable in this respect and should be retained. Further car parking in the Gaythorn area (2), either in isolation or in association with redevelopment, will also be encouraged.
Chepstow Street forms part of another important route across the City Centre from Great Ancoats Street to Deansgate, although the present standard of the road is inadequate for this role. The improvement of the Chepstow Street/Oxford Street, the Lower Mosley Street/Great Bridgewater Street and the Albion Street/Whitworth Street West junctions are proposed to ease the flow of traffic into the City Centre and to encourage through traffic to avoid the core. The existence of the major routes along Portland Street and Whitworth Street should not be allowed to become a barrier to pedestrian movement between Oxford Road Station and the core or for cyclists coming into the City Centre.

The Oxford Street frontage contains a mixture of buildings and uses, many of which illustrate clear links with adjacent areas. The large and listed Victorian former Headquarters building of Tootal Limited shows a clear affinity to the buildings in Area 18 and is one of the finest older commercial buildings in the City. Canada House, adjacent, is also architecturally important and in active commercial use. The other frontage buildings contain leisure or entertainment uses reflecting the concentration of such activities in this area.

The large area alongside Lower Mosley Street (1) provides a rare opportunity for accommodating a large scale regional facility. This will be retained as a single site for such a use which may be related to the G-Mex. In view of its prominence substantial environmental improvement will be required, presenting a high quality appearance to Mosley Street. A similar approach will apply to Albion Street (2).

The Oxford Street frontage is not considered appropriate for major office development. The existing entertainment concentration and the relationship between this area and G-Mex suggests potential for future development related to either of these activities. The listed facade to Princes Buildings (3) is of value and any development here should incorporate its retention. Immediately behind the facade a range of uses relevant to this end, including offices, would be favourably considered. A substantial element of car parking in any scheme associated with this development would be expected.

There is some evidence of the underuse of buildings along Whitworth Street West. Car repair and related activities in the railway arches (4) present an active but unattractive street scene. The potential of the canal will be exploited to greater advantage. The whole of the area associated with the canal (5) is considered suitable for car parking, public open space and a mixture of small scale residential or office developments, all of which would be expected to improve the level of public access to the canal.
The locational advantages of this area are reflected in the extent of redevelopment that has already taken place. The Council would wish to exploit any further opportunities that exist, seeking to broaden the range of activities in the area and at the same time to generally upgrade the environment at these important entry points to the City Centre. Similarly any development associated with the Medlock will be required to contribute to the general improvement of the environment of the area. The specific nature of the activity is likely to be of less importance than the contribution it is able to make to the improvement of the area. Consequently a whole range of activities would be considered appropriate, either in isolation or, preferably, as part of a development involving a mixture of uses. Specific opportunities can be identified on Medlock Street (1) and Albion Street, whilst on Chester Road the area in and around the old canal basin between Knot Mill Bridge and the Bridgewater Viaduct (2) has considerable potential both in its own right and also as a way of obtaining greater benefit from the canal and providing access to the Castle Quay area.

The location of the area also means that it is able to accommodate car parking. New developments will be expected to provide for their own needs whilst public car parking can contribute to both the needs of this area and to the long stay needs of the core.
Taken as a whole this area offers one of the most important opportunities to bring new activity into the Regional Centre and to improve its environment. Steps toward these primary aims for the area will be given every possible encouragement. Central Station (1) has been redeveloped as the Greater Manchester Exhibition centre (G-Mex).

Proposals for the regeneration of the area include commercial and hotel development in the Great Northern Railway Warehouse and on the Deansgate and Peter Street frontages. The proposals also provide for the Free Trade Hall to become a hotel and conference facility. The strategy retains much of the site’s function as an important car parking area and offers potential for improved pedestrian links between Castlefield, Deansgate Station and the core. The proposals are also compatible with Metrolink.

All of the main elements of the proposals will make an important contribution to the future Regional Centre.

