Strategic Regeneration Framework for Strangeways and Cambridge

Consultation Draft

Date: February 2025

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The SRF is supported by technical outputs including:

- Strangeways and Cambridge Economic Study
- Development Flood Risk Management Proposals & Justification Report

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February 2025

Introduction

Background to the SRF

1.1 This Strangeways and Cambridge Strategic Regeneration Framework ('the SRF') has been produced in partnership between Manchester City Council ('MCC') and Salford City Council ('SCC').

1.2 It is an important document that will be used to guide development and investment in this key area of the city over a 20-30-year period. Historically considered as 'city fringe', the Strangeways and Cambridge area will have a fundamental role in the growth and evolution of the city centre and the wider Greater Manchester economy.

1.3 The two councils have come together to prepare the SRF in response to the considerable changing context of the area, including:

- The ongoing growth of the Manchester and Salford 'city core', which has seen rapid expansion 'upwards and outwards' in areas such as Greengate and along Trinity Way, but where there remains an identified need for a larger city centre to help deliver continued economic growth;
- The desire of both councils to progress long-standing strategic challenges: in the case of the MCC, its desire to see the relocation of HMP Manchester, for SCC the need to address the impact of climate change on flooding from the River Irwell;
- The new boundary for the city centre within the emerging new Manchester Local Plan which expands into the red line area of this framework;
- The need to follow up the success of the recent Operation Vulcan – the GMP-led drive to purge the counterfeit goods trade and associated criminality – with a long-term plan for the area's regeneration;
- A recognised opportunity to make more of the heritage assets across the area; and
- The requirement to provide a long-term vision for the area for residents, businesses and landowners, given this changing context, and the need to establish confidence in the future as a basis for investment and development.

1.4 There is a strong, long-standing business base within the SRF area including the Cambridge Industrial Estate, the Strangeways commercial district, parts of Cheetham Hill, and areas covered by the existing Great Ducie Street SRF (2018) and Former Boddingtons' Brewery SRF (2019). There are two distinct residential areas, one long-standing community to the west of Cambridge Industrial Estate and a second concentration of newer homes around Cheetham Park.

1.5 The SRF boundary, illustrated on Figure 1.1, is also located adjacent to several economic drivers and 'attractors' including Manchester Victoria Station, the AO Arena, and Manchester Fort. Figure 1.2 illustrates the interface of the SRF boundary with other SRF documents in the vicinity. Figure 1.3 illustrates the proposed extended City Centre boundary.

Purpose of the SRF

1.6 Strategic regeneration frameworks have been used extensively by both councils for many years and have helped to facilitate the transformation of large areas of Manchester and Salford. The purpose of these documents is to set a vision and help manage change where it is expected to take place, and where the councils consider it necessary to have an informed strategy to help consider planning applications as they come forward.

1.7 This SRF therefore provides guidance to support a holistic and coordinated approach to development across the red line boundary area, which supports both City Councils objectives, and the inclusive growth of the area.

1.8 It is intended that, once in place the SRF will achieve the following:

- Provide confidence to businesses about the future of the area, enabling them to invest and make decisions for the long-term;
- Establish clarity for prospective developers and investors on the nature and scale of the opportunities available in this area;
- Create a robust evidence base for strategic engagement with central government, GMCA and other public and private bodies about the long-term infrastructure requirements for the area, and the investment require to enable inclusive growth; and
- Allow both councils to make informed decisions about the use of their land and assets in Strangeways and Cambridge.

1.9 The SRF has been prepared in line with national and sub-regional planning policy guidance and the Local Development Plan(s). As such, weight will be afforded to the principles set out within this document.

1.10 When approved by both councils, the SRF will form a material planning consideration, to be used by both MCC and SCC as Local Planning Authorities in the determination of future planning applications. The existing Former Boddingtons' Brewery Site SRF and the Great Ducie Street SRF will remain material consideration for the purposes of future planning applications. Once endorsed in 2025, the Irwell River Park Strategy will also remain material consideration for future planning applications.

1.11 A summary of the differences between this SRF and the Former Boddingtons' Brewery Site SRF and Great Ducie Street SRF is included at Appendix 1.

Figure 1.1: Strangeways and Cambridge SRF Boundary



Figure 1.2: Strangeways and Cambridge SRF Boundary, with Existing SRF Boundaries

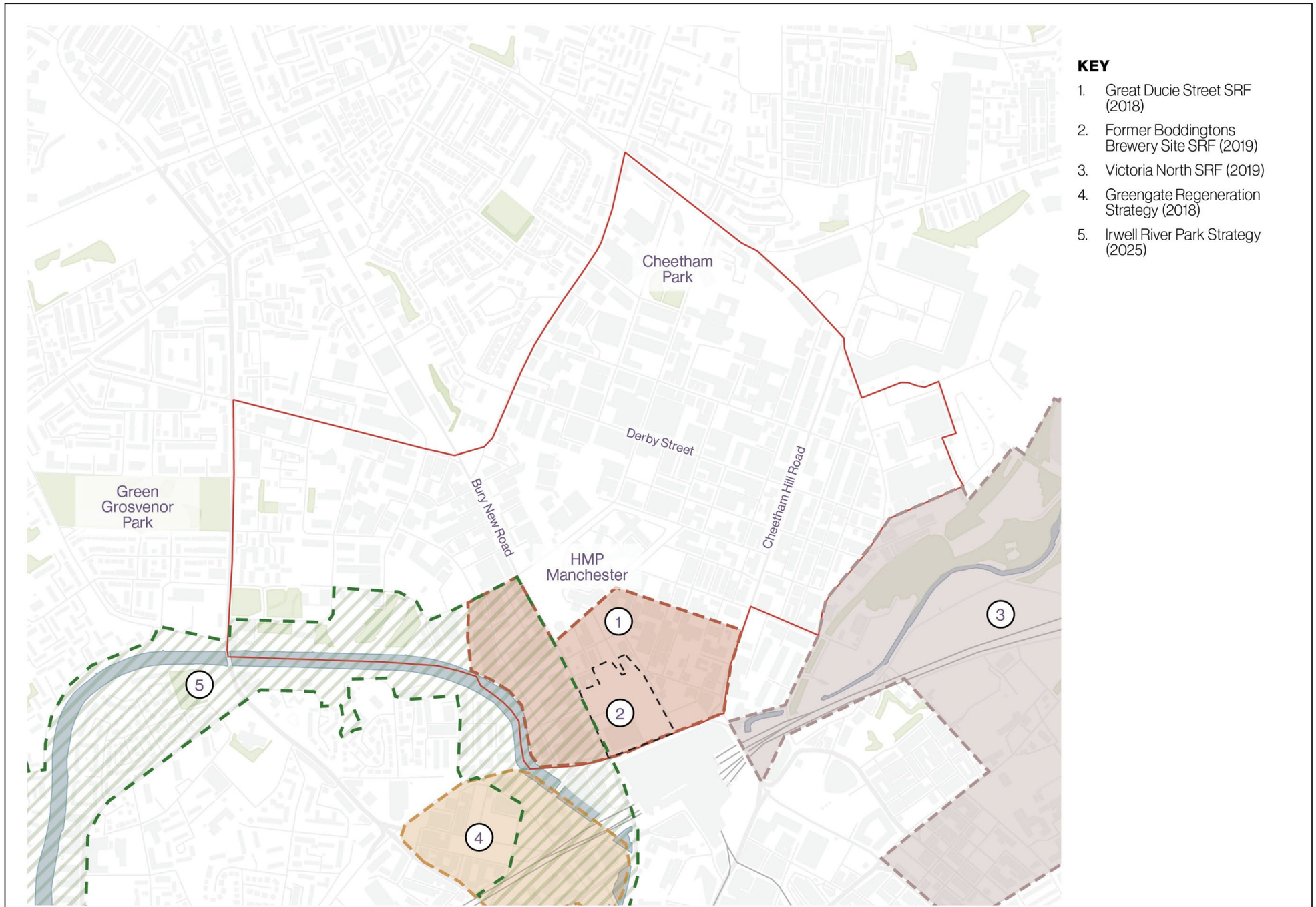
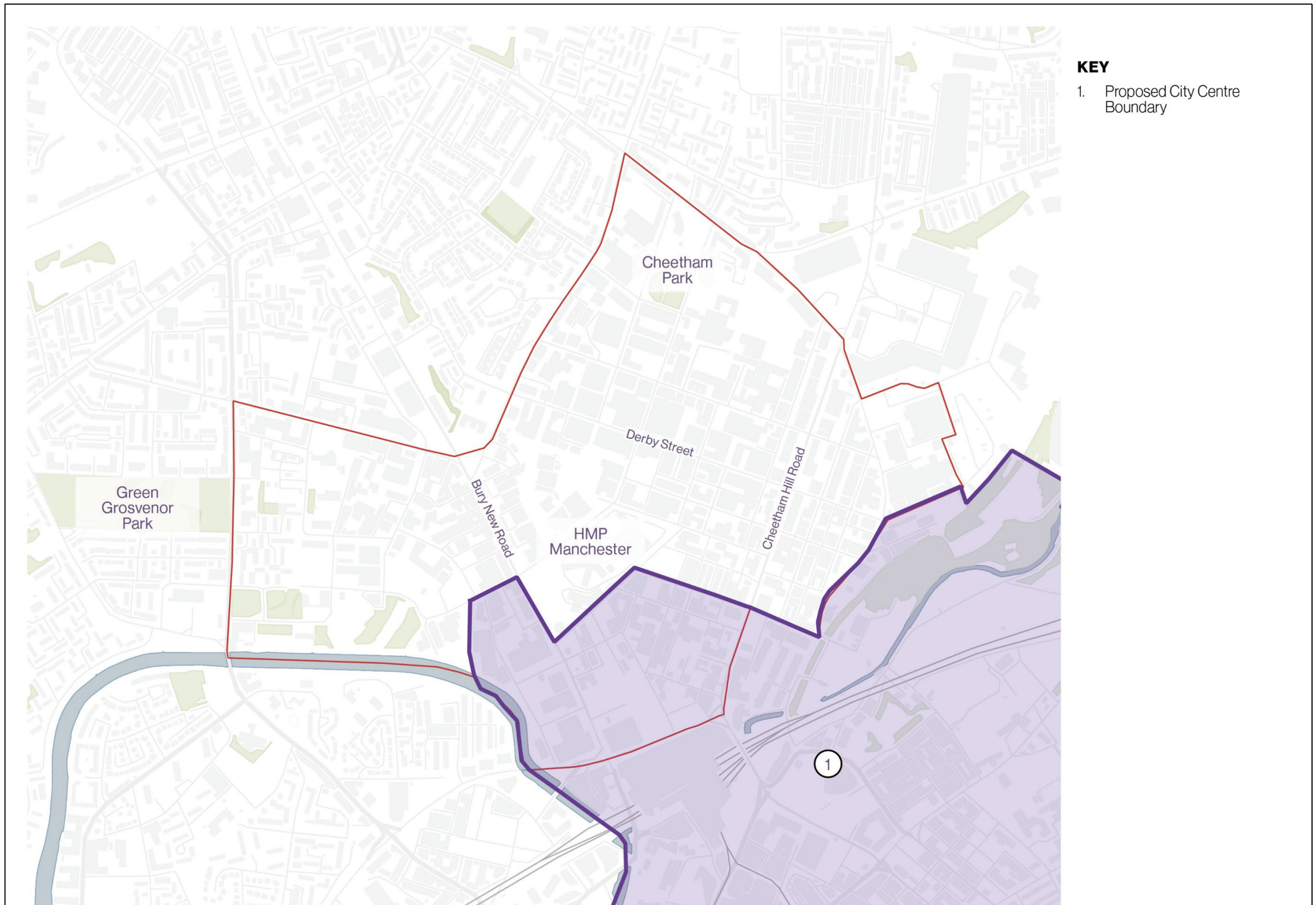


Figure 1.3 Proposed Amended City Centre Boundary



Key Areas of Focus

1.12 Whilst the SRF provides guidance across its full red line boundary – some 131 hectares of brownfield land – it includes particularly detailed consideration of two locations that present both significant challenges and opportunities:

- **HMP Manchester**: at the heart of the SRF area, HMP Manchester is a significant asset which is in public ownership (through HM Prisons Service), and which has a material impact on the wider area. The part-Listed prison is in need of constant investment to ensure it remains operational, and given its age and lack of flexibility is reported to be one of the poorer prison buildings in England. MCC's publicly stated position is that the presence of the prison is detrimental to the Strangeways area and a barrier to growth – both from a perception and physical environment perspective. The SRF considers the potential implications on land use and development across the area in the event that HMP Manchester is closed.
- **Cambridge**: the Cambridge area of Salford has been subject to flooding in the past, and whilst flood defences are in place protecting it from existing risk, there is a need to understand the implications of climate change on potential flood levels in the area. The SRF seeks to provide clarity for residents who live here and businesses that operate in the area, with a proactive strategy to address the long-term implications of climate change on the area. This includes the creation of a strategic open space asset of regional significance – creating amenity, biodiversity, recreation and cultural opportunities for the local and wider communities in the future.

SRF Status

1.13 This draft SRF has been prepared with the intention of being presented to the MCC Executive and SCC Cabinet for endorsement for the purposes of public consultation in early 2025.

1.14 Comments received during the consultation period will be considered by both councils and necessary changes made to the SRF in response. The outcome of the consultation and the changes made to the draft SRF will be documented and presented to the MCC Executive and SCC Cabinet in the form of a Statement of Community Involvement, alongside the final draft of the SRF, for approval.

1.15 When approved by both councils, the SRF will form a material planning consideration, to be used by both MCC and SCC as Local Planning Authorities in the determination of future planning applications.

SRF Structure

- **Section 1:** Introduction – explaining the purpose and status of the SRF.
- **Section 2:** Context – setting the scene for the SRF through the articulation of growth ambitions across Salford and Manchester, and more localised analysis of policy, economic, social and physical context.
- **Section 3:** Vision – setting out a clear vision for the SRF area, underpinned by defined objectives.
- **Section 4:** SRF Spatial Framework – consideration of a series of layers including land use, movement, heritage, scale and massing, which in combination articulate the overarching ambition for the SRF.
- **Section 5:** Neighbourhood Guidance – specific guidance relating to the identified neighbourhoods across the SRF area.
- **Section 6:** Phasing and Implementation – outlining the principles for delivery and indicative phasing of the SRF.

Context

2.1 The SRF addresses a key area of the 'city fringe' that straddles the boundary of Manchester and Salford. Strangeways and Cambridge sit adjacent to an expanding city centre and as well as being home to sizeable business and residential communities, the area has a series of important interfaces with established communities to the north, west and east. The framework seeks to capitalise on this unique location and the opportunity for investment it provides.

2.2 This section considers the wider physical, economic and political context, looking at the policy and strategic growth ambitions of both councils, how they apply to Strangeways and Cambridge, and how they will need to inform the proposals set out in this framework.

2.3 As the SRF has been jointly commissioned by two councils, the policy and political context is a necessarily complex one. In developing this SRF, it has been necessary to give due consideration to the policies and strategies of both authorities, with the framework establishing a suitably aligned vision and series of objectives.

Setting the Scene

2.4 The location of the SRF means it is a key area of opportunity for economic change with both local and regional significance, as recognised by its designation as a key growth location by GMCA.

2.5 According to Places for Everyone (2024), the spatial plan for Greater Manchester, the sub-region is one of the most economically diverse conurbations in the country, generating 40% of the GVA of the North West output and just under 20% of the North of England's GVA.

2.6 Greater Manchester is home to 2.8 million people with a further 200,000 anticipated by 2039. Manchester, Salford and Rochdale are forecast to account for just under half of the expected population growth.

2.7 Approximately 1.5 million jobs are located in Greater Manchester, with the most significant concentration located within Manchester City Centre and proximate areas. It is anticipated that another 100,000 jobs will be created by 2039. The job opportunities are not spread evenly across the area, however, with the majority of economic growth expected to be in Manchester, Salford and Trafford.

2.8 Manchester and Salford have a combined population of circa 860,000 with a significant increase in the population of both cities over the last decade. Manchester and Salford play a leading role in the value of Greater Manchester economy which at £86 billion Gross Domestic Product per year is comparable to other cities such as Rotterdam and Vancouver. This is reflective of the significant investment that has occurred in Manchester and Salford in recent years which has delivered a large number of new, high-quality jobs and opportunities.

2.9 Manchester and Salford have significant economic strengths that makes them places at the forefront of innovation and development. Manchester is a regional centre for finance commerce, retail, culture and leisure with a significant growth in the last 30 years in digital and creative sectors, financial and business services, biotechnology, engineering and environmental technologies. In relative proximity to the SRF area, Salford also has a major cluster of innovative activity at the Salford Innovation Triangle, recognising the economic contribution of MediaCityUK, the University of Salford and Salford Royal Hospital.

2.10 Greater Manchester has ambitions to be a 'top global city' by 2039[1] and a place where everyone can live a good life, growing up, getting on and growing old in a greener, fairer, more prosperous city region[2]. This is underpinned by the need for a strong and inclusive economy ensuring there are good economic opportunities for all residents and workers but should also be looking to lead the world in innovative economy including low carbon and digital.

2.11 The regeneration of the Strangeways and Cambridge SRF will contribute significantly to delivery against this ambition.

Strangeways and Cambridge Today

2.12 The SRF boundary encompasses a complex urban area – including established business and residential communities, major institutions including HMP Manchester and the Manchester College, and important infrastructure connecting communities to the city centre – including the two radial routes of Bury New Road and Cheetham Hill Road.

2.13 The SRF area is bounded by the River Irwell, Manchester Victoria Station and Greengate beyond, Manchester Fort, Trinity Way, and the Red Bank neighbourhood within the Victoria North regeneration area. It is strategic in this context – an important gateway to the city centre from the north and west, and an area of significant potential as the city grows outwards.

2.14 The built heritage of the area is clearly evident – including former and current places of worship and many C19th and early C20th buildings now in commercial use. The retail and food and beverage offer reflects the ethnic diversity of the wider area, whilst a range of cultural attractions have attracted visitors and other new groups to the area to access music, the arts and the nighttime economy – Manchester Jewish Museum, The Yard, Hidden, the Derby Brewery Arms, and the White Hotel are notable in this context.

2.15 Perceptions of the area in recent years have been influenced by the significant levels of counterfeit activity and other forms of criminality along parts of Bury New Road. Operation Vulcan – implemented over the past two years by Greater Manchester Police in partnership with MCC, SCC and other agencies – has been successful in removing this activity. However, whilst the area is now much safer it has resulted in some limited areas of blight and vacancy, reinforcing the need for a considered approach to regeneration in this location.

2.16 Current land uses, which are predominantly employment in nature, are housed in premises of varying quality – but with notable moments of high quality and importance. Business activities are no longer dominated by textiles, previously the heartbeat of Manchester, but an important core of 'legacy' manufacturers (such as Private White) and wholesale businesses remain and trade successfully from the area.

The Economy of Strangeways and Cambridge

2.17 The drafting of this SRF and the proposals it sets out have been formulated on the back of extensive economic analysis – including consideration of publicly available secondary data, and information gathered through direct engagement with business, including one-to-one interviews and public drop-in events held in the area.

2.18 The following section is a summary of the findings of that analysis, documented more fully in the Economic Study which is published alongside this SRF.

Value of the Economy Today

2.19 The SRF area is home to a significant scale of economic activity, with over 14,000 jobs provided within c.3,100 businesses. In the main the economy is underpinned by small businesses with the majority employing between 5 and 15 staff, however there are notable exceptions located across the area including Joseph Holts (who have nearly 200 employees) and Private White (who have 85 employees). Almost 10% of the total

[1] Places for Everyone Joint Development Plan (2022 to 2039)

[2] Greater Manchester Strategy (2021 – 2031)

employment within Strangeways and Cambridge is provided by the prison, although despite this scale it appears to have little or no functional link to any other business activity in the area.

Figure 2.1: Key Economic Indicators (Total, across SRF Red Line Boundary)

Indicator	Baseline
Residents	2,092
Gross Value Added	£618m
Businesses	3,126
Employment	14,290
Business Rate Income	£7.57m (net liabilities)

Sources: ONS, FAME, IDBR, Experian, Manchester City Council and Salford City Council. More detail is contained in the supporting Economic Analysis Report.

2.20 Anecdotally, there appears to be a reasonably strong link between businesses present in the area and neighbouring communities in terms of employment, however the suggestion seems to be that this is strongest in entry / lower-level roles, with business owners living in other parts of Greater Manchester.

2.21 Overall, the area generates an estimated £618m of GVA per annum to the Greater Manchester economy. However, it's value goes beyond direct economic output with many businesses forming an important part of local, regional, national and international economic networks and supply chains. Many businesses also play a role in supporting Greater Manchester's fashion and textile industry, creative and cultural offer and retail sector.

2.22 A small number of high-quality businesses based in the area are recognised nationally and internationally, producing products that are 'brand enhancing' for Manchester – alongside Private White VC and Joseph Holts Brewery, the likes of Rothwell + Thomas, Northern Suede & Leather and Sheila Bird Studios make a significant contribution to the image of Manchester as creative and productive city. Whilst less visible and widely recognised, the cultural scene in the area, underpinned by the White Hotel, Hidden and the Derby Brewery Arms and The Yard, are also part of the city's image as a leading hub for the UK's cultural economy.