Environmental improvement at and around the G-Mex will be important and works to improve the appearance of the Deansgate (2) and Lower Mosley Street/Albion Street (3) frontages could have a significant impact on these prominent gateways into the City Centre. The Rochdale Canal runs to the south of the area and there is scope for further environmental improvement here (4). Between Whitworth Street West and Great Bridgewater Street the emphasis is likely to be upon improving the conditions of existing activities (5).
This area is on the fringe of the main office core, with some scope for redevelopment, particularly on the main frontages which are important in townscape terms, and with potential for car parking to serve both this area and the neighbouring core. The main aim is to retain and consolidate the existing commercial activity. The amount of new office floorspace recently constructed in Albert Square (1) and Queen Street (2) will absorb a large proportion of foreseeable demand in this area. Further small scale infill or redevelopments of existing floorspace is possible, however, and would be supported provided that it is set firmly in the context of the scale and general character of the area.

Encouraging the use of existing premises implies a need to increase the general attractiveness of the area. In addition to public car parking there may be some scope for private parking provision to be used in relation to existing floorspace. It would clearly be desirable if such private parking could also be made available for public use wherever possible. The opportunities for this are greatest in the Jacksons Row/Bootle Street areas (3).

The most important scope for positive change, however, will be in improving the visual and pedestrian environment of the Civic Squares, with Albert Square (1) in particular offering scope for a high quality urban square. In order to achieve this it will be necessary to work towards reductions in traffic levels and increasing the amount of space given over to the pedestrian. The pedestrianisation of Brazennose Street (4) coupled with the smaller civic square to the rear of Heron House will complete an important pedestrian route between the Law Courts and the town Hall. Incidental open space treatment, based on Brazennose Street but spread throughout the area, will go a long way towards the general environmental upgrading of this area.
The River Irwell is relatively inaccessible at this point, although hopefully this may be remedied in the longer term. However, Crown Square, Deans Court and Spinningfield (1) provide a series of linked open spaces through the heart of the area and provide a sound base for further environmental improvements.

The presence of important public buildings and around Crown Square adds an element of stability to the area. Such development as might be envisaged is seen as likely to be related to existing activities. West of Gartside Street (2) there is scope for the further expansion of the College of Building whilst the Courts extension will enclose Crown Square and complete the Bridge Street frontage. Bridge Street is a thriving area of mixed uses (3) on the fringe of the Regional Shopping Centre, which adds to the general level of activity in the area.

Environmental improvements for the River Irwell and the entry points into the City Centre at the Albert (4) and Irwell Street (5) bridges will be important as will the improved landscaping of surface level parking. This area is outside the main core and well suited for car parking. Consequently, except for land required to facilitate the expansion of existing activities, a similar approach to that adopted in Area 8 would be appropriate here making good the present deficiency in this area in terms of the "moat" of car parking to be provided surrounding the core. All but the major frontages to Quay Street, Deansgate and Bridge Street will therefore be earmarked for car parking primarily intended to serve the core. In practice, however, given the limited room for manoeuvre in this area, the major provision is to be found behind the Deansgate frontage in the block between Hardman Street and Atkinson Street (6). In order to minimise the effect of Deansgate becoming a barrier to pedestrian movement it will be important to maintain and, where possible, improve crossing facilities along this stretch of road. This is particularly important at the major junctions.
RC20 Area 26

Quay Street/Deansgate/Liverpool Road/River Irwell

Lying for the most part within the St John Street and Castlefield Conservation Areas, this is an area with an extremely rich mix of activities and opportunities.

To the west of the area is the headquarters of Granada Television, a major activity and involving a variety of facilities associated with television production and recreation. This relates well to Liverpool Road Station (1), the world's first railway passenger station, now the Museum of Science and Industry; the conversion of the City Exhibition Hall into the Air and Space Museum (2); the development of a Local Heritage Centre in the former Campfield Market Building on the corner of Deansgate and Liverpool Road (3) and the development of a variety of facilities in and around Castlefield Wharfs (Area 27). Along the western boundary of the area is a thin strip of land (4) between Water Street and the river which is affected by the proposed Inner Relief Route. At the present time the river is relatively inaccessible, being screened by several old warehouse buildings (one of which is listed) and vacant sites being used for car parking.

The eastern part of the area fronting onto Deansgate and centred on St John Street (5) is a stable and environmentally attractive area, likely to remain buoyant in terms of demand for smaller commercial premises and for the recently completed private housing at St John’s Gardens. Most of the built form is either recent or long life with some architectural merit, the only major remaining development opportunity being along the Deansgate frontage. The area is characterised by small office suites often used as medical consulting rooms or by solicitors and barristers, the area being conveniently located in relation to the neighbouring Crown Square court complex (Area 25). The changes that are evolving in this area are to be welcomed and the basic approach here should be to do anything that will encourage them. Deansgate and Quay Street will remain important traffic routes and the commercial use of frontage sites to these streets is envisaged whether in existing or redeveloped buildings. Any redevelopment would be considered very much with reference to the characteristics and qualities of the St John Street area and would give encouragement to a wide use of relevant small scale commercial uses. High environmental standards will be required and uses not relevant to the future character of the area and determined by the adjoining tourism and housing components will be precluded.

Elsewhere it will be important not to inhibit the further expansion of Granada’s activities, with some consolidation around Grape Street and expansion between Water Street and the River (6) in association with the Liverpool Road Station developments. Such developments should take account of the wider aims for opening up access to the Irwell and achieving some riverside environmental improvements. The listed riverside warehouse may have potential for conversion to housing whilst the use of any remaining land for car parking should be encouraged to provide for the developing activities in the area. It would clearly be desirable if any private car parking in the area can be made available for public use when not required by the private owner so as to add to the general level of car parking available for the recreational facilities. Such demands are likely to be complementary.

The provision of adequate car parking is important to the success of the museums in this area which are seen as very important to the future regional centre. The amount required will clearly vary considerably and will require an increasingly flexible approach to the provision of car parking in this area of the City Centre.
This area offers considerable potential to extend the tourist related facilities planned for the area north of Liverpool Road and part has been designated an Urban Heritage Park. The basic approach in this area will be to encourage such uses and stimulate environmental improvement whilst at the same time keeping and strengthening the area's links with the past. As opportunities occur, the site of the Roman Fort (1) will be opened up and made a permanent feature of the area. Apart from the Roman Fort, the presence of large tracts of canal and river offers scope for water related activity and environmental improvement which will significantly enhance the character of the area. Given the necessary environmental improvements there is no reason why some new housing cannot be encouraged in the area with the greatest potential being in the Castle Quay area (2) where a host of canal related activities could also be accommodated. In addition to environmental improvements, such developments can only be expected to take place if the existing accessibility of the area is improved. Such improvements, coupled with increased car parking provision, would also benefit the existing industrial activity in the area.

Dawson Street, Egerton Street and Regent Road form an important route from the west to the City Centre and to Mancunian Way. This role has been strengthened with the completion of the M602 and Cross Lane Diversion in Salford. Together with Water Street this route also forms part of the Inner Relief Route. This means that the western part of the area (3) and in particular that bounded by Regent Road, Dawson Street and the Rivers Medlock and Irwell is extremely well located and is an important gateway into the City Centre. This offers scope for a mixture of commercial activities and the opportunity to exploit the river frontage by generally upgrading the present environment and increasing the level of public access in a way that would complement other initiatives in Castlefield. The level of car parking associated with such development would be such as to minimise the demands it would place on public car parking elsewhere in the area. As in Area 26, such car parking might also contribute to the peak demands created by the tourist facilities in the area.
The location of the St. George's area on an axis between the core of the City Centre and Castlefield, and Salford Quays and Trafford Wharfside, and close to the Irwell, will have an important influence on the area's future development.

The St. George's area is currently a somewhat run-down industrial area containing a mix of uses, some of which can be described as 'bad neighbours'. The environment is generally poor and accessibility is limited. Many properties are under-utilised.

Despite being adjacent to Chester Road which is a major 'gateway' into the City Centre and which feeds into the strategic road network, accessibility to St. George's by road is generally poor. The area is also poorly served by public transport and although the Compbrook Viaduct which runs through the area will carry the new Metrolink tram system there are currently no plans for a station to serve the area when the system opens. Within the area vehicle, cycle and pedestrian accessibility is not good with the railway viaduct and canal acting as physical barriers. To the north there is only a single pedestrian footbridge across the Irwell.

The general approach to the St. George's area will be to revitalise the area's industrial activities while at the same time taking advantage of the area's location and physical assets to attract new development for leisure and recreation uses and for new housing. To this end, attention will need to be given to improving accessibility to and within the area for vehicles, cyclists and pedestrians and to enhancing the area's environment and image.