2.23 Through engagement, the SRF has identified that both Private White VC and Joseph Holts Brewery are developing plans for expansion of their operations, in both cases including visitor attractions that utilise the built heritage of their premises. For Private White, proposals are linked to their significant history, their brand in clothing design, manufacturing and on-site archive. Joseph Holts Brewery would like to build on their historic ties to the area and their ownerships on Empire Street to create both larger brewing and training facilities, alongside a tap room and visitor attraction.

2.24 Despite these strengths and numerous business 'champions', the area is yet to make the most of its assets and scale in terms of delivering jobs and economic activity. Whilst the business base makes a sizeable positive contribution, it is less 'efficient' than it could be, and by all metrics the area is less productive than the Manchester, Salford and GM averages. For example, in terms of total output the area's GVA is lower than performance across the city and Greater Manchester, meaning it delivers less economic value per head or per sqm of space, suggesting there are opportunities to achieve more economic output without a significant expansion of employment land or space.

2.25 A key contributor to this performance is the density of employment within the area, which is c.30sqm per employee. For an area mainly focussed on wholesale and distribution this is reasonable, however it is only a third of the space efficiency of other employment hubs and sector types.

2.26 This low productivity and low intensity of economic activity contrasts with the adjacent city centre and the demand for new commercial space of all types. Given the stated need for the city centre to expand and make more productive use of the land available, this presents a significant opportunity for businesses and landowners in Strangeways.

2.27 The SRF seeks to steer this future opportunity, protecting and enhancing the business environment for existing activity but also providing the framework to encourage new investment and economic diversification. The forward-looking strategy is considered in Section 4 of the SRF.

An Economy in Transition

2.28 It is clear that the less efficient performance is primarily a function of the economic make-up of the area. The wholesale sector remains dominant with almost half of all businesses registered in the area falling within that sector, and it provides the highest level of jobs, with almost twice as many employed in the area in the sector as the next largest sectors (retail and motor trades).

2.29 The ongoing dominance and visibility of the wholesale sector does mask some underlying shifts in the economic base of the area, particularly in terms of which sectors have grown in the last 5 years and which are becoming more concentrated within the SRF boundary. As employment in the wholesale sector has declined a number of leisure, creative and entertainment activities have set up in the area, including studios (recording, design and photography), active leisure (climbing, gyms) and performance venues (nightclubs, live music). Key drivers for these businesses to locate here include the cost of space, lease lengths, property types and proximity to the city centre. Overall, this is making the area much more diverse.

2.30 These new businesses are often more 'customer facing' than the historic employment uses, bringing more people to the area more regularly in a manner that wholesale hasn't, given wholesale principally functions on a 'business to business' basis, meaning few members of the general public visited the area. The shift is also increasing the area's role as a focal point for the wider city/region, rather than a more 'hidden' business trading location.

2.31 This shift has important implications for the SRF, highlighting a need to improve the 'look and feel' of the area to encourage more new businesses and sectors to consider locating to Strangeways.

2.32 The future economic opportunity and how it aligns to physical changes in the SRF area is considered in the SRF from Section 4 onwards.

The Future of the Wholesale Sector

2.33 Even though the sector remains the most significant economic focus of the area at present it is worth recognising that, as a sector, it is undergoing significant change. A range of internal and external pressures have reshaped the way the wholesale is operating within the area and also how it is 'made up', given that the wholesale label covers activity across a wide array of products – from textiles, homewares and clothing to electronics, toys and food.

2.34 The most successful businesses within the sector appear to have been quick to respond to opportunities presented by technology, evolving traditional 'in person' trading to embrace ecommerce, from launching online sales platforms to the utilisation of TikTok. This has changed the role of businesses in the area, operating more as distribution facilities than traditional wholesale 'stores', resulting in decreasing customer visits and increasing delivery activity.

2.35 Other businesses have responded to sector changes in different ways, most notably using their knowledge and expertise to shift out of the traditional textile offer to 'new' markets, such as the concentration of businesses linked to vaping, which (where it is possible to define them from ONS data) has grown to c.30 businesses, concentrated around Moulton Street and Overbridge Road

2.36 The shifting dynamics of the wholesaling sector has meant that the way in which it operates as a cluster has 'changed'. There appears to be no 'anchor' or dominant businesses that drive the cluster's success. Instead, it is the agglomeration of businesses, and the range of products they sell, that maintains performance, with other traders visiting the area from across the country because it provides a single point of access to all of the products their own operation requires. The 'critical mass' therefore offers significant benefits, with anecdotal evidence suggesting businesses that have relocated away from the area have struggled to retain clients.

2.37 These changes have significant implications for the SRF and the wider city. Firstly, it is clear that the sector will remain active and successful here, and the SRF needs to appropriately plan for this. Secondly, for the sector to be successful it needs to maintain its scale. No specific tipping point can be identified, but it seems apparent that if the cluster becomes too small, then it will no longer be able to function. Again, this means the SRF needs to consider how to maintain/enhance the quality of floorspace to support the sector. Thirdly, the sector needs to be understood differently - no longer is it mainly focussed on supporting the city's retail and market offer, but instead has a more complex regional and national client base that may continue to drive changes in the way it operates.

2.38 Overall, despite appearing to be a relatively steady presence in the area, it is clear that there is an underlying dynamism within the economy. Looking forward, this dynamism may only increase as a range of 'strategic' factors influence sector performance. For example, e-commerce will continue to drive operational changes for all businesses and change how they trade; sustainability and interest in responsible sourcing will influence the fast fashion sector, meaning some businesses will see lower demand for their produce; proposed legislation (most acutely in the vaping sector) may change how sectors operate and restrict some of the trading opportunities that exist at present, and generational changes in attitude will see some traditional family businesses cease trading as the next generation pursue other careers.

Policy and Strategy

2.39 To support the continued growth and development across Greater Manchester, Manchester and Salford there are a series of policies and strategies, which are summarised here, by topic area.

2.40 A full review of policy and strategy is found in Appendix 2; set out here are the key documents that have informed this framework.

Economic Growth

2.41 **Places for Everyone (2024)** is underpinned by a very clear economic strategy, including the need to ensure that there is adequate development land to meet employment needs prioritising brownfield land. The economic strategy identifies the potential for specific high value and productive growth across key sectors to include: Advanced manufacturing; Business, financial and professional services; Creative and digital; Health innovation; and Logistics.

2.42 Key specific policies of relevance to the SRF include:

Policy JP-Strat 1: The Strangeways and Cambridge SRF area lies within the Core Growth Area of Places for Everyone. The economic role of the Core Growth Area will be protected and enhanced and complemented by residential development in areas with good connections to employment, training and education facilities.

Policy JP-Strat 2: Part of the SRF area lies within the designated City Centre. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded.

2.43 **Manchester's Core Strategy (2012)** also notes the importance of SRF area for economic retention and growth.

2.44 Key specific policies of relevance to the SRF include:

Policy EC1: Strangeways is identified as a key location for major employment growth. The City Centre Fringe (which includes Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) is allocated for 25ha of employment floorspace between 2010 and 2027.

Policy EC2: Existing employment space and sites will be retained and enhanced. Strangeways is identified as an Employment Area.

Policy EC4: North Manchester, which includes the SRF area, is expected to provide approximately 14ha of employment land with Strangeways being identified as a suitable location for office led mixed use development as well as retention and growth of general industry, warehousing and distribution.

2.45 The Saved Policy of the **Unitary Development Plan (UDP) (1995)** also notes in **Policy CC10** that the Strangeways and Cheetham area has a high level of economic activity and vitality which is key to the area's economy and such it important that development facilitates the efficiency of existing businesses by environmental improvements and better parking and services.

2.46 **Salford Local Plan Development Management Policies and Designations** document **(SLP:DMP) (2023)** also has a focus on the Cambridge area within its policies:

Policy EC1: The Cambridge area is an existing employment area. There will be a strong emphasis on protecting and enhancing the economic function of Salford's existing employment areas, helping to provide a wide choice of premises and ensure that a broad range of businesses, including start-ups, can locate in Salford. The following will be encouraged within existing employment areas:

Policy AP5: The Cambridge area will continue to be protected as an existing employment area in accordance with Policy EC1 unless masterplans indicate otherwise.

2.47 **Investing in Success (2023)**, Manchester's economic strategy, states the aim for Manchester's economy to be thriving and performing through five key priorities which includes:

- Using investment and development to drive growth, particularly in protecting the commercial function and expanding the size of the city centre with high density commercial and residential space.
- Transitioning to a zero-carbon and resilient economy by developing a Manchester standard for net-zero construction and a climate change risk assessment.
- Including more people in economic opportunity by connecting new investors and businesses into the city's support networks and creating economic development plans to support regenerated areas.

2.48 **Manchester's Corporate Plan** sets out the vision and principles to make Manchester within the 'top-flight' of world cities by 2025 with a priority to build a more equal, inclusive and sustainable city for everyone who lives, works and plays in the city. The priorities are:

- A thriving and sustainable city – maintaining Manchester's vibrancy inclusivity.
- A highly skilled city – ensuring access to good-quality education and upskilling to be work ready.
- A progressive and equitable city – striving to create a truly equal and inclusive city.

- A liveable and zero-carbon city – achieving the zero-carbon ambition by 2038 at the latest.
- A connected city - continuing to develop an integrated, accessible, safe and green public transport system.

2.49 The **Salford Corporate Plan** (2024 – 2028) sets out how Salford City Council will continue to make Salford a 'fairer, greener, healthier and more inclusive place' through seven interconnected priorities. The priorities are:

- Good Growth – protecting progress made but ensuring economic development addresses the issues within the city.
- A good home for all - prioritising increasing the supply of decent and genuinely affordable housing in the city.
- Tackling poverty and inequality - playing an important leadership role in bringing partners together to tackle poverty and inequality.
- Creating places where people want to live - ensuring all neighbourhoods and town centres are attractive, safe, healthy and accessible places.
- A child friendly city - working towards becoming a UNICEF Child Friendly City.
- Responding to climate change – committing to becoming carbon neutral by 2038.
- Healthy lives and quality care for all – reducing health inequalities in Salford by promoting good physical and mental health and addressing many of the social determinants of health.

Housing Growth

2.50 **Places for Everyone (2024)** also puts a specific focus on maximising brownfield assets to meet housing need – including the need to focus new homes in the Core Growth Area and the town centres, and within 800m of public transport hubs with a key objective to create "neighbourhoods of choice" including ensuring that there is no increase in the number of homes and premises at a high risk of flooding.

2.51 Key specific policies of relevance to the SRF include:

Policy JP-Strat 5: The Cambridge area of the SRF lies within the designated Inner Area. The continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. New development will be predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character.

Policy JP-H3: New housing in the SRF should seek to incorporate a range of dwelling types and sizes to meet local need and deliver more inclusive neighbourhoods. All dwellings should also comply with nationally described space standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.

2.52 The local plans for Manchester and Salford set out a series of policies which dictate the type, tenure and affordability of any new housing development within the SRF boundary.

2.53 This includes **Policies H3 and H8** of the **Manchester Core Strategy** and **Policies H2, H4 and H5** of the **Salford SLP:DMP**.

2.54 The **Manchester Housing Strategy 2022-2032** sets out a long-term vision to deliver the homes that people want and need with a target of building 36,000 new homes within that period, 10,000 of which will be affordable.

2.55 To achieve this delivery, there are four principles and objectives that need to be addressed:

- Increase affordable housing supply and build more new homes for all residents, including 3,000 affordable homes in the city centre and at least 80% built on brownfield land.
- Work to end homelessness and ensure housing is affordable and accessible to all.
- Address inequalities and create neighbourhoods where people want to live, including addressing overcrowding in areas where house sizes are largest and improving the safety, quality and management of PRS homes.
- Address the sustainability and zero-carbon challenges in new and existing housing, including through retrofitting and the delivery of new low and zero carbon homes.

2.56 The **Salford Housing Strategy (2020 – 25)** sets out a strategy to tackle housing affordability challenges across the city. To deliver this, there are a series of priorities:

- Increasing the number of new and affordable homes to address shortfalls including their own delivery vehicle and working with other registered providers.
- Ensuring the city's homes are maintained and improved including meeting all decent homes standards and improving energy efficiency.
- Supporting all residents through appropriate housing and support.

Inclusive Growth

2.57 **Closing the Divide**, Salford's inclusive economic strategy, also centres the economy and especially an inclusive economy that specifically focuses on delivering greater social and environmental justice. This includes priorities in:

- Building community wealth through a progressive procurement and commissioning of goods and services to harness local economic spending, as well as measures to support employment and training and neighbourhood centres.
- Growing the social economy by championing alternative business models that widen ownership of the local economy and securing further investment for the voluntary sector.
- Accelerating the transition to a zero-carbon economy by making continued investments in green infrastructure, accelerating the shift to sustainable low carbon transport, and supporting businesses, schools and training providers.

2.58 Any development should also align with Manchester and Salford policies and strategies to be inclusive and truly reflective of the growing and diverse cities they are.

2.59 The **Making Manchester Fairer Action Plan** is aimed at reducing health inequalities in Manchester by addressing the social determinants of health with specific focus on housing, places, the environment and climate changes alongside other social determinants.

2.60 Manchester's Age Friendly Strategy, **Manchester: A City for Life**, includes developing age-friendly spaces and places improving social connection and widening Manchester's age friendly housing choices including building new housing that supports people throughout their lives.

2.61 MCC and SCC also have ambitions to become UNICEF 'Child Friendly Cities' with a focus on making place inclusive for all children across the city.

Transport

2.62 The SRF area also has significant locational advantages due to its proximity to the city centre, including the accessibility to local, regional and national network of public transport as well as the centres employment,

leisure and cultural offer. There may be opportunities for the transport network within the area to be evolve in alignment with the transport strategies of the cities.

2.63 **Greater Manchester Transport Strategy 2040** sets the vision for Greater Manchester to have 'world class connections that support long-term, sustainable economic growth and access to opportunity for all'.

2.64 **Manchester's Active Travel Strategy** aims that by 2040, 90% of morning peak trips into the city centre will be made on foot, by cycle or public transport. This will result in fewer cars in the city centre supporting the wider carbon reduction agenda of the city.

Low Carbon

2.65 Greater Manchester has ambitions to be carbon neutral by 2038 and therefore the SRF should look to support these aims.

2.66 **Policy JP-S 2** of **Places for Everyone** states that to achieve the aims of Greater Manchester to be carbon neutral by 2038, of measures including retro-fit, taking a positive approach to renewable and low carbon energy schemes, increasing the range of nature based solutions, promoting the use of life cycle cost and carbon assessment schemes and ensuring that all development be net zero unless not practically or financially viable.

2.67 **Policy JP-S 3** also states that the SRF area is within an identified Heat and Energy Opportunity Area which will support the use of decentralised energy network and means that the new development will have to connect to site wide energy networks as a way to support low carbon growth and increase the generation of local energy.

2.68 These aims are also reiterated in **Greater Manchester's Five-Year Environmental Plan (2024)** which notes that the SRF area is within the future district heating zone.

Flood Risk

2.69 The SRF area does include areas of flood risk and as such, any new development must align with the policies around flooding within the Local Plans.

2.70 Key policies within the SLP:DMP which are relevant to the SRF are:

Policy WA3: Further improvements in flood mitigation in Salford will be supported, potentially including the provision of new open space within the Cambridge area, the raising of riverbanks and natural flood management measures. New flood risk management infrastructure should incorporate multifunctional green infrastructure where practicable.

Policy WA4: Developments should take opportunities to reduce flood risk wherever practicable, but development will not be permitted where there is an unacceptable risk of flooding with the risk based on the likely frequency of the flood event, the likely depth and velocity of flood waters and the vulnerability of the use.

Existing Regeneration Frameworks

2.71 The SRF area includes two existing SRF documents which were approved by MCC, and which are material consideration in planning applications coming forward – The Great Ducie Street SRF (2018) and the Former Boddingtons SRF (2015, and 2019 Addendum).

2.72 A full review of the regeneration frameworks can be found in Appendix 2.

Great Ducie Street SRF (2018)

2.73 The Great Ducie Street SRF covers the southern section of the Strangeways and Cambridge SRF around Great Ducie Street as it meets the Inner Ring Road. It excludes but is immediately adjacent to HMP Manchester. It also wraps around (but does not include) the former Boddington's Brewery Site, which is the subject of the separate Former Boddingtons Brewery SRF.

2.74 It sets out a number of area wide principles and objectives including:

- **Sustainability and Resilience** – all buildings and spaces should include provisions to reduce carbon emissions and promote future adaptability and resilience.
- **Density and Place Making** – density is important in certain areas, but it must be supported by high quality design and appropriate quantum and quality of private and public amenity space. Heights range from up to 5 storeys to up to 30 storeys.
- **River Irwell** – new development should enable increased access to the riverside and enhancement to the river as an ecological reserve.
- **Interface with Inner Ring Road** – improving the experience along the Inner Ring Road through high quality design and addressing issues including noise and air quality are encouraged.
- **Street Hierarchy** – the SRF advocates for pedestrian priority across the site as well as improving permeability across the site.
- **Active Frontages** - any new buildings should be designed to include active frontages – especially around key public spaces and pedestrian desire lines.
- **Sustainable and Safe Development** – a safe, secure and accessible development should be designed using the principles of 'Secure by Design.'
- **Residential Amenity** – the safe and high-quality amenity for all residents and occupiers should be maximised.
- **Utilities** – it is expected that due to the intensification of new uses, utilities will need to be improved or relocated, and these should be identified as soon as possible.
- **Character Features** – there are a number of notable buildings within the SRF boundary which are of architectural merit and therefore should be retained and revitalised.
- **Existing Businesses** – redevelopment should only be permitted where there is a demonstrated responsible approach to the needs of existing businesses.

Former Boddingtons Brewery SRF (2015) and Addendum (2019)

2.75 The former Boddingtons Brewery SRF area is located within the Strangeways and Cambridge SRF area – adjacent to the Great Ducie Street SRF, abutting the Inner Ring Road. It comprises the site of the former Boddingtons Brewery – a former landmark building housing the brewery formed in the 1770s in the area. The SRF identifies the site as the gateway into the wider Strangeways area, encouraging the northwards expansion of the City Centre.

2.76 It sets out a number of area wide principles and objectives including:

- **Mixed Use Agenda** – the SRF proposed a 50:50 split between commercial and residential uses to create vitality on evenings and weekdays.
- **Utilising the Existing** – linking the existing business base which is dominated by textile businesses and wholesalers and linking into highly qualified graduates to develop a material science industry within Greater Manchester.
- **Quality Placemaking** – the creation of accessible and well-designed spaces that enhance the character and improve pedestrian connectivity in the site and also between Strangeways and the city centre.

- **Scale and Massing** – the scale of buildings should respond to the surrounding area and the level change across the site to support up to eight storeys with other locations suitable for landmark tall buildings.
- **Active Frontages** - any new buildings should be designed to include active frontages – especially around key public spaces and pedestrian desire lines.
- **Residential Amenity** - the safe and high-quality amenity for all residents and occupiers should be maximised using the principles of 'Secure by Design'.
- **Car Parking** - allows for the demand generated by future residents but also promotes the alternative sustainable forms of transport.

Emerging Irwell River Park Strategy

2.77 The emerging Irwell River Park Strategy is also adjacent to the Strangeways and Cambridge SRF boundary. This strategy promotes the creation of a sustainable urban park along the River Irwell connecting Salford Quays with Peel Park. The focus of the strategy is to create an uninterrupted route to walk and cycle near the river which aligns with the City's ambitions to build a fairer, greener, healthier and more inclusive Salford.

2.78 The key principles of the document are:

- The creation of an uninterrupted, attractive and safe place to walk and cycle near to the river which will be easily accessible from local neighbourhoods and by public transport.
- Ensuring that public spaces and parks will enable people and nature to access, experience and enrich the Irwell River Park in a positive and meaningful way.
- A place that anyone can access and benefit, promoting inclusivity.
- A place that is resilient to climate change and a place that allows and encourages nature to thrive.
- A place that has a distinctive identity that reveals and celebrates the rich history, culture and significance of the river corridor.
- A place that should be embraced as a city asset, which is positively shaped and promoted by local people and key stakeholders.

2.79 Whilst the Irwell River Park Strategy will not become an adopted Development Plan Document, it will be a material planning consideration to be taken into account when considering planning applications.

Site Specific Context

HMP Manchester

2.80 HMP Manchester is an operational men's prison comprising both Category B training and a small Category A function, with capacity for circa 700 prisoners. The prison houses both general population prisoners and prisoners accommodated within a drug and alcohol recovery and incentivised substance free living units. Employment at the prison includes some 1,400 employed on full/part time or contracted basis – with the majority of people travelling in to work rather than living in the immediate local area.

2.81 The prison facilities are broadly accommodated in two areas off Bury New Road – a southern complex comprising largely Grade II Listed structures where prisoner cells are located, and a northern complex of more modern structures comprising a gym, kitchen and canteen, and astroturf / recreational area, divided by Sherborne Street and connected via a raised walkway / bridge. The northern complex, 'The Croft' also houses a print shop, textile workshop, laundry and other facilities which offer employment and training courses for prisoners. All products are for the Prison Service and the Home Office, with no products for public sale. The print shop is a major specialisation, from which the products are distributed nationally across the Prison Office estate.