Along the eastern fringe of the area the Council will complete the Inner Relief Route by improving the junction at Chester Road/Mancunian Way, by replacing the existing flyover with an underpass, and by widening Egerton Road/Dawson Street to a two-lane dual carriageway. In the detailed design of these highway improvements, attention will be given to the overall environmental impact on the Castlefield Conservation Area and Urban Heritage Park, and to the need to maximise accessibility for pedestrians and cyclists into Castlefield and to the City Centre.

The Irwell is a major new route, with its river and canalside locations, have considerable development potential. Housing and leisure, recreation and tourist-related activities would be acceptable either as single use developments or part of mixed use schemes. New uses must be built on the successes in Castlefield to the east of Egerton Street and create functional links to the areas of regeneration at Salford Quays and Trafford Wharfside.

At the bus depot site bounded by the Bridge Street, the Bridgewater Canal, Irwell Junction Lock and the railway viaduct there is potential for leisure-based redevelopments using the canalside location.

Accessibility to the area needs to be improved. Vehicular access to the St. George's industrial area off Chester Road and the Inner Relief Route will be maintained and, where possible, enhanced.

The area is poorly served by public transport and this is a major limitation on the revitalisation of the industrial area and the fulfilment of the potential of Preston for leisure and housing use. The local planning authority will promote the provision of a new station on the Metrolink route at Compbrook Road. Furthermore, the River Irwell has potential for use as a transport link between the City Centre, and Salford Quays and Trafford Wharfside. The local planning authority will support the establishment of a river bus or equivalent service on the River Irwell.

The local planning authority will seek to improve accessibility for pedestrians and cyclists both into St. George's and within the area. Links to Castlefield, the core of the City Centre, and Salford Quays and Trafford Wharfside, and the Irwell will be priorities. In particular, the local planning authority will seek the completion of a riverside walkway (6) between St George's and the core of the City Centre. Parts of the walkway already exist closer to the core of the City Centre and a section of walkway has been completed along the Irwell to the south of its junction with the River Medlock (7). Improving conditions for pedestrians and cyclists is part of the Council's policy of encouraging walking and cycling and it will increase the attractiveness of St. George's as a place in which to live, work and invest. The Council will seek to enable access to the Bridgewater Canal from the Irwell and Medlock and on to the River Irwell lock and towpath link to the proposed riverside route.

Improvements to the environment are the second major element of the strategy for St. George's. The River Irwell and Bridgewater Canal will be promoted as part of a network of strategic recreational routes crossing the City. In addition to meeting recreational needs these routes will be of ecological value. To this end the local planning authority will promote environmental improvements alongside the River Irwell and the Bridgewater Canal such as that recently completed close to the junction of the Rivers Irwell and Medlock. In addition, the local planning authority will encourage the improvement of water quality through its support for the Mersey Basin Campaign.

In order to secure environmental improvements, the local planning authority will seek to relocate bad neighbour uses such as scrap yards, vehicle repair businesses and open storage uses where suitable alternative locations can be identified. If bad neighbour uses must remain within the area, the local planning authority will seek to minimise their negative effect on the environment, for example, by rationalising uses within a smaller, defined area and by improving the appearance of those sites which contain bad neighbour uses.
The railway viaducts which traverse the area are dominant physical features and the local planning authority will seek to improve their physical appearance through support for environmental improvements such as painting, cleaning and repair work. As part of improvements to the viaducts the local planning authority will seek to upgrade the viaduct arches and secure their use as small-scale business units. Such uses should support the regeneration objectives for the area.

The local planning authority will seek to improve the environment along the Chester Road corridor (6) which is a major "gateway" route into the City Centre. The environment along "gateway" routes has an important effect on the image of Manchester.

St. George's Church (9) is a listed building and an important local landmark. It also lies along the Chester Road "gateway" into the City Centre. The building is currently vacant and the local planning authority will encourage its re-use. Leisure and tourist-related uses or community uses are considered to be most appropriate for this building, although the local planning authority will be prepared to accept other uses provided that they maintain the architectural and historic character of the Church. Leisure and tourism related uses would support the objectives of the Castlefield Urban Heritage Park designation and community uses would be a resource for people living in Hulme and in any new housing developments in the area.
In recognition of the importance of the Higher Education Precinct to the people and the economy of Manchester and the region, policies for the All Saints area are intended to sustain and enhance its educational role and maximise the spin-off benefits which result from the concentration of scientific and technological resources in the Higher Education Precinct. The Council recognises the need for the educational institutions to respond to changing pressures and will regard favourably to necessary development and redevelopment proposals. There will be a presumption in favour of development and redevelopment of land and buildings which support the area’s educational function. Small-scale commercial units such as shops and restaurants which serve the daily needs of the student population will be acceptable. Large scale developments containing primarily commercial floorspace will not be acceptable, although the Council recognises that ancillary commercial floorspace may be required in primarily educational developments to ensure the development’s economic viability. Commercial uses at ground floor level should provide a lively street frontage. Retail units and offices which are accessed by the public would bring diversity of use and activity to the area and complement its primarily educational role.

Four sites within the All Saints area have particular development potential. Grosvenor Square (1) is an important public open space, but the Council recognises that there is some redevelopment potential along the Oxford Road frontage of the site. Any development should be for educational-related use only and should involve the retention and upgrading of a significant element of the existing public open space. Regardless of any future development of the site there is an immediate need for the open space to be upgraded and a safer environment created.

The land fronting Oxford Road in the ownership of UMIST at the junction of Booth Street East is a major development opportunity. The site would accommodate a mixed use scheme related to the educational function of the area which could include an element of commercial activity.

On Oxford Road, the area of land between the Royal Northern College of Music and the Mabel Tylecote Building (3), which is currently used for car parking, has considerable development potential for educational and related uses. Regardless of the longer-term development potential of the site there is a need to improve the appearance of the car parks through quality landscaping schemes.

Because of the public functions located in the University area there is a need to maximise accessibility to all sections of the community. Special regard needs to be had to the requirements of disabled and mobility impaired people and to the needs of those on low incomes to ensure that these groups have equality of access to educational facilities. Particular improvements are needed in public transport provision and in the conditions experienced by pedestrians and cyclists. The Council is to investigate the possibility of extending the bus priority measures which currently exist along Oxford Road and Upper Brook Street.
Cycling is an important means of transport for the student population and the Council will carry out improvements to cycle lane provision and upgrade the general conditions for cyclists throughout the area. Existing cycle lane provision on Oxford Road is to be improved and extended. Cycle routes in the All Saints area will be integrated into a City-wide network.

Conditions for pedestrians will be improved by providing surface level routes and better surface crossings at busy main roads. In particular pedestrian linkages will be improved between the All Saints area and the adjoining UMIST campus to the north of the Mancunian Way, and between the All Saints area and the adjoining inner city residential areas of Hulme and Brunswick.

Attention will be given to resolving problems of on-street parking and to improving off-street parking facilities in the area.

The Council recognises that the student population is particularly vulnerable to personal attack and attention will be given to making the environment of the area safer. To this end the Council will make the curved underpasses at the junction of Upper Brook Street and the Mancunian Way safer by, for example, improving lighting.

In view of the regional, national and international significance of the Higher Education Precinct efforts are required to improve its environment. Improvements to the Higher Education Precinct will also benefit residents in neighbouring housing areas, for whom the Precinct provides many important services. The Council will encourage land owners to tidy and landscape derelict or unsightly areas, with priority being given to those sites along radial routes and main road frontages.

Oxford Road is an important 'gateway' route through the Higher Education Precinct and into the core of the Regional Centre. Environmental improvements along this route will make a significant contribution to the image of the Precinct and the City of Manchester in general. The block of buildings on the east side of Oxford Road between Grosvenor Street and Sidney Street (5) contains several vacant and unsightly plots and these need to be landscaped as a short-term priority. In the longer term these plots provide opportunities for well-designed infill developments.

All environmental improvements in the All Saints area will have regard to the access requirements of disabled and mobility impaired people and to the need to create a safe pedestrian environment. The design of tree planting and landscaping schemes should not prejudice the personal safety of pedestrians in the area and should require little on-going maintenance.
The shopping precinct at the junction of Oxford Road and Booth Street and small retail units along Oxford Road serve the daily needs of the student population.