2.82 The prison is supported by a large on-site car park fronting onto Bury New Road.

2.83 The prison was built in 1866-68 in Romanesque and French Gothic styles having been designed by Manchester architect Alfred Waterhouse. The Grade II listed buildings within the complex include:

- Main Prison Block (Listed Building reference 1254636)
- Former Boy's Prison Block (Listed Building reference 1254635)
- Gatehouse (Listed Building reference 1254670)
- The Tower (Listed Building reference 1254672)

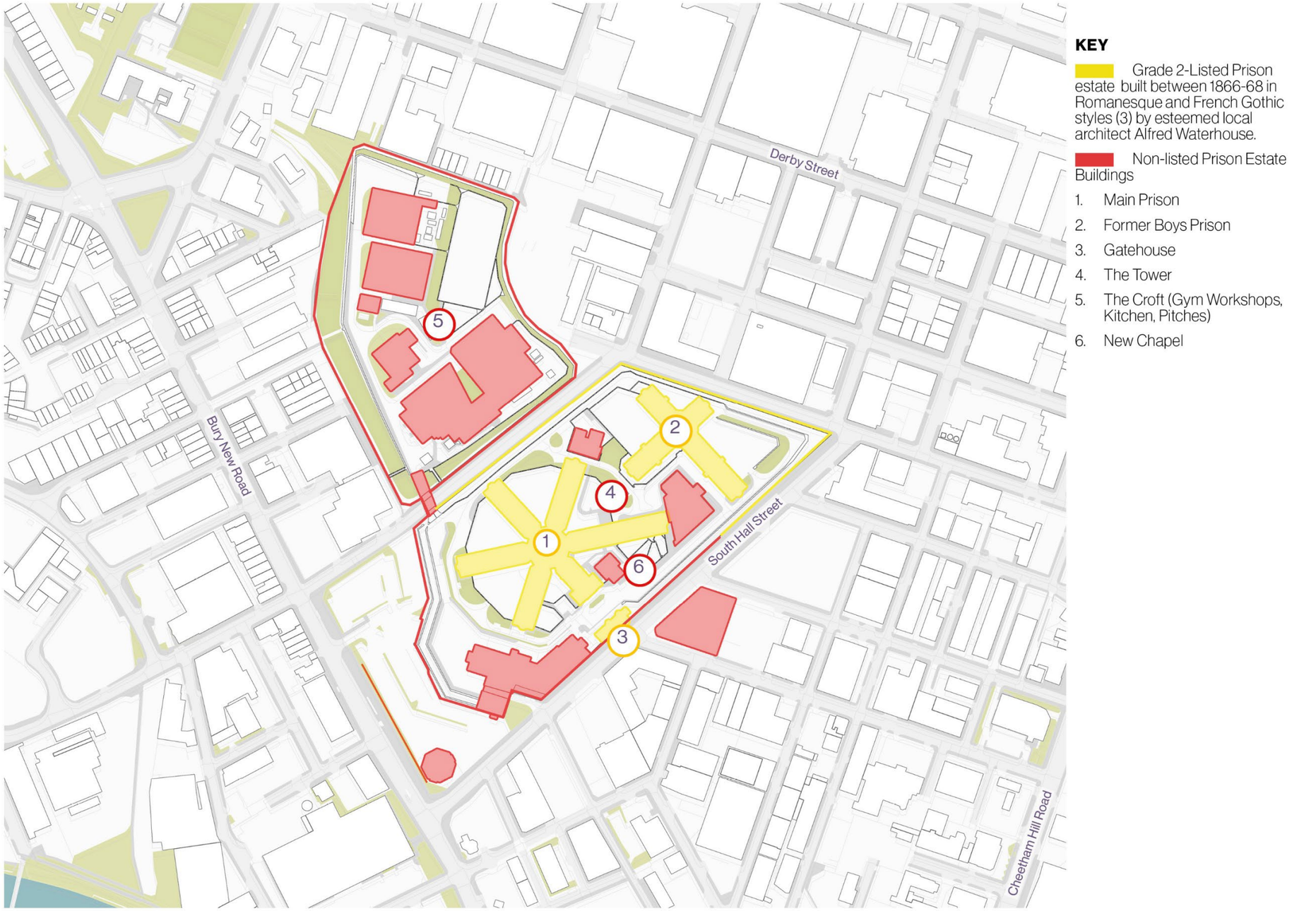
2.84 The listed and non-listed elements of HMP Manchester are illustrated on Figure 2.2.

2.85 Whilst the external visual appearance of the buildings reflects this important historic context, the internals have experienced significant change – both incrementally to support continued use, and more dramatically through the riot and subsequent refurbishment in the 1990s.

2.86 It is understood that there are also a number of challenges arising from operating a prison in a dense urban environment. These include having a number of privately owned buildings adjacent to the prison wall, and a number of streets and publicly accessible spaces running around the site.

2.87 As is the case with much of the UK's extensive Victorian prison estate, keeping such buildings operating safely to 21st century standards requires significant ongoing investment. HMP Manchester will see tens of millions of pounds spent the years ahead to ensure it can continue to operate safely and securely.

Figure 2.2: HMP Manchester Estate, Listed and Non-Listed Structures



KEY

Grade 2-Listed Prison estate built between 1866-68 in Romanesque and French Gothic styles (3) by esteemed local architect Alfred Waterhouse.

Non-listed Prison Estate Buildings

1. Main Prison
2. Former Boys Prison
3. Gatehouse
4. The Tower
5. The Croft (Gym Workshops, Kitchen, Pitches)
6. New Chapel

Flood Risk

2.88 The SRF is underpinned by a Development Flood Risk Management Proposals & Justification Report, which has been prepared in consultation with the Environment Agency (EA) and is published in draft alongside this Draft SRF. The following is a summary of the analysis undertaken to inform the Development Flood Risk Management Proposals & Justification Report process.

2.89 The approach taken follows national agreed policy. The approach as described does not contradict or supersede existing Policy and Guidance and does not preclude alternative solutions to the mitigation of flood risk being proposed through future Planning Applications supported by site specific Flood Risk Assessment.

History of Flood Risk and Current Baseline

2.90 The Cambridge Industrial Estate area of Salford, and areas off Great Ducie Street / Bury New Road, nestles alongside the lower reaches of the River Irwell, as it skirts the edge of Manchester City Centre.

2.91 It is an area known through history to have long been at risk of flooding – with pictures and stories dating back as long as the 1800s documenting breach events that have impacted resident and business communities many times.

2.92 The most recent major flood to impact the area occurred as part of the Boxing Day floods of 2015 which brought severe flooding to areas across the North of England – with Salford experiencing its largest rainfall in recorded history, causing the Irwell to break its banks with significant impact.

2.93 Some 400 homes were flooded in the Lower Broughton area, with damage also caused to the now demolished Mocha Parade and countless businesses across the area.

2.94 The current Flood Risk Map for Planning identifies the majority of the Cambridge area, and parts of Strangeways up to and just beyond Great Ducie Street / Bury New Road as being within Flood Zone 2 and Flood Zone 3, as described below.

- Flood Zone 2: Areas within Flood Zone 2 have between a 1 in 1000 (0.1%) and 1 in 100 (1%) annual probability of flooding in any given year. Flood Zone 2 is considered a medium risk of flooding.
- Flood Zone 3: Areas within Flood Zone 3a have a 1 in 100 (1%) or greater annual probability of flooding in any given year. Flood Zone 3 is considered a medium to high risk of flooding.

2.95 It is important to note that the Flood Risk Map for Planning does not take account of flood defences, and the significant investment that has been previously made in flood alleviation in Salford to seek to reduce risks to residents and businesses in the area.

2.96 The Salford Flood Improvement Scheme included £10m investment in the creation of a second flood storage basin in Salford at the former Castle Irwell site to reduce the risk of flooding from the River Irwell and provide a boost to local wildlife populations by including a high-quality urban wetland habitat. Working in combination with existing flood alleviation measures including an earlier delivered flood basin and flood walls along the Irwell, the second basin provides a 1% standard of protection.

2.97 In other words, when taking into account flood defences, homes and businesses across the area are protected in flood events that have a 1% or greater chance of occurring in any one year. The area is therefore presently considered at low risk of flooding.

Factoring in Climate Change – Future Potential Flood Risk

2.98 Whilst existing flood defences provide protection for the existing activities and employment focused land use across the area at present, evidence suggests that rainfall events are becoming more intense and lasting longer and, in combination with an increase of impermeable surfaces due to urbanisation and new development, higher peak flows in rivers and watercourses are now being experienced.

2.99 When considering forward planning for development and land use, the Environment Agency (EA) requires the consideration of climate change within flood modelling[3]. The anticipated impact on water flows due to changes in climate predicted in the future are assessed by applying a % uplift to baseline modelling. This % uplift is known as a 'climate change allowance' and reflects an estimate of what future flood levels and extents may be in the future.

2.100 The EA has confirmed as part of the SRF process that a 35% climate change allowance should be factored into the baseline modelling in line with current Policy and Guidance – to identify what future flood risk may exist. This approach is consistent with the approach currently taken for planning applications coming forward within the area.

2.101 Within this scenario, in the future when climate change has occurred, the homes and businesses across the Cambridge area, and also in the area around Moulton Street, will no longer be protected from flood events that have a 1% or greater chance of occurring in any one year.

Land Use, Urban Grain and Heritage and Open Space

Land Use Distribution

2.102 Broad categories of land use characters have been mapped to identify how morphology and built form is distributed across the study area. These land uses are illustrated on Figure 2.3.

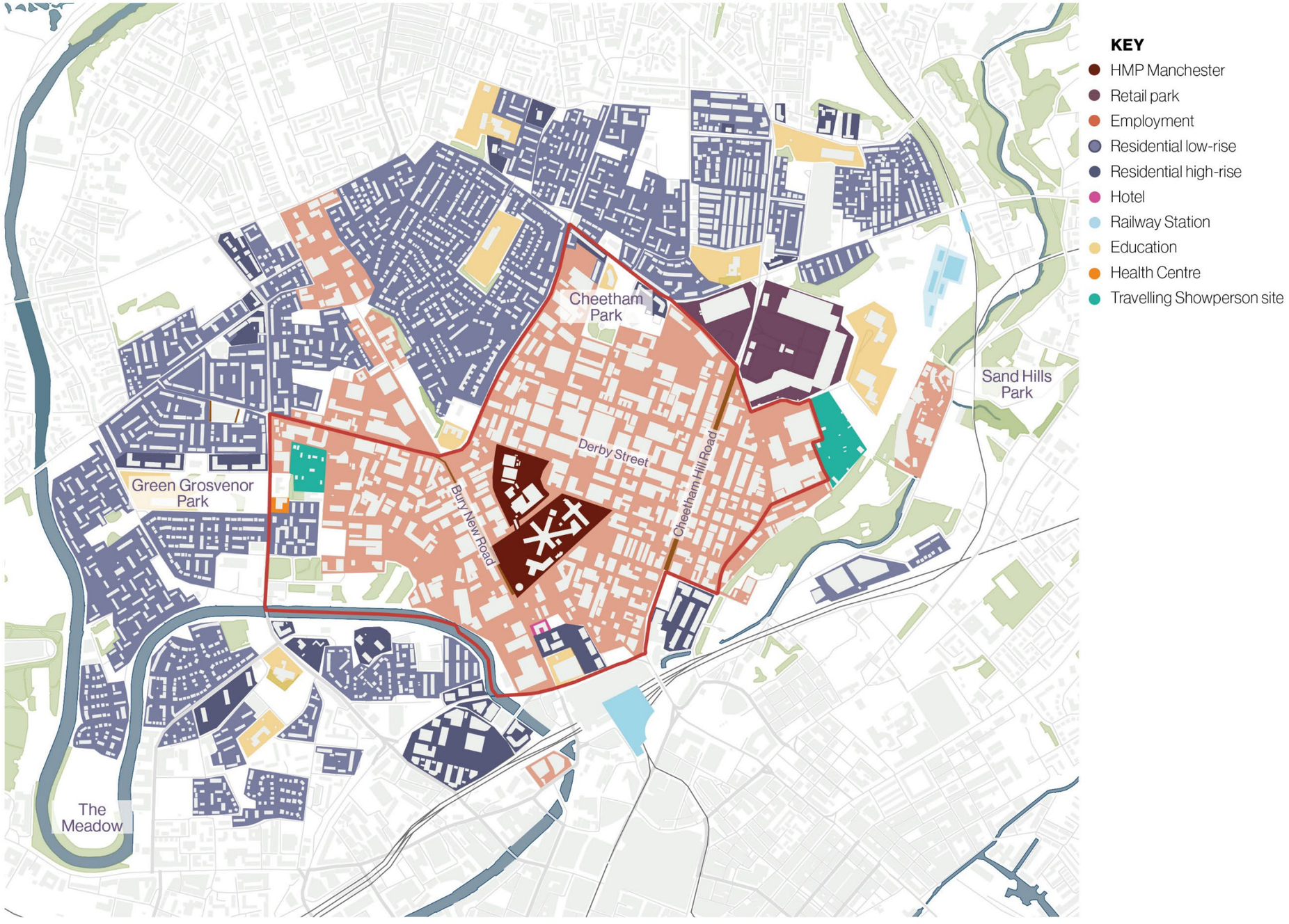
2.103 The predominant land use identified across the SRF area is employment, of a mixed nature but largely classified as light industrial, local / regional logistics and distribution / wholesale warehousing, and retail. HMP Manchester sits at the heart of the area – a dominant single use area which is naturally closed off from the wider community.

2.104 Areas of the SRF are transitioning in land use terms – including the aforementioned Great Ducie Street and Former Boddingtons SRF areas, in which new development and diversification from historic employment uses has been supported via the regeneration frameworks and planning consents set out above.

2.105 The SRF is located in a largely residential wider context – including traditional suburban residential areas to the north and west such as Cheetham and Broughton, and a higher urban density to the south and east including Greengate, the Green Quarter and the new residential offer coming forward at Victoria North, with the Red Bank neighbourhood emerging to the south east immediately adjacent to the SRF area.

[3] NPPF; Flood risk assessments: climate change allowances – gov.uk

Figure 2.3: Existing Land Use Distribution



Urban Grain and Built Heritage

2.106 Early structures are identified within the area as far back as the 1700s – although little remains of this heritage in the built environment today. More heritage is retained from the significant expansion of the urban area in the late 1890s and early 1900s – by which time Cheetham Hill existed as a bustling thoroughfare, with the prison and Assize Court (demolished in 1957 following wartime bomb damage) in place.

2.107 The baseline analysis underpinning the SRF has identified distinct historic character areas and street typologies which emerged over this period of urban expansion. Two primary urban grid types have emerged: an open industrial grid predominating mainly to the north of HMP Manchester, and a denser network of previously residential terraces characterised by tightly knitted streets in the remainder of the area.

2.108 Several Listed Buildings are identified across the area, as illustrated on Figure 2.4 and Figure 2.5. The listed buildings can be seen to be broadly noted to be clustered around Great Ducie Street and Cheetham Hill Road. They are all from the period of 19th Century urban expansion, and their significance is a combination of their architectural qualities and social heritage deriving from their former public or institutional uses.

2.109 The Grade II* former Spanish and Portuguese Synagogue has been transformed into a Jewish Museum with a modern extension showcasing investment in heritage. A former Methodist Chapel, former Synagogue and former Free Library on Cheetham Hill Road has been saved by a change to commercial use.

2.110 In the centre of the study area the four Grade II listed buildings of the prison by architect Alfred Waterhouse are listed for their architectural qualities, however their public benefit is currently restricted to its iconic skyline. The former Gatehouse is underutilised as back of house accommodation for the prison facility.

2.111 To the west, 122 Great Clowes Street is the only listed building which was previously residential, whilst the Victoria Theatre remains a significant Grade II listed asset that has been on the risk register for almost two decades and has the potential to provide a valuable community facility..

2.112 In addition to buildings which are recognised formally through the listing process, the analysis has identified several buildings that are considered to have ‘observed heritage value’ based solely on their architectural contribution to the former industrial character of the area. These buildings are identified on Figure 2.6 and Figure 2.7.

Figure 2.4: Plan of Listed Buildings across the SRF Area



Figure 2.5: Photographs of Listed Buildings across the SRF Area

1. 122 Great Clowes Street



2. Victoria Theatre



3. HMP Manchester



4. Former Methodist Chapel and Synagogue



5. St Chads RC Church and War Memorial



6. Former Knowsley Hotel



7. Former Free Library



8. Former Town Hall



9. Cheetham Park



10. Jewish Museum



Figure 2.6: Plan of Buildings of Observed Heritage Value (non-Listed)



KEY

1. 49 Broughton Street
2. 37, 39, 46, 48, 50 Derby Street
3. 184 Cheetham Hill Road
4. 1 Derby Street
5. 2-22 Empire Street (Joseph Holt Brewery)
6. 3, 12 Park Place
7. 37 Park Street (Dutton Hotel)
8. 28, 53-61 Bury New Road
9. 20-22 Mary Street (former Ironworks, June Almond and Domestos House), 12 Sherbourne Street (Wire Works)
10. 41-64 Cambridge Street (Tobacco Factory)
11. 18 Girton Street
12. 45-55 Julia Street (Clarence Hatworks)
13. 1 Cotthenham Lane (Private White), 40 Cottenham Lane (Casablanca Mill)
14. Victoria Theatre Cluster, Great Clowes Street

Figure 2.7: Photographs of Buildings of Observed Heritage Value (non-Listed)

1. 49 Broughton Street



2. 37, 39, 46, 48, 50 Derby Street



3. 184 Cheetham Hill Road



4. 1 Derby Street



5. 2 – 22 Empire Street (Joseph Holts)



6. 3 Park Place



7. 37 Park Street (Dutton Hotel)



8. 53 – 61 Bury New Road



9. 20 – 22 Mary Street, 12 Sherborne Street



10. 41-64 Cambridge Street



11. 18 Girton Street



12. 44-55 Julia Street



13. 1 & 40 Cottenham Lane



14. Victoria Theatre Cluster



Open Space

2.113 Several existing open space assets are identified within and proximate to the SRF area – including those summarised below. Provision within the area is noted to be limited in scale and character – which undermines amenity provision for the local resident and business community, in turn compromising the healthy and active lifestyles that are desired for all.

2.114 These gaps in provision are opportunities for the SRF to deliver against both councils' ambitions to improve green and blue infrastructure, and the area has the potential to:

- Extend the chain of green spaces along the River Irwell, strengthening the Irwell as a green corridor into Manchester city centre. This would link into the emerging Irwell Park strategy that SCC have recently completed community consultation on.
- Diversify open space provision to include more play space, recreational leisure space, and opportunities for active lifestyles for local community and users.
- Better connect the River Irwell Valley with the River Irk Valley.
- Implement stronger green connections east to west between Green Grosvenor Park and City River Park, and north to south between Cheetham Hill Park and the River Irwell.
- Enhance biodiversity and natural habitats across the urban area.

2.115 Existing open space assets identified and illustrated on Figure 2.8 and Figure 2.9 are summarised below – with definition sourced from GM Open Mapping[4]:

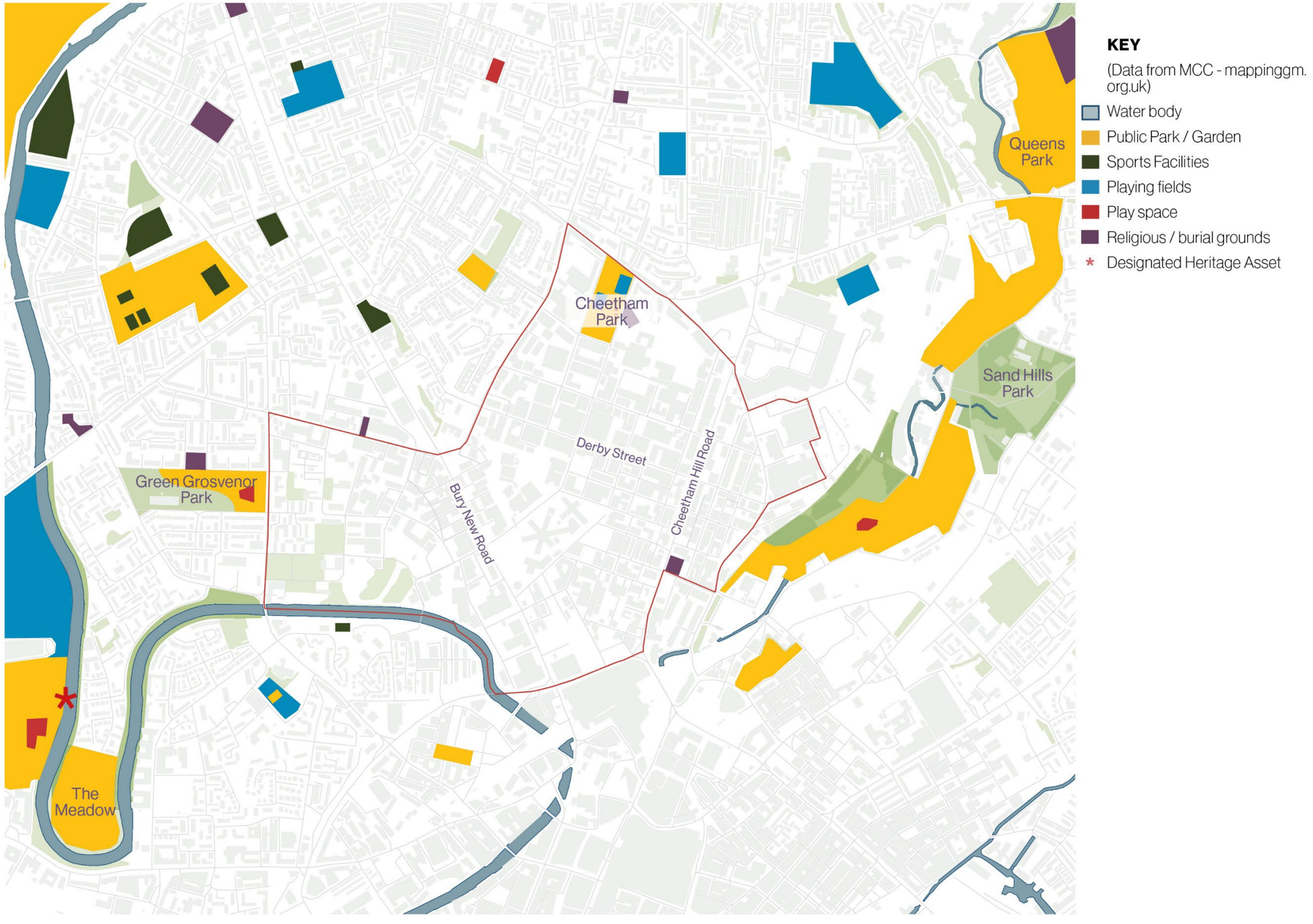
1. River Irwell and associated immediate valley – defined as a water body;
2. The Meadow – defined by SCC as public amenity space with wetland areas and wildflower meadows;
3. Peel Park – defined as a public park / gardens, a Grade II Listed Park and Garden;
4. David Lewis Sports Ground – defined as playing fields with some restricted access as a University site;
5. Kersal Wetlands – defined as a public park / gardens, is also part of a flood storage area and proposed local nature reserve;
6. Albert Park – comprising both public park / gardens and sports facilities;
7. Unity Community Primary School – defined as school playing fields (restricted access)
8. Green Grosvenor Park – defined as a public park / gardens;
9. Cheetham Hill Park – defined as a public park / gardens;
10. River Irk and associated valley – defined as a water body running adjacent to the SRF boundary;
11. City River Park – currently the wooded St Catherines Wood and proposed future park at the heart of the Red Bank neighbourhood in Victoria North;
12. Peachstone Henge – defined as a public park / gardens;
13. Sand Hills Park – defined as a public park / gardens;
14. Queens Park – defined as a public park / gardens; and
15. Greengate Park - defined as a public park / gardens.

[4] Source is from the GM Open Data Infrastructure mapping, https://mappinggm.org.uk/gmodin/

Figure 2.8 Existing Open Space by Location



Figure 2.9: Existing Open Space by Type



Housing Market

2.116 The existing residential community within the SRF boundary is small, totalling less than 2000 people across c. 1000 dwellings[5]. Residential dwellings are located in both Manchester and Salford with clusters including c. 100 homes owned and managed by Salix Registered Provider, residents of Showmen's Guild site, and are c. 800 residents of HMP Manchester.

2.117 Whilst there is a limited private housing market within the SRF area, there are significant areas of residential surrounding the boundary. These are characterised in two main ways.

2.118 To the south is mainly high-rise apartments on the edge of the city centre in areas including Greengate and the Green Quarter, often owned or rented by young professionals who work in the key economic hubs across Manchester and Salford. Housing projections for the city[6], suggest that demand for flats in the city centre will continue to rise and it is anticipated that over one quarter of new housing units delivered by 2027 will be city centre flats.

2.119 To the north and west, there is more traditional family housing in areas such as Cheetham Hill and Broughton. These are long standing ethnically diverse communities, due to the area's long history of immigration. Whilst these are areas of high economic activity, there are also pockets of deprivation challenges. The housing market is generally strong, but the quality of the housing stock is poor in some areas.

2.120 Since 2005, Salford City Council in partnership with Countryside Properties delivered a major transformation of Lower Broughton, to the west of the SRF boundary, through the development of residential accommodation and local facilities replacing old, rundown terraced housing and former brownfield sites.

2.121 A total of 3,500 homes were developed over a 15-year period with a mixture of affordable and open market housing and a range of community facilities and green space. During this time period, house prices in the Lower Broughton area have more than doubled, to an average of c. £220,000 in 2024[7].

2.122 Since 2015, the city centre has been the focus of housing delivery in Manchester with 16,570 new homes delivered (63% of total delivery). Since 2021, nearly 1,300 homes have been delivered in the adjacent Blackfriars and Trinity ward accounting for c. 16.5% of total housing delivery across Salford.

2.123 Sustaining this growth is important as despite the significant levels of new housebuilding, supply continues to lag behind demand. As a result, rents in the city centre continue to increase rapidly with the average 2bed rent currently over £1,400pcm – more than 13% higher than a year ago and nearly 45% higher than 2018-19.

2.124 Within the overall growth picture however, there are disparities in rents and inflation across the city centre market, and the areas around Strangeways are not currently amongst the higher priced parts of the city centre market. Partly this is due to the nature of the homes in the area, which have struggled to compete on quality and amenity offer compared to more recent developments often operated under single management Built-to-Rent arrangements.

2.125 The evidence from new developments in the nearby Greengate (where 2bed rents have gone as high as £1,850pcm) show there is the potential to deliver high quality developments.

2.126 Development of the Great Ducie Street area will also further diversify the offer through significant numbers of high quality, well managed apartments to rent, bringing in new residents and creating an attractive investment platform upon which to kickstart regeneration in the area.

2.127 Waterside Gardens, by the developer Salboy, is on site delivering a collection of 556 apartments, duplex apartments and penthouses. Completion is anticipated in early 2026. Latimer Development is on site to deliver 505 homes on the former Boddington Brewery site with a mixture of one-, two- and 3-bedroom properties. Approximately 60% of the homes being built will be affordable tenure.

Meeting Future Demand

2.128 Over half of all new city centre homes delivered since 2014 have been built to rent. Whilst this has improved choice for tenants, the pipeline has been increasingly priced towards the top of the market – linked to better quality management and higher levels of amenities compared to older stock, which has acted to justify higher average rents as a result. Despite the very low void rate evident across the city centre market, this has led to affordability challenges for some residents – particular those earning at or below average incomes – including key workers - who want to live and work in the growing city core.

2.129 Indeed, similar affordability challenges exist in the wider Cheetham area, where average rents have increased by c.47% in the last 4 years. Unlike in the city centre however, new supply is constrained and as a result, the increased demand for rental accommodation has led to significant increases in rents despite persistent issues with quality and management standards as new supply has remained constrained.

2.130 As noted above, significant housing delivery is taking place within the SRF boundary within the existing Great Ducie Street SRF and Boddingtons Brewery SRF, which currently has just under 1,000 homes under construction.

2.131 To the east of the SRF boundary, is Victoria North which will see the development of 15,000 new homes across seven neighbourhoods over the next 20 years. Delivery is already underway with 80 homes completed at New Cross Central and 908 homes currently on site across Victoria Riverside and Collyhurst (Phase 1). An additional 895 homes are in contract with enabling works underway, with planning consent for a further 656 homes in detail and 3,250 in outline, all at Red Bank.

2.132 To the south of the SRF boundary, further development is expected at Greengate with a pipeline of 2,400 homes anticipated beyond the c. 900 homes that are already on site, and 2,400 delivered since 2016.

Accessibility and Affordability

2.133 The accessibility and affordability of any new housing delivery across the cities is very important to both MCC and SCC. Each cities' housing strategy sets out the requirements to increase the affordable housing supply and build more housing reflecting the diversity of residents in the cities, as well as addressing inequalities to create quality neighbourhoods all residents want to live in.

2.134 MCC and SCC each have affordable housing requirements as set out within their relevant local plan documents, and new residential development within the SRF area will be expected to align with these policies.

2.135 Policy H8 of the Manchester Core Strategy states that all new development should contribute 20% affordable housing made up of 5% social or affordable and 15% intermediate housing.

2.136 Policy H4 of the Salford SLP:SMP states that all developments should deliver at least 20% affordable housing which could rise to 50% for houses and 40% for mid-density apartments in 'premium' value areas.

2.137 Any new housing development across the SRF area should be designed to meet the needs of the market including the delivery of high-quality apartment developments on the city edge to meet demand. Delivery also needs to meet the need of existing communities across the cities including the delivery of sufficient

[5] Census 2021 (ONS)

[6] Manchester Core Strategy

[7] Land Registry, 2025

affordable homes aligning with the policies of Manchester and Salford City Councils ensuring inclusive growth.

Movement and Infrastructure

Active Travel

2.138 Retention of the historic urban grain across much of Strangeways means that the area is served by a good network of streets with footways provision, albeit many do not meet the standards required today to ensure accessible, active travel. The same can be said of Cambridge, albeit it has long since lost much of its historic grid.

2.139 The design and character of the streets today is in part a reflection of the historic and contemporary uses of the area – being dominated by employment, with a consequent focus on access, servicing and staff parking. As the area continues to evolve - with more people living, working and travelling through the SRF area - ensuring sufficient active travel infrastructure will be a key consideration.

2.140 Generally, crossing opportunities for pedestrians are not direct, and often do not match with pedestrian desire lines in the area (such as access to bus stops) and are separated by long distances. There are areas where pavement parking and guard rails hinder movement, which sends a message of car dominance and is not conducive to active travel or inclusive communities.

2.141 There is very limited to no cycle parking provision in the SRF area, including streets identified as high streets or with commercial frontages.

Public Transport

2.142 Sub-areas within the SRF boundary have a score of 5, 6, 7 and 8 on the Greater Manchester Accessibility Level (GMAL) indicating that the area has overall good accessibility by public transport, particularly in the southern areas which are closer to Manchester Victoria Station.

- Bus frequencies at peak times vary from 10 per hour in each direction on Cheetham Hill Road to six per hour on Bury New Road and four per hour on Great Clowes Street.
- Bus stops are spaced at around 300m apart on Bury New Road while on Great Clowes Street and Cheetham Hill Road spacing is around every 200m, in line with good practice for areas with higher population density. The Metrolink offers regular tram services from Victoria Station connecting mainly the south of the study area to the city centre and from Queens Road Station connecting the northeast of the study area to the northern destinations.

2.143 Manchester Victoria Station is at a range between 5-minutes' walk from the nearest point in the area and 30 minutes walk from the furthest point in the area. It is a combined Metrolink and railway station which provides links across the North to other major cities including Liverpool, Leeds and Newcastle as well as a direct train to Manchester Airport.

Car Parking

2.144 There is evidence of car parking on the pavement throughout the area, which seems to be related to the commercial and industrial units and the very limited parking restrictions in place on the streets.

2.145 It is known that some parking in the SRF area is used by people working outside the area, principally within the city core. Business owners and employees of the area also park on street as it is generally free and unrestricted.

2.146 As result, there are proposals to introduce Traffic Regulation Orders (TRO) in the Milton Street / Cottenham Lane area due to reports received from businesses in the area regarding inconsiderate parking preventing HGV access to their sites.

2.147 Surface car parks are mostly present in the south of the Strangeways area, in some cases servicing commuters but also the peaks of demand generated by people attending the AO Arena. Future parking provision for development in this area was addressed within the Great Ducie Street SRF, which envisaged that any new car parking would be incorporated within future development plots. Previous frameworks have also proposed a Multi Storey Car Park as part of the redevelopment of the former Boddingtons site.

Utilities and Environmental Considerations

2.148 Whilst there is presently capacity within local utility networks, the scale of development within the SRF boundary and the surrounding areas is likely to place constraints on the capacity of energy and water networks.

Power network

2.149 The existing power network understanding and trajectory has been informed by discussions with Manchester and Salford City Councils and Energy North West (ENW).

2.150 The capacity of local primary substations and High Voltage (HV) circuits has been reviewed. Whilst there is identified capacity at the time of writing, there is a significant amount of development coming forward in Manchester that needs to be managed.

2.151 With significant development expected in coming years, ENW are undertaking long term strategic planning to inform network reinforcement requirements, and continued coordination is required. To mitigate impacts of peak load, ENW has a policy to incentivise technology deployment such as batteries, to shift peak load.

Water network

2.152 United Utilities has a number of combined sewer overflows and is investing in a programme of retrofitting nature-based solutions to improve performance and increase resilience.

District Heating Network

2.153 Five district heating networks are at various stages of planning, delivery and operation across the city. The closest heat network to the Strangeways area is the Civic Quarter heat network which currently uses gas fired generators to generate combined heat and power. Plans for decarbonisation are being investigated. The network supplies council-owned or associated public buildings, and it has been sized for the anticipated electricity demand. The current heat demand from these buildings is greater than the heating network can supply.

Air quality

2.154 A mapping of Manchester and Salford's key environmental challenges covering carbon emissions, and pollution has identified the following points:

- Carbon emissions from power and transport are a significant component of the total carbon inventory.
- Of consumptive emissions, the construction sector has been identified as a critical hot spot, associated with the carbon embedded within the construction of new buildings and infrastructure, and associated waste.
- Air quality is a concern across Manchester and Salford, with nitrogen dioxide concentrations frequently exceeding World Health Organisation limits.

2.155 The proximity of the site to Manchester Victoria train station and the four key roads that run through the area contribute to a high level of noise and air pollution. There are designated air quality management areas within the area – identified as unlikely to meet the national air quality objectives.

Digital

2.156 Both MCC and SCC are currently delivering city-wide digital strategies that aim to maximise the benefit to residents from new and emerging technology and digital applications. The SRF looks to incorporate those strategies to create a digitally connected Strangeways and Cambridge.

2.157 A digitally connected Strangeways and Cambridge is a place where technology enhances everyday life. By integrating technology into the initial stages of development, improved homes and safer streets can be provided, along efficient transportation, thriving green spaces, and more accessible services.

2.158 To achieve a connected SRF area, a strategic approach is essential. A comprehensive digital infrastructure plan will be needed over the long-term, and this will require collaboration with industry and local communities to help to achieve it.

2.159 Such a connected district will require investment in robust connectivity and 'smart' technologies. It could also involve championing 'Internet of Things' (IoT) device deployment, providing innovation hubs for businesses and promoting digital inclusion in marginalised communities.

2.160 The Salford Local Plan Part One: Development Management Policies and Designation (SLP:DMP) sets out additional guidance to enhance digital infrastructure.

- Policy DG1: The rollout and continued improvement of affordable, high speed, high-capacity digital infrastructure serving all parts of the city will be supported. It will be particularly important to ensure that the City Centre and Salford Quays have the highest quality digital infrastructure, both in terms of fibre and the latest generation wireless technology, to strengthen their existing role.

Culture

2.161 The SRF area has many existing cultural assets and venues, and is home to a wide range of activities with a local, national and even international audience. Some of these venues are long-standing and are described in the Strangeways and Cambridge Economic Study published alongside the SRF, and they include the likes of The Yard, The White Hotel, Manchester Jewish Museum and the Manchester College campus. The Manchester Music Economy research published in 2022 also identified a concentration of music businesses in the area.

2.162 Protecting and supporting such venues and enterprises to grow, and encouraging similar cultural activity across Strangeways and Cambridge, is a central ambition of this framework. Cultural and creative uses have a recognised social and economic benefit and will be beneficial not just to the SRF area but to Manchester and Salford as a whole, particularly as rising costs place pressure on city centre locations.

2.163 Promoting the potential role of culture in the regeneration of Strangeways and Cambridge is in keeping with the wider cultural vision and strategy of both councils, which have both sought to embed arts and culture in development plans for the city. In 2024 MCC published it's 10-year strategy, "Always, Everywhere: Manchester's Cultural Ambition", which considers the potential of 'alternative', non-traditional places and spaces for delivery of artistic and cultural activity. Similarly, Salford's Culture and Place Partnership continues to deliver a wide range of activities in line with their 2020 'Suprema Lex' strategy that consider arts and creativity in terms of placemaking, animation and community.

2.164 Strangeways has a unique opportunity to become a hub for new cultural production and performance, attracting new audiences and voices from communities across the city. Equally, an open space with the scale and character of Copper Park will lend itself to numerous types of uses, from the community-based to the commercial.

2.165 Whilst the SRF considers the long-term role of culture in this area, it can also help to address more immediate challenges. For example, cultural and artistic 'meanwhile' uses can help animate and activate unused buildings and land, particular in areas with significant levels of vacancy such as along Bury New Road or Copper Park. Such uses can provide low-cost space, whilst also helping to inform potential future uses.

Safety and Inclusive Design

2.166 Public safety remains a concern in some areas within Strangeways and Cambridge. The SRF aspires for the revitalisation of the public realm including design approaches that prioritises public safety and inclusivity.

2.167 Women, young people, people with disabilities and members of the LGBTQIA+ community are disproportionately affected by violence. The SRF envisages that best practice guidance will be embraced in the design of the public realm, with particular consideration given to the lived experience of marginalised groups. The Strangeways and Cambridge of the future is one where everyone feels safe getting to and around public spaces without fear.

2.168 Inclusive design should be a key consideration for all improvements to the public realm, ensuring that the area is accessible for a diverse range of people with disabilities. This inclusive design approach will also adopt good practice in line with SCC's and MCC's ambitions to become a 'Child Friendly City'.

Social Value

2.169 Whilst both Manchester and Salford have witnessed significant regeneration in recent decades many long-standing challenges remain, and not all residents have the same opportunities to be healthy and fulfilled, or to make the most of what our city has to offer.

2.170 It is vital that any areas of development take an 'inclusive growth' approach -regenerating an area in a way that reduces inequality and enabling the benefits of that growth to be shared more widely and more evenly.

2.171 This needs to be the approach taken across Strangeways and Cambridge in the years ahead as the pace of construction increases and the area continues to evolve. The Strangeways and Cambridge programme should bring together the main components of the physical regeneration of the area and of the socio-economic regeneration of the communities who live there.

2.172 For some time now, both MCC and SCC have been implementing social value "frameworks" on large regeneration programmes to identify and drive the social value outcomes that they can deliver. Whilst there isn't a standard model, and each place requires a bespoke approach relevant to that area, a lot of work has been done by both councils that could be applied in Strangeways and Cambridge.

2.173 The North Manchester Social Benefits Framework was established to address the huge long-term opportunities arising from the redevelopment of North Manchester General Hospital and Victoria North. Its themes could be adopted and applied to the regeneration of Strangeways and Cambridge:

- Theme 1: Education, Employment and Skills
- Theme 2: Health and Wellbeing
- Theme 3: Community Resilience
- Theme 4: Digital
- Theme 5: Zero-Carbon 2038

2.174 The Salford Local Plan Part One: Development Management Policies and Designation (SLP:DMP) sets out additional requirements for delivering a fairer Salford. Policies F1-F4 set out additional requirements.

- Policy F1: An Inclusive Development Process: Developers are strongly encouraged to involve local residents, businesses and other stakeholders throughout the development process.

- Policy F2: Social Value and Inclusion: All major developments shall submit a Social Value Strategy at the planning application stage for the approval of the city council.
- Policy F3: Inclusive Places: All places and developments shall be as inclusive as possible, capable of adapting to a broad range of changing needs and delivering a high quality of life, where no one is potentially excluded because of disability, age, gender, sexuality, ethnicity or social class.
- Policy F4: Fairness Between Generations: Development shall promote the interests of future generations.

2.175 The social value outcomes that Manchester and Salford could achieve from the regeneration of this area are wide-ranging and potentially sizeable, given the employment base of Strangeways and Cambridge and the sheer volume of development likely to take place.

2.176 A number of opportunities are evident within the SRF including:

- With over 14,000 jobs and 3,100 businesses located in the SRF area, there is tremendous scope to boost employment and business start-ups. The SRF reinforces the position of Strangeways as an employment hub, and promotes the intensification of economic activity and the introduction of new types of employment space suited to start-ups and SMEs.
- Environmentally, the creation of Copper Park over the long-term will be a once in a generation opportunity for Greater Manchester as a whole, a city centre park of great scale that could be an exemplar in nature recovery and biodiversity. Allied to this, the SRF presents an ambitious vision for sustainable drainage across the area.
- The creation of the workspace, homes and public realm presented in the SRF will lead to thousands of roles in construction and associated industries. Via planning conditions, developers and contractors will be required to deliver local labour and apprenticeship places, whilst also making best endeavours to support local supply chains.
- Where MCC and SCC have a land interest, or are directly delivering works, there are opportunities to push for an even greater social value contribution, be that from the councils' contractor or partner.

2.177 The Strangeways and Cambridge SRF sets out a long-term vision, and the pace and nature of activity, and each council's role, will change over time. As such, alongside routine monitoring it will be necessary to keep the approach to social value under review and 'refreshed' periodically in line with experience and emerging good practice.

Vision and Objectives

3.1 Having set out the context for the SRF, this section presents a clear overarching vision for the future of Strangeways and Cambridge, but it does so fully recognising both the existing communities living there today as well as the vital contribution made by the sizeable local business base.

3.2 The vision recognises that the SRF is located within, and needs to capitalise on, nearby areas of major private sector investment and development. Beyond the city core itself, this includes proximity and adjacency to Embankment, Greengate, Trinity Way, and Victoria North.

3.3 The SRF area is part of this much wider regeneration programme underway across Manchester and Salford – the 'growing upwards and outwards' of the cities – with Strangeways and Cambridge immediately adjacent to one of the fastest growing city centres outside of London.

3.4 This vision is acknowledged to be a necessarily long-term one, given amongst other things the scale of the SRF area and the complexity of land ownership. However, as evidenced by the 1,000 homes under construction on Trinity Way and the planning consents being granted on Cheetham Hill Road, parts of the SRF area are already attracting investment, supported by the existing Great Ducie Street SRF, and the early phases of development in Victoria North.