There is a significant pressure in the area for car parking to serve staff, students and visitors. Excessive demand leads to on-street parking in the neighbouring residential areas and around the Hospitals and this causes conflict and nuisance. While wishing to encourage the development and growth of the Higher Education Precinct, the Council recognises that further development may create pressures for more car parking. The main opportunities for new development are likely to be areas which currently provide surface level car parking. In considering proposals for new developments within this area the Council will take account of their effect on car parking for the University especially the adequacy of short and medium stay parking for people wishing to visit the University.

The largest such area is the Higher Education Precinct. One of the major issues affecting this area is the growth in the need for student housing accommodation as student numbers grow, and it may well be that this cannot be solved within the Precinct area but needs to be tackled as part of the wider regeneration process in the City.

In recognition of the importance of the Higher Education Precinct to the people and the economy of Manchester and the region, policies for the University area are intended to sustain and enhance its educational role and maximise the spin-off benefits from the concentration of scientific and technological resources in the Higher Education Precinct. The Council recognises the need for the educational institutions to respond to changing pressures and will respond favourably to necessary development and redevelopment proposals. There will be a presumption in favour of development and redevelopment of land and buildings which support the area's educational function. Small-scale commercial units such as shops and restaurants which serve the daily needs of the student population will be acceptable. Large scale developments containing primarily commercial floorspace will not be acceptable to the Council, although the Council recognises that ancillary commercial floorspace may be required in primarily educational developments to ensure the development's economic viability. Commercial uses at ground floor level should provide a 'lively' street frontage. Retail units and offices which are accessed by the public would bring diversity of use and activity to the area and complement its primarily educational role.

Because of the public functions located in the University area there is a need to maximise accessibility to all sections of the community. Special regard needs to be had to the needs of disabled and mobility impaired people and to the needs of those on low incomes to ensure that these groups have equality of access to educational facilities. Public transport improvements are needed and to this end the Council will investigate the introduction of further bus priority routes on Upper Brook Street and on Oxford Road. Cycling is an important means of transport for the student population and the Council will carry out improvements to cycle lane provision and upgrade the general conditions for cyclists on Oxford Road and link these routes into a City-wide network.

Conditions for pedestrians will be improved, especially at major road junctions. Pedestrian linkages between the University area and the neighbouring housing areas of Hulme and Brunswick need to be improved.

The Council recognises that the environment of the Higher Educational Precinct needs to be improved to reflect its status as an international educational centre. In addition, environmental improvements in the Higher Education Precinct will benefit residents in neighbouring housing areas, for whom the Precinct provides many important services.

All development will be required to be of a high quality, especially along major road frontages. The Council will seek improvements to the appearance of surface level car parks, with the focus again being on major road frontages.

The design of tree planting and landscaping schemes within the University area should not prejudice the personal safety of pedestrians in the area and should require little on-going maintenance.
The Council supports the continuation of health-related uses in this area. In recognition of the regional importance of the Hospitals and the spin-off benefits they bring to the economy and people of Manchester, the Council will respond favourably to development and redevelopment proposals of a health-related nature.

The Council will seek to ensure that, as land within the Hospitals site is developed and redeveloped, improved car parking is provided. This will help to relieve the pressure for parking on neighbouring streets. A particular priority will be the improvement of parking provision for hospital visitors.

The Council wishes to see accessibility to the Hospitals improved for public transport users, for cyclists and for pedestrians. The Council will investigate the possibility of extending the existing bus priority measures along Oxford Road and Upper Brook Street. Conditions for cyclists will be improved with the extension of existing cycle lane provision on Oxford Road and the Council will promote additional cycle stands in the area. Pedestrian access will be enhanced with particular emphasis on improving surface crossing conditions at main road junctions.

In the Hospitals area it is especially important that accessibility for disabled people is maximised and the Council will have regard to this in carrying out improvements to the environment, in consultations with the PTE about bus services, and in discussions with land owners and developers.

The environment of the area will be improved, with particular attention being given to the major road frontages of Oxford Road and Upper Brook Street. Surface level car parks, especially those close to the edge of the Hospitals site, will be required to include high quality landscaping. The design of any landscaping scheme must not prejudice the personal safety of pedestrians and should require little ongoing maintenance.