3.5 This framework recognises that some areas of opportunity within Strangeways and Cambridge are many years from being realised. This includes some of the lands adjacent to HMP Manchester, which will need to be considered more fully at a later date when a decision on the future of the prison is made. Similarly, managing change in areas impacted by future flood risk will be an equally long-term proposition.

The Vision for Strangeways and Cambridge:

Delivered through a series of connected and unique neighbourhoods, the Strangeways and Cambridge area will be a vibrant and exciting extension to the City Centre, supporting and enabling Manchester and Salford's growth ambitions.

Catalysed in the long-term by the potential relocation of HMP Manchester, the success and resilience of the area will be secured through a phased delivery of nationally significant programme of public and private investment. This investment will enable the existing business base to grow, and economic activity to intensify, whilst new green and open spaces will be created for the benefit of both existing residents and those set to move into the area and into the thousands of new market and affordable homes set to be built.

Whilst the change envisaged in this SRF is a long-term ambition that will materialise incrementally, it has already begun – the start of another chapter in the evolution of Strangeways and Cambridge.

Objective 1: Evolving the economic contribution of the area:

3.6 The SRF has an ambition for new, improved and intensified employment spaces across the area. These spaces should support existing business to grow, create room for innovation, improves business resilience and harness the creative spirit of entrepreneurs from within the area and beyond. The SRF wants to see the creation of high value economic and employment opportunities in the area, in line with the established economic strategies of both councils.

How will the SRF seek to achieve this?

- Identifying the importance of the existing concentration of businesses around the Derby Street and Lord Street areas and promoting the intensification of business activity where possible to make the best use of space.
- Advocating for appropriate employment-led or mixed-use development in areas of future change; including delivery of new, modern floorspace space to meet business needs and encourage the continued diversification of the economy.
- Articulating a positive vision for the area, addressing long-standing negative perceptions which have undermined private sector investment.

Objective 2: Ensuring development is of the highest quality:

3.7 The SRF identifies the potential for a mix of uses across new development areas, including residential, employment, amenity and social infrastructure uses (including health and education). It highlights the importance of bringing development forward applying high design and materiality standards. It also recognises that the highest quality developments are underpinned by long-term, sustainable management and stewardship strategies.

How will the SRF seek to achieve this?

- Articulation of clear development principles at neighbourhood scale, establishing expectations to be addressed through future development and investment, including in buildings and the spaces between buildings across all public realm.
- Promoting the integration of digital infrastructure into all development and investment, including a 'dig once' approach.
- Supporting the appropriate use of public land and assets across the area to enable development and investment.
- Promote early discussions on place-management as part of the delivery of this framework.

Objective 3: Embracing nature-based solutions to water management:

3.8 The SRF identifies the importance of responding positively to future flood risk. It establishes the ambition of creating new open space which will deliver amenity and biodiversity-rich environments in response to significant future flood risk in the area. It also identifies the potential to integrate water into resilient neighbourhoods and street environments. This aims to reduce the burden on existing utilities and enliven the streetscape.

How will the SRF seek to achieve this?

- Making the case and establishing the evidence base for strategic open space delivery over time in areas of significant future flood risk, ensuring design which maximises amenity, attracts visitors, supports wider water management strategies, and is a sub-regional biodiversity asset.
- Recommending the integration of SUDs systems across the urban area, taking advantage of the topography and established street structures, and in alignment with key stakeholders including United Utilities.

Objective 4: Promoting a vibrant city fringe:

3.9 The SRF identifies the importance of ensuring a high-quality urban environment across the area. This should reflect its proximity to the city centre and its function as a gateway to the city core, as well as its role connecting the city centre to neighbourhoods across North Manchester and Salford. This should include a mix of uses and an arrival experience that reflects the city centre ambition and profile.

How will the SRF seek to achieve this?

- Identifying appropriate land uses across the SRF area, responding to existing land use and the economic contribution of the business base, as well as the wider context identified in this framework.

- Identifying the range of community facilities and social infrastructure that will be important to support new residents living in the area, including schools, health centres, and other amenities.
- Identifying key junctions and transport corridors for future investment, in order to connect established and new communities with the city centre.
- Articulating a desired scale and massing which facilitates a natural interface between the city centre context and established areas beyond.

Objective 5: Supporting healthy and sustainable movement choices for all:

3.10 The SRF promotes streets that are safe, resilient, and inclusive for all. It highlights the importance of more opportunities for active travel and public transport access to the city centre for the communities living and working in and around the SRF area.

How will the SRF seek to achieve this?

- Articulation of a clear hierarchy of routes as a coherent street network, and supporting the implementation of active travel corridors.
- Noting the importance of residential streets being designed to be used by very low levels of traffic moving at low speeds and, to prioritise walking, play and green space.
- Advocating the creation of protected space for cycling and wide footways on main roads, with clear gateways between the two, to address the existing vehicle dominated environment. Promoting the potential for improvements to local connectivity addressing existing pedestrian and cycle severance, noise and air pollution.
- Highlighting the importance of new and improved cycle routes to encourage modal shift amongst those living within and travelling through the area.

Objective 6: Celebrating heritage and culture:

3.11 The SRF identifies the importance of heritage and culture across the area. It reflects an ambition to conserve and enhance existing heritage and cultural assets. By doing so, it aims to enrich the fabric of our existing and future communities while respecting their history and character. The SRF is aligned with planning policy and seeks to encourage a form of urban regeneration that respects the past, embraces the current, and creates heritage of the future.

3.12 Recognising the important role that existing assets play in creating a sense of place across the area, the SRF recommends that these assets are retained where possible to ensure that future development does not erode the essential character of Strangeways and Cambridge.

How will the SRF seek to achieve this?

- Identifying heritage and cultural assets which we wish to see protected and brought into quality use, promoting retention and re-use over redevelopment – including both listed and non-listed buildings which are identified as making a positive contribution to the area.
- Highlighting the importance of improvements in wider heritage assets, including open space and street networks, to create a positive context for investment across the area.
- Encouraging new development to respect existing heritage – having regard to scale, materiality and land use in this context.

The SRF is also underpinned by a clear ambition to support both councils in their journey towards a zero-carbon future.

3.13 Recognising the work underway and policy in place at the national, regional and local levels, this SRF nonetheless advances an ambitious approach to sustainability and zero carbon.

Delivering Clean Growth

3.14 The SRF promotes the consideration of low energy principles in new development, including through the integration where possible and appropriate use of:

- Passive design and orientation to balance overheating with low energy.
- Zero gas infrastructure with electrification of heat.
- Roof level PV infrastructure with battery storage and private wire feeds.
- Safeguarding ability to connect with future energy networks.
- Cooling mitigation.
- Verification through post-occupancy evaluation, over a 3-to-5-year period.

3.15 Similarly, the SRF supports the reduction and mitigation of upfront carbon impact where possible and appropriate, through:

- Lean design with optimised structural design and form factors that reduce fabric area.
- Opportunities to incorporate recycled components and materials.
- Low carbon material selection.
- Low carbon design of landscape and public realm.

Supporting Grid Decarbonisation

3.16 The electrification of heat and transport in line with anticipated growth will put increased pressure on local power networks. The Councils will work with Electricity North West and other partners to ensure that new sources of heat and power are sustainable and contribute to decarbonisation, relying on local electricity generation and storage where possible.

3.17 Opportunities to deliver a local microgrid across the SRF area could be explored by developers – in particular recognising the availability of roof space and the ability to build in battery storage to new development.

Adaptive Re-Use

3.18 For buildings and structures that cannot be repaired, adapted or reused, the SRF encourages landowners and developers to consider alternative approaches including:

- Demount – can the building / structure be demounted and used in another location? If not:
- Component – can the components of building / structure be recovered and reconditioned for use in a ‘new’ building? If not:
- Material – can the elements be recycled into new products of the same or higher value?

Spatial Framework

Introduction to the Spatial Framework

4.1 The vision and objectives outlined in the previous section are now articulated as a spatial framework to guide investment and development across the Strangeways and Cambridge area. The spatial framework comprises: Area-wide strategies, presented on a thematic basis in the subsequent pages of this section; and Neighbourhood design and development principles, considered in the next section of the SRF.

4.2 The layers captured within the area-wide strategies of this section are:

- Land use;
- Scale and Massing;
- Streets, Movement, Servicing and Parking;
- Green and Blue Infrastructure; and
- Heritage.

4.3 The Strangeways and Cambridge SRF will not form part of Manchester or Salford's Statutory Development Plan. However, the SRF will be a material consideration in the determination of future planning applications within the area. The role of the SRF as a material consideration means that the principles within this SRF Spatial Framework do not constitute planning policy but, if reflected in future development proposals, will help deliver the core objectives and Vision of this SRF.

Potential Scale of Change

4.4 In combination the SRF strategies articulate an estimated scale of development potential across the area, articulated at neighbourhood scale in Figure 4.1. These estimated outputs are not intended as definitive limits or targets for development at neighbourhood scale, but rather are presented as indicative of development anticipated.

Land Use Strategy

4.5 The SRF builds upon planning policy to articulate land uses the Councils want to see across the SRF area. It recognises that the right mix of land uses will create vibrancy and resilience in this important city fringe location.

4.6 The land use strategy across the SRF area is illustrated in Figure 4.2, and articulated in the remainder of this sub-section under the following headings:

- An expanded city centre
- Key anchors
- An enhanced economic contribution
- Land use response to flood risk
- 'High Street' corridors
- A quality place to live
- Supporting and amenity uses

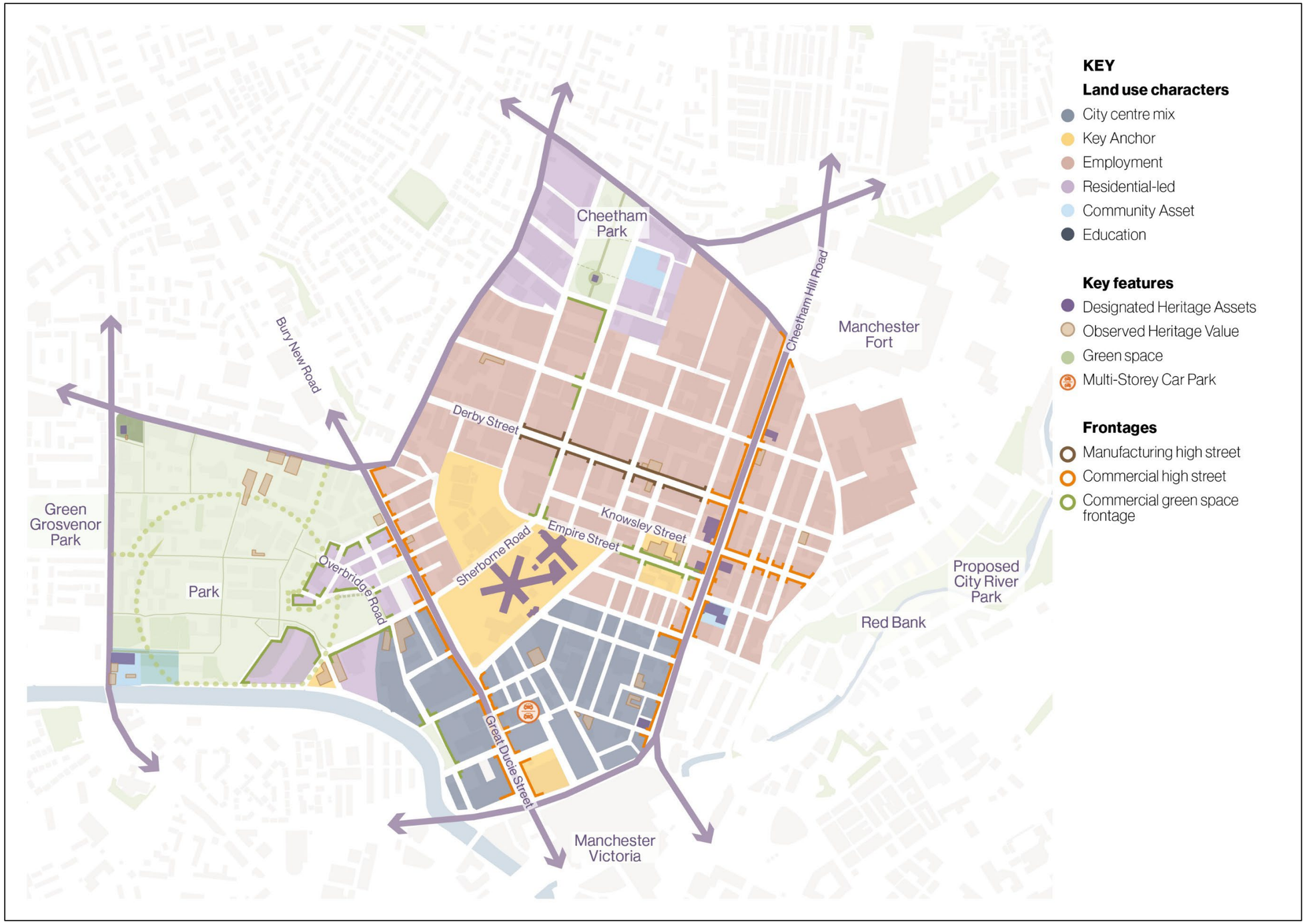
Figure 4.1: Estimated Development Outputs across the SRF Area, by Neighbourhood

Neighbourhood	Change in Commercial Floorspace	Housing Potential
Overbridge	Potential for just under 70,000sqft of clean business space[8] potential identified	Potential for circa 2,000 new homes
Cheetham Park	Potential for just under 7,000 sqft of clean business space potential identified	Potential for circa 1,000 new homes
Copper Park	Strategy anticipates the delivery of regionally significant area of open space within this neighbourhood measuring circa 24 hectares.	Strategy anticipates the delivery of regionally significant area of open space within this neighbourhood measuring circa 24 hectares.
Dutton Street	Combining the Strangeways and Cambridge SRF and the Great Ducie Street SRF, there is the potential for circa 3m sqft of new commercial floorspace. This is an estimated increase of circa 1.75m sqft floorspace compared to existing uses.	Combining the Strangeways and Cambridge SRF and the Great Ducie Street SRF, there is the potential for circa 4,000 new homes across the Dutton Street area
Derby Street and Lord Street	No development outputs anticipated beyond redevelopment of existing premises for the purposes of continued employment activities, along with intensification of use and development of vacant/derelict sites. Potential for circa 28,000 sqft of clean business space potential identified on that basis.	In order to address long-term vacancy and dereliction, a limited number of homes may come forward along Cheetham Hill Road above new commercial workspace. Such schemes would be subject to planning and meeting certain requirements.
Total	***Circa 3.1m sqft of new or improved commercial floorspace***	***Circa 7,000 new homes***

4.7 No development outputs are anticipated within plan period to 2040 across HMP Manchester and Jury Street beyond redevelopment of existing premises for the purposes of continued employment activities. Potential for intensification of floorspace through redevelopment but no floorspace figure calculated on that basis as part of SRF.

[8] 'Clean business space' is defined to include: studios, flexible offices and light industrial workshops

Figure 4.2: Land Use Strategy Diagram



An Expanded City Centre

4.8 As part of the review of the Manchester Local Plan, there is a proposed change to the city centre boundary. This proposed change would see the boundary extend into the SRF area – extending to Sherborne Street West before turning south along Great Ducie Street, then north-east along Southall Street, before turning east along Lord Street.

4.9 In line with this emerging planning policy, and reflecting the existing Great Ducie Street SRF, the SRF recognises the potential to deliver a 'city centre mix' through future development in this area.

4.10 The Great Ducie Street SRF boundary largely reflects the proposed extension to the city centre boundary (extending to Carnarvon Street rather than Lord Steet), and the 2018 framework articulates the opportunity to increase density within the area, including delivery of new housing, an increased quality and quantum of employment space in the area, new business start-up space, and multi-storey car parking to replace surface level car parking supporting commuter drop-off in the area.

4.11 In the emerging policy context, a 'city centre mix' could also include consideration of hotel, retail, leisure, entertainment, cultural and tourism facilities development in the area, subject to wider policy.

Key Anchors

4.12 The SRF recognises that there are some existing 'key anchors' in the area which should shape future land use strategy. These include Private White V.C. and Joseph Holts Brewery as existing businesses, both of which are known to have plans for expansion.

4.13 HMP Manchester is also identified as a key anchor within the land use strategy. At the time of writing, there are no plans for the relocation of HMP Manchester from the area, but this is a known aspiration held by MCC. This aspiration is in response to the known challenges associated with the prison – including the need for significant investment into the building fabric to improve conditions, made more difficult by the elements of listed estate – as well as the fact that it is considered a barrier to growth, given the unquestionable long-term potential of this area to support wider city centre and sub-regional economic, housing and place priorities.

4.14 The SRF recognises that any future relocation of the prison would be a long-term plan which could result in wider opportunity for investment and change, likely to extend beyond the next Local Plan period. No material change is anticipated in the prison estate or adjacent Jury Street neighbourhood in advance of the relocation of the prison, with the SRF highlighting the importance of a comprehensive approach to development in the area in the event that the prison does close.

An Enhanced Economic Contribution

4.15 The SRF places the future economic role of the area at its heart, respecting the history of the area but recognising that it is already changing and will continue to do so in response to a range of factors. It recognises that even to 'standstill', investment is needed to deliver fit for purpose business space and improve the wider operating environment. Across the SRF area it is estimated that circa 11,215 FTE jobs could be accommodated – within existing, improved and new commercial floorspace.

4.16 Whilst the wholesale sector will remain an important part of the area's 'economic DNA', we know that it is shrinking as a result of structural and global trends, and it will not remain constant or keep operating in its current form in perpetuity. The focus of the SRF is therefore to guide what the Councils would like to see in terms of employment activity in the area as the wholesale and textile sectors change and adapt, freeing up land and space for increased economic opportunity, innovation and activity. Left to market forces alone there is a risk the opportunity will be lost to deliver a form of growth that supports the achievement of the city's economic evolution.

4.17 This transition will require careful management and steering as, unlike in many other parts of Manchester or Salford, there is no single business or institution to organise around. Instead, the future growth and success of the economy will need to build upon the sectors that characterise the area today, whilst over the longer-term enabling other, higher value sectors to move in. These could include cultural production, creative making, manufacture and finishing, and product design and prototyping in a range of sectors.

4.18 The business, culture and built heritage of Strangeways and Cambridge provides an enticing mix for prospective occupiers. Increasingly businesses are seeking to locate in dynamic, culturally distinctive places that help attract workers, with many wishing to occupy spaces that reflect their identity.

4.19 The following paragraphs consider the key sectors identified in the economic analysis supporting the SRF.

Fashion + Textiles

4.20 The SRF should support the continued evolution of the wholesale sector to be more efficient, greener and able to operate in a changed environment. This will require the delivery of more modern floorspace, as well as addressing servicing and access needs.

4.21 However, there are opportunities to leverage the textiles heritage of the area to drive the growth of higher value activities within that sector. Already the likes of Private White VC, The Yard Atelier, Future Fashion Market and others are pioneering new forms of design and manufacture within the SRF area, giving a sense of what more can be achieved.

4.22 By establishing a clear vision for the future of the area, the SRF will provide the confidence necessary for manufacturing and textiles businesses to invest in their buildings, plant and operations. Such investment will help to ensure that the area remains a major hub for fashion design and production – with the opportunity to increase the economic value and impact of the sector.

Creativity and Culture

4.23 The recent economic history of the area has been one of grass roots cultural and creative endeavour. Whether it's the late-night venues that operate within the self-titled "Strange Quarter", the alternative cultural/performance events of The Yard, or the banqueting halls that cater to a range of parties and ceremonies for communities across the region, the area is increasingly becoming a destination in the city.

4.24 Less visibly, the area houses a range of creative studios – from music rehearsal spaces, to recording and photography studios and graphic design houses – again attracting new people to the area and embedding a deep ecosystem of new economic activity.

4.25 These uses are often the pioneers of new places, locating to them to benefit from access to different property types and an ability to operate without negative impacts on neighbours. They are also important assets in attracting investment, changing perceptions, and creating environments that other businesses want to be part of in the future.

4.26 Ordinarily, the longevity of such businesses is not guaranteed as they can easily be displaced through the process of change and rising rents. The SRF provides a framework to not only support the growth in these activities, but to also sustain them over the long-term. By reinforcing the policy position with regards to land use, particularly around Derby Street and Lord Street, this SRF aims to provide a secure environment where the creative and cultural sector can continue to grow.

Production + Manufacture

4.27 The SRF supports the ongoing role of the area as a base for businesses that make things, seeking to provide confidence to existing businesses to invest and grow.

4.28 The SRF seeks to create the spaces where new productive businesses can cluster, creating wider opportunities for the agglomeration of forward-looking supply chain businesses and driving increased innovation.

4.29 Learning from the renaissance of other European industrial cities[9], such as Brussels, Rotterdam, Paris and Barcelona that have developed new intensive clusters of urban production integrated with other 'city centre' activity, this can greatly enhance the economic opportunities and add to the wider economic success of the city.

Business Intensification and Commercial Typologies

4.30 The SRF supports the expansion of commercial floorspace across the area – through both stand-alone business development in identified neighbourhoods, and through an assumption of mixed-use development in residential-led areas.

4.31 The SRF area will remain predominantly employment focused in character – albeit with ambitions for the improvement and diversification of the quality / nature of premises.

4.32 Opportunities to intensify the use of employment sites through a mix of traditional and innovative development forms (such as stacked spaces) will increase opportunities for businesses undertaking design, production and distribution activities across multiple sectors. These typologies are becoming more common, with intensified industrial spaces such as Workstack and V Park Grand Union now operating in London, repurposed heritage buildings and new forms of studio/production space in several European cities.

4.33 The co-location of 'clean business space' (including studios, flexible offices and light industrial workshops) will be encouraged in key neighbourhoods to ensure the economic opportunities are maximised and overall employment capacity increased. The delivery of such spaces at ground floor will support both the existing business activity and create different spaces and settings, providing opportunities to attract new creative, service and other business activities.

4.34 Space will need to be provided to facilitate start-up, growth and long-term retention of businesses in the area – requiring a range of shared, small and larger scale spaces. Re-use of existing buildings can support commercial diversification including opportunities for start-up / creative and independent operators to locate in the area.

4.35 It is, however, expected that the neighbourhoods within the SRF boundary will have differing commercial approaches depending on the proposed neighbourhood context. This will be explored more in the 'Neighbourhoods Principles' chapter.

4.36 Single use, large floorplate office development is not anticipated to be a significant use in the future in the area – recognising more established and appropriate central locations for such development across the city centre including NOMA, Mayfield, New Bailey, First Street, St Peter's Square, Embankment, Spinningfields, and Circle Square, and across the regional centre including MediaCity and Salford Quays.

4.37 Figure 4.3 illustrates UK, European and Global examples of business intensification.

[9] https://citiesofmaking.com/cities-report/

Figure 4.3: Examples of Business Intensification

1. SOAR Works, Sheffield



2. Recy K, Brussels



3. Chapelle International Paris



4. Workstack.Charlton



5. Gewerberhof Laim, Munich



6. 192 Shoreham Street, Sheffield



7. Goods Shed North, Melbourne



8. Bloom, Camberwell



9. V Park Grand Union, London



10. Caxton Works, Canning Town



11. Entreport Macdonald, Paris



12. The Fisheries, London Fields



13. Bow Enterprise Park, London



14. Second Floor Studios, Wembley



15. Bollo Lane, Action



16. Jewsons, Old Kent Road



Land Use Response to Flood Risk

4.38 The Development Flood Risk Management Proposals & Justification Report, which is published alongside the SRF, has identified future flood risk in the area, when climate change allowances are taken into account. The SRF process has included close working with the Environment Agency to explore the implications of this future flood risk on the land use strategy for the area.

4.39 The SRF seeks to respond proactively to the findings of the flood analysis undertaken in advocating a development strategy for the area. Through engagement with the Environment Agency, the SRF has identified locations that are at risk of flooding in the future – but where development may be acceptable.

4.40 In these areas, where risk does not exceed 1m flood depth, a series of Development Principles are set out in the Development Flood Risk Management Proposals & Justification Report which, if implemented, could enable future development. The Development Principles include the provision of flood resilient development may be supported, assuming less vulnerable uses (such as commercial) on the ground floor, with the potential for commercial or residential uses above ground floor as appropriate.

4.41 When climate change is taken into account within the modelling, there are areas within the SRF boundary on which it is concluded that development will not be supported in the future.

4.42 These are areas where future flood risk, including climate change allowance, exceeds a 1m flood water depth threshold in a flood event. In these areas the SRF has identified the potential to deliver an area of strategic green space – referred to in the SRF under a working title of 'Copper Park'. Copper Park is considered in more detail within the Green and Blue Infrastructure Strategy section of the Spatial Framework.

'High Street' Corridors

4.43 The SRF acknowledges the importance of a design and land use response along a number of key corridors and development frontages – ensuring that these corridors are vibrant gateways that provide amenity, services and resources to support the neighbourhoods within which they are located.

4.44 The SRF identifies a number of different characters desired across these 'high street' environments – reflecting the differing qualities of the neighbourhoods and communities they both sit within and serve. As such, the label 'high street' here is distinct from its application in a planning policy context, and does not seek to determine land use.

Commercial High Street - Cheetham Hill Road

4.45 Cheetham Hill Road is a primary route linking the residential areas of the north into the city centre It has the potential to operate as a spine for the wider area, graduating height down from the urbanity of the city centre into the distinct and unique working character of the Derby Street neighbourhood, and linking down to Red Bank.

4.46 Building on its historic character and morphology as a major arterial route, there is the opportunity to integrate a finer grain of new medium height mixed commercial and employment buildings that complement its character. Interspersed within this will be retained and rejuvenated built fabric, alongside major heritage assets, such as the Jewish Museum, and the former Spanish and Portuguese synagogue.

4.47 The width of the street could be utilised to provide spill-out zones for business, generous pavements, integrated cycling infrastructure, green and blue infrastructure including tree planting, and incorporated space for drop off and servicing. The carriageway could vary in width, with narrower sections adjacent to existing historic structures and broader expanses where new development is proposed. Such opportunities can be explored when changes to Cheetham Hill Road are considered as part of MCC and TfGM's radial routes programme.

Commercial High Street - Bury New Road

4.48 Bury New Road is a primary thoroughfare connecting the city centre with the communities to the north.

4.49 Any development along this corridor will need to reflect the changing context of the city centre – including the extension of the urban character into the Dutton Street neighbourhood.

4.50 Similarly to Cheetham Hill Road, the SRF envisages any development along the corridor to complement the existing character of this corridor – including a continued economic focus. In order to ensure a people-centred high street, the Councils wish to see these employment uses coming forward with strong frontages and interaction with the street environment. This could include front doors and windows and retail functions, ensuring the street environment feels activated and high quality.

4.51 Tree planting could be explored along with cycle paths, and generous pavements, all animated by a rich mix of vibrant commercial uses with integrated spill-out zones where appropriate.

Commercial High Street – Knowsley Street

4.52 The SRF envisages that land uses along Knowsley Street will include the creation of an active, local high street character linking Cheetham Hill Road down to Red Bank and forming the northern extent of the Green Quarter.

4.53 This is an important linear street with long views, before threading and switching into the Red Bank steps and linking down to the Irk and the new waterfront at Red Bank.

4.54 This corridor has the potential to support the liveability of these residential neighbourhoods and form a social and public focal point for them. It could consist of a mix of urban services and resources, including shops, local retail, complementary cafes and bars alongside health and social facilities.

4.55 Envisaged as a quiet street in terms of vehicles, the corridor has the potential to prioritise walking and active travel, integrated with clustered urban green and trees, and could accommodate some spill-out uses as a result.

Manufacturing High Street - Derby Street

4.56 The existing business establishments along Derby Street have played a significant role in shaping its unique character. It serves as an important employment area for wholesale industrial vendors, providing large quantities of goods directly from their shop fronts.

4.57 The SRF intends for Derby Street to maintain its role as an employment focused street – a collective front-of-house for the wider employment communities. The SRF aims to preserve and build on its current character and role, while also enhancing the coexistence between industry and visitors. The proposed refinement of the street focuses on managed vehicle access, clearly defined cycle lanes, a consistent public realm character, increased public furniture and green and blue elements. In addition, spaces for drop off and deliveries would need to be built into the streetscape, to ensure proximity without becoming dominant.

4.58 The SRF envisages the uses within the street to include showrooms and front-of-house elements for businesses - both uses very much evident today - with some opportunity for limited amenity retail to support the functioning of the wider area. Mixed into the street will be considered opportunities for food and beverage, with wide pavements offering opportunities for spill out in key locations.

4.59 A finer grain of positive and active business fronts and front doors will ensure the vibrancy and dynamism of the area is maintained and contributes towards the attractiveness of the street as a place of both social and commercial exchange. Furthermore, activities around on-street servicing will be encouraged, and this will allow the active street scene to remain a valid part of the area's vibrancy.

Commercial green space frontage - Overbridge

4.60 There are a number of key development locations fronting onto the park that could be animated by cafes and bars with generous floor to ceiling heights. The park edge has the potential to be designed as a wide promenade, creating space for these ground floor uses to spill-out onto, as well as space for temporary uses. The landscape design can facilitate vibrant commercial activities and public life, which would meld with the wild, biodiverse planting along the park and wetland edges. Integrated within this would be places to dwell, play, and eat, set within nature.

Commercial green space frontage – Empire Street

4.61 Although not explicitly fronting onto new green space, Empire Street has significant potential as a node of activity alongside the key anchor of the Joseph Holt Brewery. Holts own land on the other side of Empire Street opposite the main brewing site, and have ambitions to expand their operations to encompass both sides of the road, which would also enable them to expand their on-site training and skills facilities. They are also keen to explore options around a tap room and visitor attraction in the long-term.

4.62 Should these developments proceed, the precise design and access regime for Empire Street will need detailed consideration in consultation with the highway authority and Joseph Holt. However, their expansion proposals represent a tangible opportunity to create something transformative in this neighbourhood, with a scheme that embeds best practice around active travel and public realm. This could even extend to the full or part pedestrianisation of Empire Street as far as Pimblett or Camberwell Street.

A Quality Place to Live

Delivering Homes as Part of the Mix

4.63 The delivery of a diversified land use across the SRF will be critical to the long-term success of the place. High quality residential development in appropriate locations will create a vibrancy currently lacking in the area and will support wider economic growth ambitions. The SRF recognises this and seeks to build on the new residential development that is already coming forward in the area in line with the existing Great Ducie Street SRF.

4.64 The SRF encourages any new residential development across the SRF to integrate:

- A well-managed, diverse sales and lettings market offer across a range of price points and densities which can help improve choice for residents and meet housing need, including providing housing for key workers.
- Affordable home ownership options capable of providing an alternative, lower cost route into owner occupation for those who would like to move out of the rental market but currently can't afford to do so.

Manging Impact of New Homes on Existing Businesses

4.65 The SRF recognises that the delivery of any new homes in the area – either as stand-alone development or within mixed-use development areas – will need to manage the impact on existing businesses and protected business areas.

4.66 The framework clearly identifies the areas where continued traditional employment activities are anticipated, and where residential development is not envisaged.

4.67 The interface between these land uses is important. To be successful the transition between residential and employment focussed areas will need careful management to minimise conflicts and avoid adverse impacts on business operations, including the application of the agent of change principle. In line with NPPF this includes the assumption that a person or business (i.e. the agent) introducing a new land use is responsible for managing the impact of that change.

4.68 Key considerations – to be assessed as part of any planning application - will include the impact of any proposed residential development on the continued operation of adjacent and nearby businesses within areas protected for long term employment use by established planning policy.

Residential Mix

4.69 The SRF recognises the potential for residential development in key locations across the framework area, responding to the expansion of the city centre. Such development would include newly created and enhanced open space assets and river frontage, and has the potential for:

- Higher density development opportunities proximate to the city centre, in line with the Great Ducie Street SRF, and in response to the proposed extension of the City Centre boundary into the area;
- Higher density development opportunities in locations fronting onto the river;
- Mixed density, mixed use, development opportunities between Copper Park and Bury New Road, including higher density potential fronting onto the park; and
- Mixed density development opportunities proximate to Cheetham Park, in line with recent development that has been delivered in the area.

Delivery of Affordable Homes

4.70 Delivery of affordable homes across the SRF area will support the Councils in meeting their respective affordable housing delivery targets.

4.71 There is demand for delivery of affordable homes in the area – as evidenced by homes currently under construction by Latimer adjacent to Manchester College.

4.72 New residential development will need to comply with the aspirations of the Manchester Housing Strategy (2022 – 2032), Salford Housing Strategy (2020 – 25) and relevant planning policy in relation to affordable housing delivery, subject to viability. This should be factored into any land transactions that take place across the SRF area.

Residential Design Quality

4.73 The SRF recognises the importance of high design quality in any residential development delivered across the area.

4.74 All new residential development will be required to comply with the Manchester Residential Design Quality Guidance and/or as appropriate the Salford Local Plan Policy H2 including achieving at least the minimum space standards identified.

Supporting and Amenity Uses

4.75 The vibrant, attractive and sustainable neighbourhoods envisaged for Strangeways and Cambridge will only be achieved if the new homes and jobs are accompanied by adequate 'social infrastructure', a term that covers health and education provision alongside community facilities such as libraries and youth centres.

4.76 Given the large geography of this SRF and the fact it will be many decades in delivery, this document does not aim to set out precise requirements for social infrastructure. What facilities need to be delivered, where, and when will be a matter for ongoing review by both councils in the years ahead and considered through planning applications submitted across the area. Much will depend on the pace of development, as well as wider demographic changes, not to mention changes in the way services are provided. For example, the NHS's future plans for primary care will impact on the number and size of GP surgeries and health centres needed.

Health

4.77 As it stands, both MCC and SCC work closely with the NHS and Local Care Organisation to plan for the future. This includes a detailed examination of where new homes are being built, and the anticipated age and profile of the occupiers. All of this information feeds into how the councils and their health and social care partners plan their services across the city.

4.78 This SRF, and the anticipated quantum of development and phasing, will feed into the long-term modelling around health provision. As development comes forward in the SRF model, that modelling will be refined to ensure the health sector has as clear an understanding as possible of likely future demand. The NHS will then be able to plan accordingly to build or acquire new facilities.

Education

4.79 A number of primary schools are located around the periphery of the SRF area serving those adjoining existing communities. In some cases, school rolls have fallen in recent years due to demographic trends and new patterns of migration.

4.80 As with health, both MCC and SCC consider what new development is anticipated around the city and work with Education colleagues and stakeholders to ensure sufficient capacity is planned in response. This process will continue as sites are developed in Strangeways and Cambridge.

4.81 Whilst it is anticipated that much of the development within the SRF area will be apartments, this can still lead to a rise in demand for primary places, as is evident in recent schemes such as the Green Quarter. In the case of the Cheetham Park neighbourhood set out in the framework, however, a larger number of family homes are anticipated, and this will need to be factored into pupil place planning.

Community Facilities

4.82 In areas experiencing significant growth and regeneration it is hard to anticipate the precise requirements in terms of community facilities, particularly when new communities are in effect being created, as will be the case in the SRF area in the years ahead. Council officers will ensure that frontline services are aware of the quantum of development proposed, and the likely timescales for delivery, so that future provision can be planned accordingly.

Homelessness

4.83 Within the SRF area there are two principal charities who work with people affected by homelessness – the Booth Centre on Pimblett Street and Coffee4Craig on Great Ducie Street. Both organisations are commissioned by MCC and GMCA to provide a range of services, and they play a vital role in helping the city respond to the challenge of homelessness. They have been based in Strangeways since 2014 and 2020 respectively.

4.84 This city fringe location is advantageous as it easily accessible to their clients who may be rough sleeping in and around the city centre, whilst also close to health facilities and other forms of support. For that reason, both charities wish to remain in their current locations, notwithstanding the changes occurring to the area as a result of new development. The Booth Centre has long-term security provided by the Joseph Holt Trust, who own Edward Holt House, whilst Coffee4Craig occupy a unit on a commercial lease.

4.85 This SRF does not require or wish to promote the idea of either organisation relocating, which is matter for them, their landlords and their trustees. MCC will continue to engage with both charities to support them in their work in the years ahead.

Scale and Massing

4.86 Whilst the SRF does not set specific limits for building heights, it provides guidance which should be used by landowners and developers to inform a sound approach to scale and massing across any new development and investment brought forward.

4.87 The scale and massing strategy is illustrated on Figure 4.4.

4.88 Building heights identified are not a cap or a target – but rather presented as indicative scale and massing the Councils aspire to across the area.

4.89 The townscape strategy seeks to positively respond to the city centre and its emerging tall building context. It allows for this urbanity to be drawn into the area, and then feathering this into the wider context of low-rise residential-led neighbourhoods to the north and west of the area. A key consideration is the creation of a meaningful city-wide skyline whilst ensuring consideration for long and short views.

4.90 The strategy acknowledges the urban morphology of the area, its topography and that different land uses produce differing townscape. The employment uses within the area have a different set of requirements around morphology, scale and massing than residential. The strategy works positively with this to from a cohesive townscape character, creating a coherent urban form across the collection of functions that the area will have.

4.91 In addition, the townscape strategy seeks to deliver good and well-proportioned urban streets. The overarching strategy is for the creation of urban blocks, formed from buildings that provide enclosure, activity and definition to the streets. Streets should be formed by a predominant shoulder height that is proportionate to their widths, in order to ensure that streets have a desirable microclimate in relationship to daylight sunlight and wind. Furthermore, the strategy allows for taller elements to be considered in certain locations, subject to criteria.

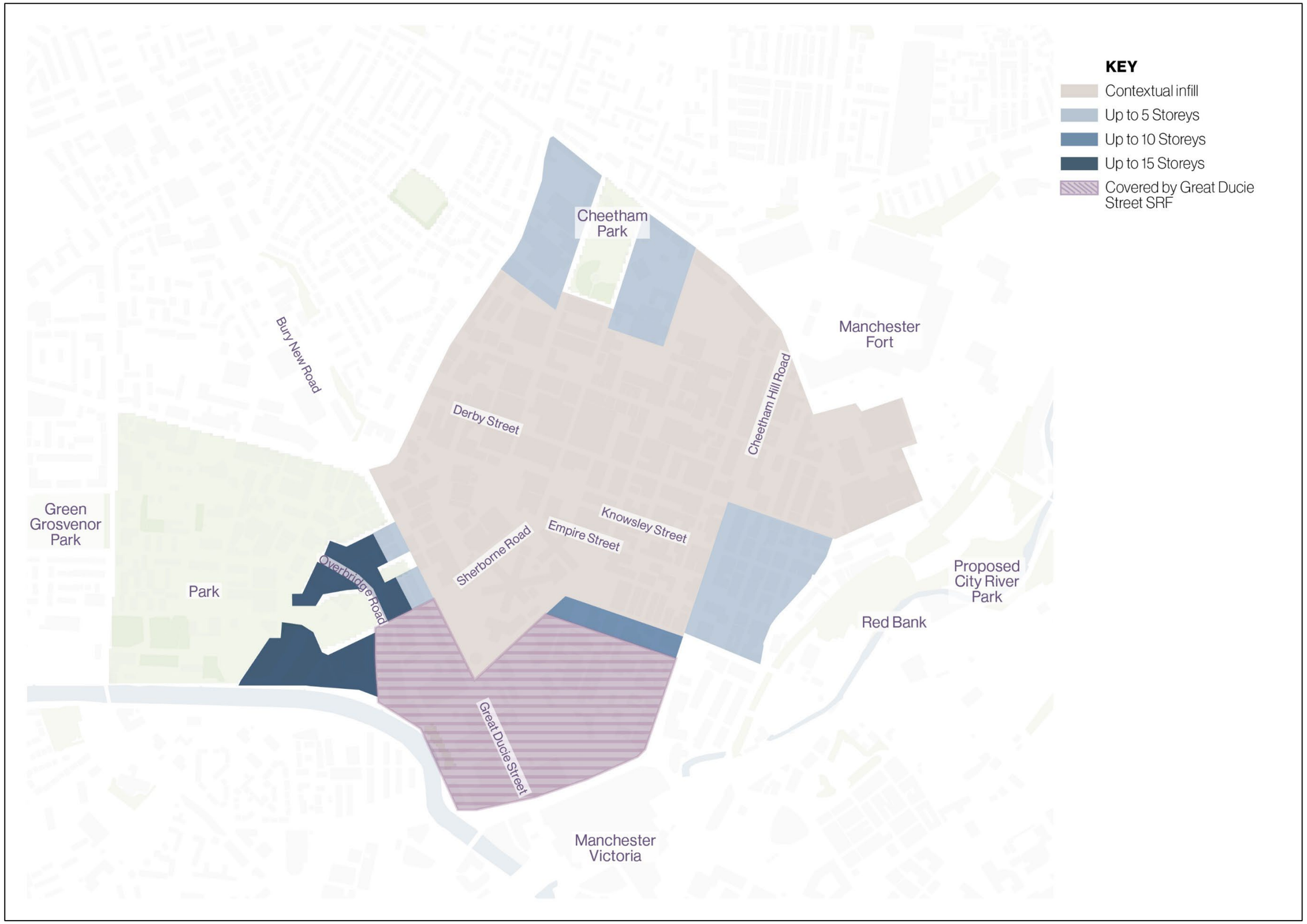
4.92 Building on Manchester and Salford's rich history of well defined, rich streets, there is opportunity for taller elements to be set back or architecturally separated from the predominant enclosure and street definition, contributing towards the skyline and safeguarding the street character.

4.93 The guidance is considered in more detail at neighbourhood scale, but broadly reflects:

- The continuation of the established guidance within the Great Ducie Street SRF, Former Boddingtons Brewery SRF, and permitted schemes within the area.
- Significant areas of contextual infill heights – where the SRF supports the continuation of the existing scale and massing.
- Areas of modest height potential in key locations including frontages onto local open space and key road corridors.

4.94 Areas of more pronounced height potential in key locations including frontages onto strategic open space, the river corridor, and where interface between city centre scale and massing and contextual infill may need to be considered – including the desired 'feathering' of heights between these distinct urban areas.

Figure 4.4: Scale and Massing Strategy



Streets, Movement, Servicing and Parking Strategy

4.95 The SRF considers how a clear street hierarchy, prioritising active travel, and providing for servicing and parking, will support the vision for the Strangeways and Cambridge area.

4.96 Whilst the area is on the doorstep of the city centre, its potential is heavily compromised by the poor quality of its streetscape, and the fact that it is car dominated and it does not feel legible or safe as a result. This context undermines the function of the area and the experience of residents and employees on a day-to-day basis. It also influences investment decisions taken by landowners and developers, and does not reflect the gateway nature and locational advantages of the area.

4.97 The remainder of this sub-section is structured under the following headings:

- Street typologies and active travel
- Movement
- Servicing
- Car parking

Street Typologies and Active Travel

4.98 To improve the existing, historic street network, the SRF proposes four distinct street typologies that could, through investment, revitalise the urban grid and respond to the wider opportunity for change captured in the SRF.

4.99 The strategy has been directly informed by Transport for Greater Manchester's Streets for All, Design Guide which provides a spectrum of street functions related to their movement and place characteristics. Three key typologies are defined as summarised below and illustrated on Figure 4.5.

- High Street – this street type has a balance of movement and place function. The A56 Bury New Road, Cheetham Hill Road and Derby Street all currently have this characteristic, with the potential to be enhanced through investment.
- Connector Street – located mostly on the periphery of the SRF area, these streets allow people and goods to move between key centres and are important active travel and public transport routes.
- Neighbourhood Streets– identified to have the potential to form the majority of the street network in the SRF area, making pleasant and easy connections to public transport by walking and cycling.

4.100 The type of character we expect to see across the area are illustrated in Figure 4.6.

4.101 Whilst it is recognised that Strangeways and Cambridge are today very 'car-centred' for a range of historical reasons, the SRF sets out an ambition to help shift transportation choice away from reliance on private vehicles and towards more sustainable modes of travel. This is necessary if the area is to grow as envisaged in this framework: current travel patterns could not be sustained by the thousands of additional people who will be living and working here in the years ahead.

4.102 The proposed active travel strategy and street network gives pedestrians and cyclists the highest degree of permeability through the SRF area and provides connectivity to the existing Bee Active network. Prioritising active travel is paramount in advancing towards a sustainable future and meeting MCC, SCC and TfGM mode shift aspirations.

4.103 The active travel strategy is illustrated on Figure 4.7.

4.104 Future interventions should be designed to discourage rat-running through the area. Street design within the SRF has the opportunity to promote safety and encourage use of micro-mobility transportation options.

4.105 Pedestrian infrastructure investment can support important connections to Victoria North including to Red Bank via Knowsley Street and via Barneys Steps to the north, linking to the existing Sand Hills Park and future planned Metrolink station. There are also opportunities to strengthen connections across the river into Greengate and around Victoria Station, linking into the emerging Irwell River Park Strategy.

Figure 4.5: Street Typologies

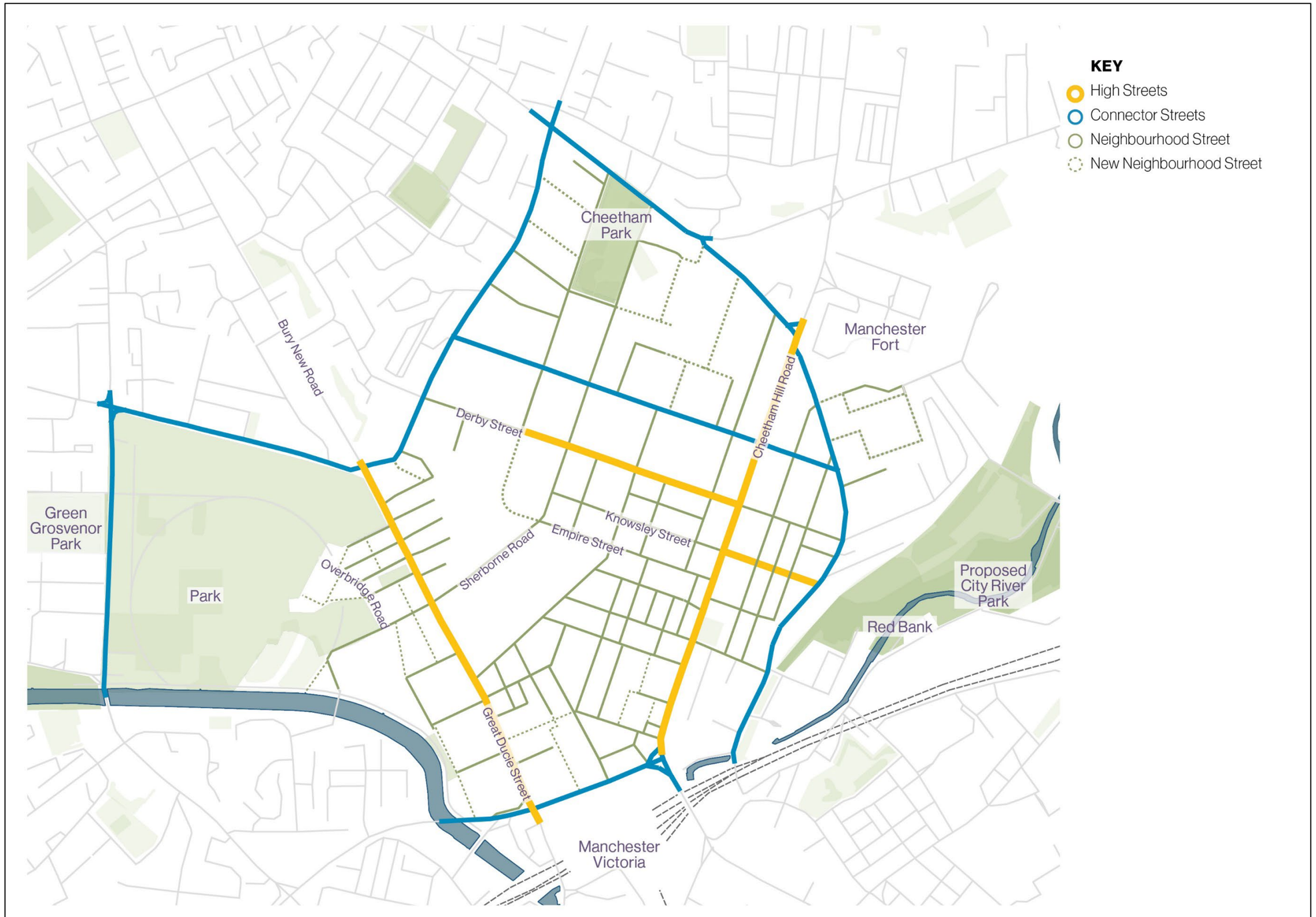
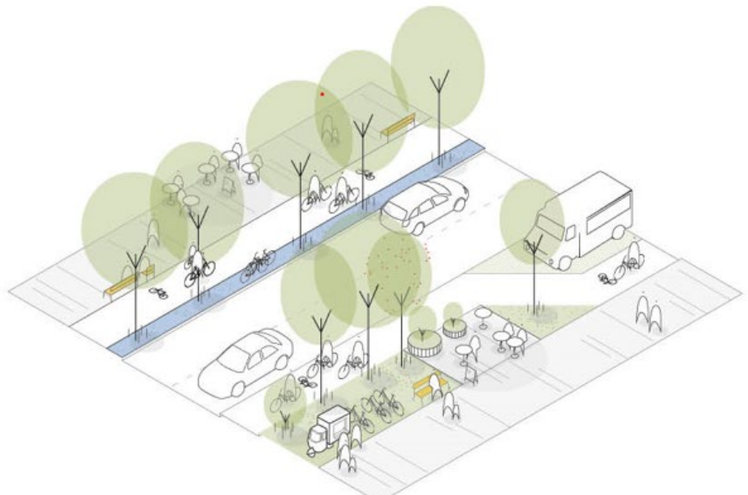


Figure 4.6: Character of Street Typologies

High Street: wide footways, potential for segregated cycle infrastructure, controlled on-street parking, active frontages and spill-out areas, street trees, SUDs features, bus provision (excluding Derby Street). The provision of these features can be balanced with available space.



Connector Street: cycle provision on carriageway or segregated, higher movement of vehicles than other street types, on-street parking, bus provision where relevant, street trees and SUDs features.



Active Neighbourhood Street: cycle and pedestrian priority, low levels of vehicle traffic, with servicing access retained.

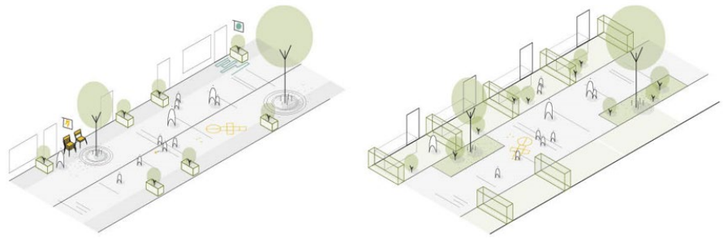
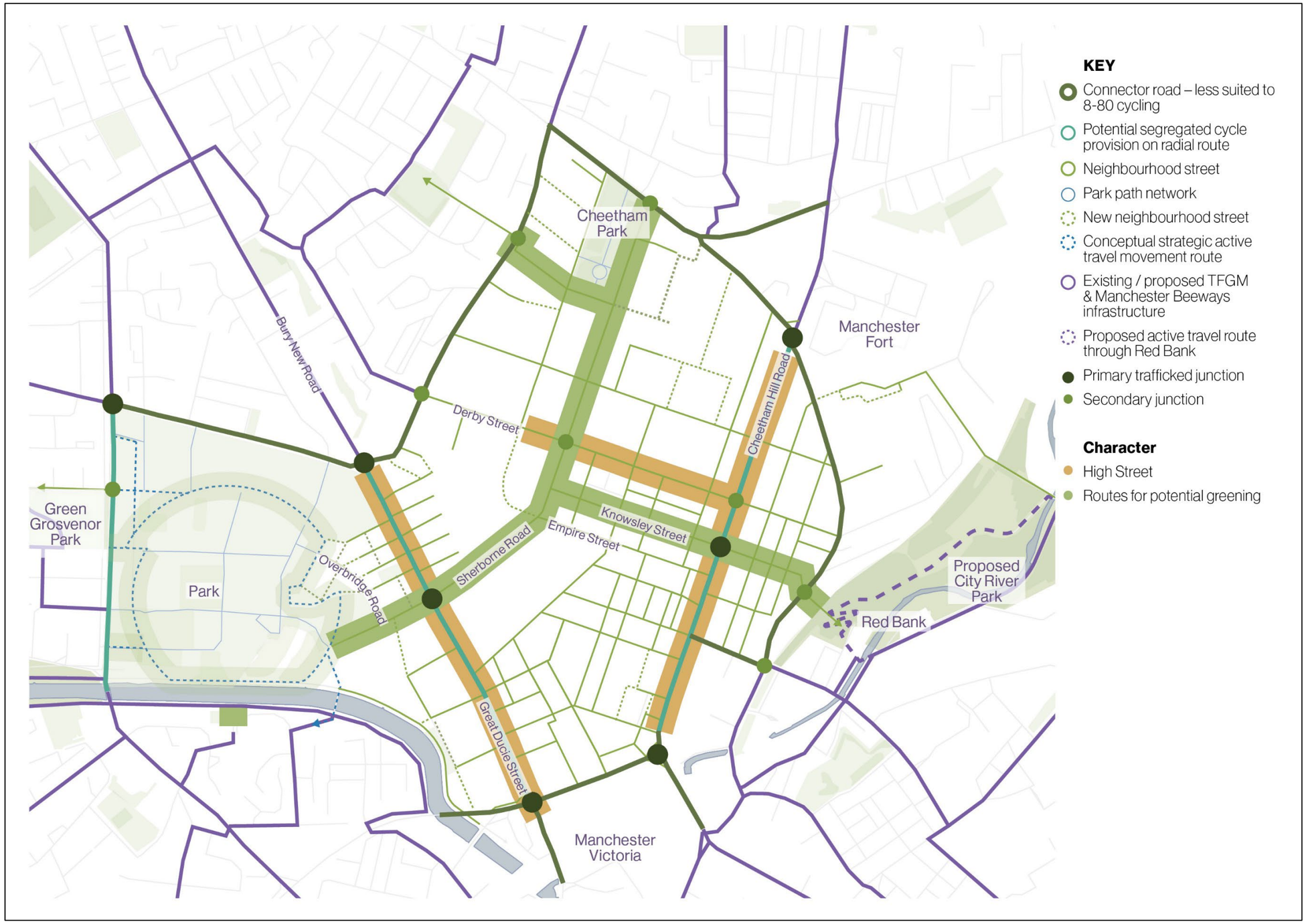


Figure 4.7: Active Travel Strategy



Movement

Improving Radial Routes

4.106 Three important radial routes pass through the SRF area: A56 Great Ducie Street / Bury New Road, A665 Cheetham Hill Road and the A6041 / A5066 Blackfriars Road / Great Clowes Street. The SRF identifies the importance of intervention at key junctions along these radial routes to include:

- Sherborne Street over Bury New Road, as a key SUDs corridor routed into attenuation areas within the Cambridge area, and access to strategic amenity and open space;
- Derby Street over Waterloo Road and Cheetham Hill Road, connecting employment opportunities in with wider existing and future communities; and
- Knowsley Street over Cheetham Hill Road, with wider connections to the Red Bank and Victoria North neighbourhoods.

4.107 Trinity Way connects a series of radial routes and is an important infrastructure and movement corridor immediately adjacent to the SRF area. Interventions to key junctions connecting Great Ducie Street / Bury New Road, and Cheetham Hill Road with the city centre are considered priorities.

4.108 More widely, the SRF recognises the need to address current issues of pedestrian and cycling severance and noise and air pollution. Opportunities to improve the active travel and pedestrian experience along the Trinity Way corridor should be explored, including improved accessibility to the River Irwell corridor and future amenity in the Cambridge area.

Public Transport

4.109 The SRF area includes three key radial routes with high frequency bus services on Great Clowes Street (more than 6 services per hour in each direction), Bury New Road (>6 per hour) and Cheatham Hill Road (>9 per hour). All areas of the SRF are within a 400m or 5 minutes' walk of a bus stop.

4.110 Bus priority could be introduced on these routes, and 'superstops' could be considered to facilitate interchange between services. Bus waiting infrastructure and passenger information should be high quality to encourage bus use.

4.111 The SRF aspires for the experience of people walking and cycling to be enhanced, and cycle/pedestrian severance at key junctions to be addressed, which will improve access to the bus routes, as well as to rail and Metrolink travel at Victoria Station, Queens Road and Abraham Moss. A northern access to Victoria Station could be considered to reduce walking and cycling times.

4.112 As more people are attracted to live and work in the SRF area, provision could be made for buses to serve the streets within the area, though noting this would be balanced with the character of the street network and the existing provision of high frequency services within 400m of all parts of the SRF area. TfGM are the commissioning body for bus services in GM, and the evolution of services in the Strangeways and Cambridge area will occur through their network review process. MCC and SCC will continue to engage with TfGM on this matter.

Servicing

4.113 The proposed street typologies established within the SRF create material opportunities to support innovative and efficient servicing and delivery arrangements across the area.

4.114 To support these ambitions, there is a need to address existing conflicts between street users – in a way which does not undermine the continued vibrancy and operation of the business areas.

4.115 This approach builds on established sub-regional ambitions, including the Greater Manchester Transport Strategy 2040 which seeks to manage freight and servicing to minimise negative impacts of commercial vehicles on the regional centre.

4.116 The SRF protects core areas of employment – including around Derby Street and Jury Street – and therefore recognises that provision needs to be made to ensure continued servicing and delivery to support continued business operation.

4.117 Streets should retain access for general servicing.

4.118 Delivery hubs could be included at the periphery of the SRF area, with the parcels then transferring to cargo bikes, or being collected on foot, to reduce the amount of servicing vehicles within the SRF area. This would be subject to delivery operators moving into the area and choosing to operate in this way.

Parking

4.119 Over time, the SRF aims for public parking provision across the area to be controlled in line with the street typologies established previously. Such controls would be introduced incrementally, and based on appropriate analysis, modelling and consultation.

4.120 Whilst this would result in the reduction of on-street car parking capacity overall, this is considered important to address the detrimental impacts of the current parking situation. Such changes would be offset by greater investment in active travel options, giving employees and residents greater options to get to, from and across the area.

4.121 As parking arrangements change over time, specific consideration must be given to providing adequate levels of blue badge / disabled parking, in line with MCC and SCC's desired ratios.

4.122 The SRF proposes:

- The inclusion of appropriate levels of accessible parking, disabled parking and time-restricted servicing bays on-street.
- Payment-based parking with time limitations may be accommodated within the street environment primarily on high streets and in the neighbourhoods. This will be balanced with the desired streetscape and function of the street.
- The introduction of street design measures to discourage pavement parking, e.g. through location of cycle parking, street furniture and SUDs features.
- Cycle parking provided along high streets, connector roads, and in the neighbourhoods.
- Future residential development in the area to be car free, or low car, with disabled provision provided on-plot.
- Options for a consolidated car park for off-street parking for commercial development. This should be combined with other mobility services, e.g. at a mobility hub.

4.123 Some level of dedicated car parking provision should be explored as part of the detailed design for Copper Park to support the long-term sustainability of visitor and cultural attractions to be supported in the future.

4.124 Given the level of development anticipated along Great Ducie Street, and the connections afforded by Trinity Way and Cheetham Hill Road, it is proposed that MCC explore options to provide a 'mobility hub' in this area. Such a facility would provide a level of car parking; however, it would be combined with other sustainable transport initiatives such as public transport interchange, cycle facilities and other micro-mobility, alongside close proximity to the bus services on the radial route.

4.125 A mobility hub could be provided at the southern end of the SRF area to intercept traffic from the two radial routes before Trinity Way. This location is in line with the Great Ducie Street SRF. The design of any such facility should be approached sensitively so as not to over-provide car parking in the area, which would undermine TfGM, MCC and SCC aspirations for transformational mode shift towards sustainable travel choices.

4.126 Manchester City Council is scheduled to open a mobility hub in Ancoats in early 2025, whilst the Mayfield development also includes such a hub. Learning from both projects should be absorbed and applied to any scheme coming forward in Strangeways.

4.127 As the car parking offer across the SRF area develops over time, charging points for electric cars should be incorporated and futureproofed in terms of power requirements.

4.128 The quantum of electric vehicle charging infrastructure for all new developments will have to be included in line with requirements as set out in Building Regulations Part S, or as required for planning approval by either local authority.

Green and Blue Infrastructure Strategy

4.129 The SRF has at its heart the desire to establish a coherent network of green and blue infrastructure.

4.130 As well as Copper Park, it is proposed to retrofit streets and public space with nature-based SuDS infrastructure at a scale that can have a meaningful positive impact on the surface water flood risk across the study area. The proposals would relieve pressure on the historic combined sewer network and overflows whilst creating attractive, biodiverse and climate resilient streets, an exemplar of the approach as set out in Greater Manchester's recently published Sustainable Drainage Design Guide, activating streets and acting as a catalyst for the proposed regeneration.

4.131 This network has the potential to enhance the existing urban area, connect existing heritage and economic assets, and connect existing and new neighbourhoods, providing improved amenity and biodiversity to the area. The network would be delivered hand-in-hand with changes to the street typologies, and would help to achieve the ambition for legible, safe and high-quality active travel routes.

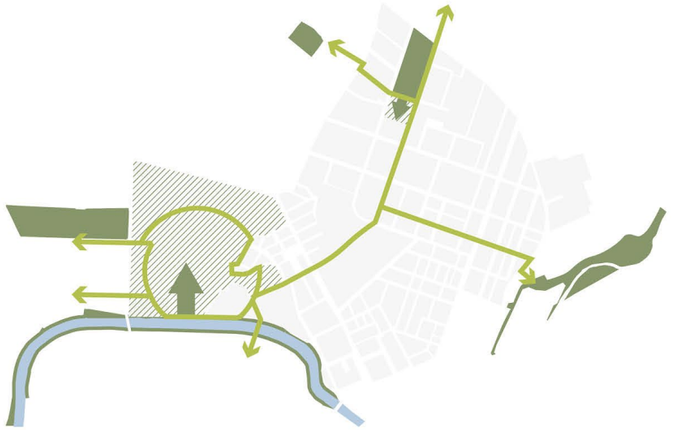
4.132 A green and blue infrastructure strategy can also contribute to ensuring a positive response to the identified flood risk across the area. The SRF advocates a strategic nature-based approach to water management to ensure resilience in the face of future flood risk, and the creation of a regionally significant open space asset as amenity for the local community and attractor of visitors to the area.

4.133 Green infrastructure will include new and enhanced formal open space, intentional greening of the street environment, and new and enhanced habitats and areas of biodiversity.

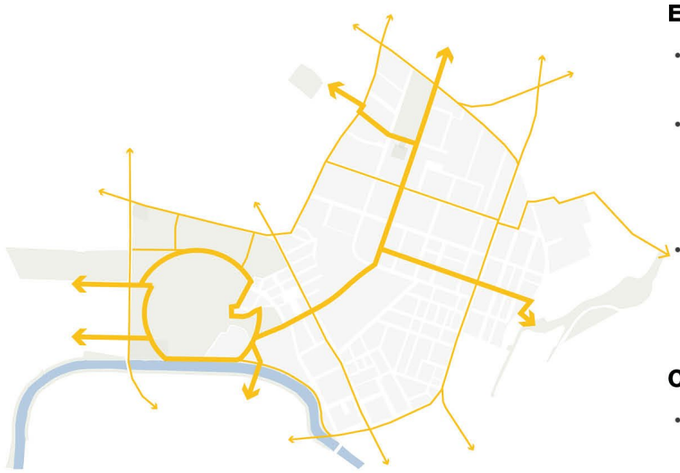
4.134 Blue infrastructure will include the creation of a new 'blue street grid' woven into the urban fabric and the generous street environment, taking advantage of topography – with a sustainable urban drainage solution connecting into new areas of water attenuation.

4.135 The principles of the green and blue strategy are illustrated on Figure 4.8.

Figure 4.8: Green and Blue Strategy Principles



Enhance, expand & connect



Clear active travel routes



Green & blue street grid



Confetti of open spaces

Enhance, expand & connect

- Enhance existing green spaces with improved amenities, landscaping, and biodiversity initiatives.
- Expand existing green assets by integrating and connecting smaller green areas to form larger, cohesive green spaces that support recreation, wildlife, and climate resilience.
- Create new green corridors as key pathways and connections between urban green spaces to improve accessibility and promote ecological linkages.

Clear active travel routes

- Establish clear, accessible paths for walking and cycling.
- Connect key green and civic spaces to allow for seamless travel.
- Encourage sustainable movement through safe, efficient routes.

Green & blue street grid

- Street SuDS will manage surface water across the SRF area, directing it effectively towards the River Irwell.
- Blue streets running north-south ensures controlled water transfer, while an east-west axis gathers, treats, and regulates water at the source.
- Green streets will enhance urban character and improve liveability.

Confetti of open spaces

- Establish a vibrant network of interconnected public open spaces enhancing Salford and Manchester's urban fabric.
- Improved existing spaces and newly defined spaces offer significant benefits for amenity, biodiversity, and social value.
- Varied urban spaces support urban resilience, community well-being, and cultural vibrancy.

Green Infrastructure – Open Space Delivery

4.136 Open space delivery sits at the heart of the SRF. Improvements to existing open space and the creation of new space will connect into and enhance the strategic network across Salford and Manchester – establishing a genuinely connected series of spaces along the Irwell and Irk river corridors.

4.137 The strategy for open space reflects the opportunity to significantly enhance the amenity for existing residents, employees and visitors, and create an improved urban area to support future communities. The value of open space is recognised in terms of amenity, biodiversity and development benefits – which the strategy looks to optimise across the area.

4.138 The flood modelling undertaken as part of the SRF process, evidenced within the Development Flood Risk Management Proposals & Justification Report published alongside the SRF, has tested a range of potential on-site solutions to the flood risk identified. This builds on previous work undertaken by SCC and the EA which have explored a range of upstream solutions to address flood risk in the area. The process has concluded that there is no known mitigation for the climate change scenario flood risk identified across the area. The EA have been consulted during the SRF process and are in agreement with the conclusions.

Copper Park

4.139 The SRF has identified the potential to deliver strategic open space in the area of insurmountable future flood risk as buildings reach the end of their life, or as people and businesses leave the area through choice and, where appropriate, with support from the Councils. This is identified to be the most positive response to the development constraint identified.

4.140 The strategy identifies this area as 'Copper Park' – an area with the scale and potential to accommodate a series of open space and amenity character zones including:

- Floodable areas with a naturalised character and enhanced existing woodlands to encourage an increase in habitats and biodiversity. It is envisaged that areas of the park will be constantly wet, in particular to the south adjoining to the river edge.
- Dedicated attenuation areas linked to SUDs infrastructure connected into the park.
- An urban park and destination – accommodating sports, play areas, and fitness facilities, promoting physical activity and community activities.
- Social spaces for gatherings, fostering connections and enhancing a sense of belonging within the community, including safe quiet spaces to support mental health.
- Space for markets and events to contribute to the wider vibrancy for the park, offering opportunities for cultural exchange and entertainment for local communities and as attractors of visitors to the area.

4.141 Existing buildings within the park should be considered for imaginative re-purposing, including aggregate paths, benches, and decking. Historic buildings identified within the park should be refurbished and community use encouraged.

4.142 More widely buildings should be considered for retention where their frames / roof structures and hard standing could be re-used to create spaces for recreation and play, and to maintain historic industrial character.

4.143 The Victoria Theatre is considered a key asset on the south-western corner of the park – with the potential to deliver amenity to spill out into green spaces and connect into the river walk. It is the ambition that Victoria Theatre will continue to be used for community use, but should optimise its interface with the new green space proposed to its rear. This includes the opportunity to bring the wider cluster of heritage buildings around the theatre into more vibrant use.

4.144 Similarly, ambitions for Private White V.C., including the creation of a training and learning facility and cultural and retail attractions, have the potential to create a significant point of arrival to the park from the south over the River Irwell.

Additional Green Infrastructure

4.145 Cheetham Park is a key existing open space asset which is protected and proposed for enhancement within the SRF. The park is identified to act as the centre-point and heart of a new residential-led area. Enhanced facilities – over and above those currently being installed - are proposed to support and attract more visitors to this important historic asset.

4.146 The 'Confetti of Open Spaces' illustrated on Figure 4.6 identifies potential locations for smaller green spaces that help connect the larger green spaces within this SRF boundary, including the proposed Copper Park and Cheetham Park, along with City River Park within the adjacent Victoria North.

4.147 Figure 4.9 illustrates the open strategy across the SRF area.

Figure 4.9: Green Infrastructure Strategy



Blue Infrastructure – Nature-Based Sustainable Water Management

4.148 The SRF area is served by a Victorian-built combined sewer network which, when it reaches capacity, can overflow into the River Irwell. The baseline analysis identified generous street environments across the SRF, and topography which creates opportunity for the introduction of a pro-active, nature-based sustainable water management system across the area.

4.149 The strategy, developed in consultation with United Utilities, envisages the effective management of surface water movement through the SRF area, as illustrated on Figure 4.13, through the implementation of a Sustainable Urban Drainage system (SUDs).

4.150 Utilising a generally north-south axis, the system envisages that surface water is directed gradually towards the River Irwell, ensuring controlled transfer.

4.151 An east-west axis serves to gather, treat and regulate surface water at the source, directing it towards major blue routes for further management.

4.152 Specific areas along Bury New Road / Great Ducie Street and Cheetham Hill Road have the potential to serve as bio-retention locations, strategically positioned to enhance water retention and further reduce run-off rates.

4.153 Copper Park serves as a pivotal point for strategic attenuation, before discharge into the River Irwell, carefully controlled to optimise effectiveness in the overall drainage system.

Green and Blue Infrastructure – Street Environment

4.154 The proposed network of green and blue infrastructure has the potential to manifest at the street scale – as categorised green and blue streets.

4.155 As illustrated below:

- Green streets can employ a nature-based approach to materiality to enhance green connectivity throughout the site. Various tools will be utilised for this purpose, including ecology hubs, diverse habitats, green corridors, and extensive tree canopies. Beyond their ecological benefits, these elements serve a broader function by mitigating the urban heat island effect caused by traditional grey surfaces.
- Blue streets can be dedicated to sustainably managing stormwater by implementing various techniques such as rain gardens, swales, permeable surfacing, and bio-retention areas. These methods serve a broader purpose by slowing runoff rates and assisting in flood mitigation efforts. Blue streets contribute to a more resilient and celebratory approach to water management.

Figure 4.10: Example of a Blue Street



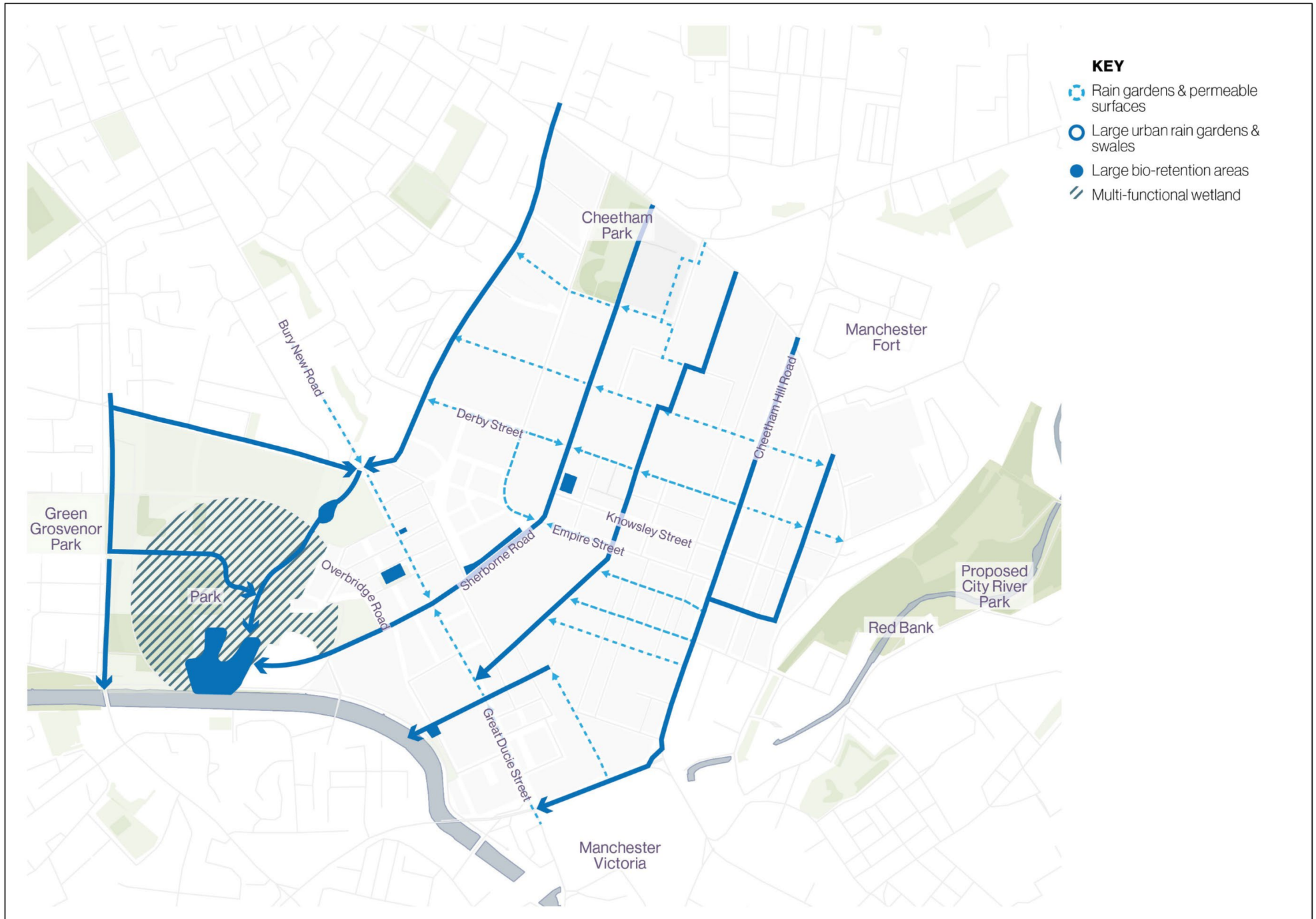
Figure 4.11: Example of a Green Street



Figure 4.12: Example of a Green and Blue Street



Figure 4.13: Potential SUDs Network



Heritage

4.156 Both councils wish to preserve and revitalise existing heritage assets across the area – ensuring they are in long-term positive use. This is a rich urban environment, which tells the story of how Manchester and Salford have evolved and grown over time. Heritage across the SRF area goes beyond the built environment with evidence of periods of significant cultural diversification and economic shifts. The SRF celebrates this context and looks to enrich it in the future.

4.157 The SRF strategy identifies buildings that are designated listed buildings. Beyond these designations, the SRF has identified other buildings which are considered to have the potential to be considered as being buildings of some 'observed heritage value', based solely on their architectural contribution and articulation of the former industrial and rich cultural character of the area.

4.158 The SRF builds on the previous heritage guidance established within the Great Ducie Street SRF. That SRF encouraged architectural diversity to create a neighbourhood that is varied in character, and which contributes towards the creation of a neighbourhood with a strong sense of place. This included recognition that whilst the majority of building stock within the area is of low quality, there are a number of notable buildings which are of merit. The Great Ducie Street SRF requires that where possible and practical these buildings (as defined) should be retained and revitalised to add to the overall character of the SRF area.

4.159 These same principles hold true across the wider Strangeways and Cambridge SRF area. Aligned with wider ambitions to ensure a responsible approach to building re-use on the City's journey to net zero, this SRF advocates careful consideration of the re-use potential of designated and non-designated but defined buildings of local heritage value.

4.160 The strategy favours the retention of heritage assets wherever possible, including the careful assessment of designated listed and identified 'observed heritage value' buildings to include consideration of:

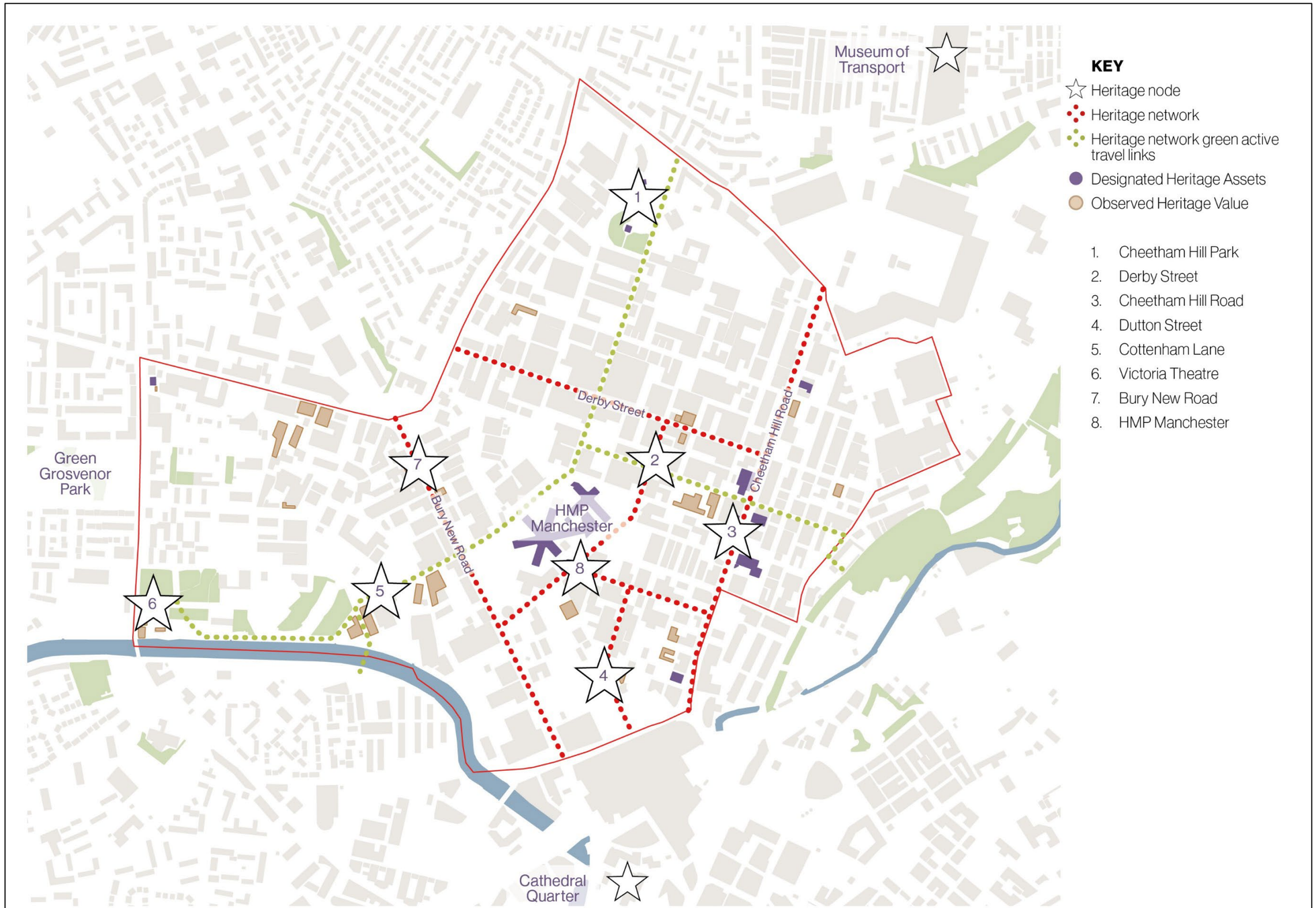
- Retain and re-use: retention of buildings in their current form to be re-used, for sustainable and long-term beneficial uses, in line with the neighbourhood guidance (subject to securing necessary permissions).
- Retain and repurpose: repurposing of buildings through appropriate internal and external alterations where necessary to support sustainable and long-term beneficial uses in line with the SRF strategy and neighbourhood guidance (subject to securing necessary permissions).
- Where clearance is considered to be the only solution based on having reached end of life without any viable prospects for retention, re-use or repurposing, the application of adaptive re-use principles should be considered.

4.161 Beyond seeking investment in the existing built heritage across the area, the SRF identifies a prospective walkable 'network of heritage assets'. Introduction of wayfinding, street-based information, 'Blue Plaque-style' signalling and promotion of walking routes would support this network contributing to the vibrancy and character of the area. The identified potential network of assets is illustrated on Figure 4.10, to include:

- **1: Cheetham Hill Park:** The park was laid out in the C19th with a Jewish hospital (since demolished) to the east, however residential development failed to take hold and was overtaken by the industrial expansion from the south. The park and its Grade II Listed bandstands have great potential for health and wellbeing but would benefit from a new residential community around it.
- **2: Derby Street:** This grouping of industrial buildings with heritage appeal lies at the heart of the late C19th grid plan. Their individual architectural qualities combine to convey a special character which is of heritage value and could provide a focus for this wider area.
- **3: Cheetham Hill Road:** This collection of high quality mid C19th public facing buildings is a powerful reminder of the once prosperous high street behind the phrase 'moving up the hill'. A recent community project entitled 'Up The Hill[10]' confirmed the social heritage value of this area. Key assets with continued public facing uses include the Derby Arms and the Holt Brewery beyond. The strategy identifies the importance of views to St. Chads tower, which could help wayfinding across the area.
- **4: Dutton Street:** Dutton Street follows a geological fault line and was depicted as a tree-lined boulevard on C18th maps of Strangeways Park. The C19th urban grains converge producing angular plots on which development has been delivered, such as the Dutton Hotel, which naturally generates activity and sense of place. Retention or reinterpretation of this node would protect a subtle link to social and geographical heritage.
- **5: Cottenham Lane:** This grouping of industrial heritage stands on the high ground which was once on the south back of the River Irwell prior to the creation of the Anaconda cut. To the north was the site of St Simon Church sketched by LS Lowry just before its demolition. This is an important heritage node, with successful businesses such as Private White V.C which has been operational as a clothing manufacturer in the area since the early 20th Century, having previously been a wire works since the building's construction in the 1850s. It now boasts a significant archive and continued presence designing, producing and selling high-end men's attire, which should be retained, enhanced and redefined to reinvigorate a sense of place.
- **6: Victoria Theatre Cluster:** This cluster of heritage buildings around the bridge head centre around the Grade II listed Victoria Theatre and adjoining former public house. This cluster could be enhanced to form a gateway to the Cambridge area. Efforts by the local community to bring the theatre back into public use are widely supported.
- **7: Bury New Road:** Bury New Road follows the line of the Roman road to Ribchester. A fragmented grouping of C19th institutional, residential and industrial buildings is a faint reminder of the working-class origins of the area that inspired the writings of Engels. A local group called the 'Bury New Road Project' have identified and catalogued the social heritage of this area. The heritage assets would benefit from selective retention, sensitive infill and public facing uses to revitalise the special character of this area.

[10] https://www.royalexchange.co.uk/project/cheetham-hill-audio-stories/

Figure 4.14: Potential Network of Heritage Clusters



Neighbourhood Principles

Introduction to Neighbourhoods

5.1 The spatial framework layers presented in the previous section combine to form a comprehensive strategy for the area – illustrated in Figure 5.1.

5.2 In order to articulate this strategy, including identification of design and development principles, the SRF area has been divided into seven neighbourhoods.

5.3 Collectively these neighbourhoods combine to create a coherent, vibrant and positive extension of the city centre, which will be nationally significant and that will help meet the city's strategic housing and economic objectives.

5.4 The seven neighbourhoods identified are distinct in their existing character and their future contribution to this place. These neighbourhoods, whose boundaries are illustrated in Figure 5.2, are:

- HMP Manchester & Jury Street: A catalytic neighbourhood at the heart of the SRF. Home of the existing HMP Manchester with potential for long term change.
- Derby Street: An intensified business district, supported to ensure the long-term preservation and evolution of the business base in the area.
- Copper Park: A regional destination, multi-functional open space delivered to create positive amenity and biodiversity in response to future flood risk.
- Overbridge: Gateway to Copper Park from the city centre, an area of significant residential potential, but with important economic assets and heritage.
- Cheetham Park: A new urban-suburban residential neighbourhood, building on the heritage of the Victorian Cheetham Park and the nascent residential community around it.
- Dutton Street: The Dutton Street area is a natural extension of the city centre. Subject to the existing Great Ducie Street SRF, it is identified as residential-led mixed use area, where significant development and investment is already evident.
- Lord Street: A transitional neighbourhood, connecting the residential-led change in Dutton Street with the economic focus of Derby Street to the north, and with Red Bank and Victoria North to the east.

Figure 5.1: SRF Spatial Framework

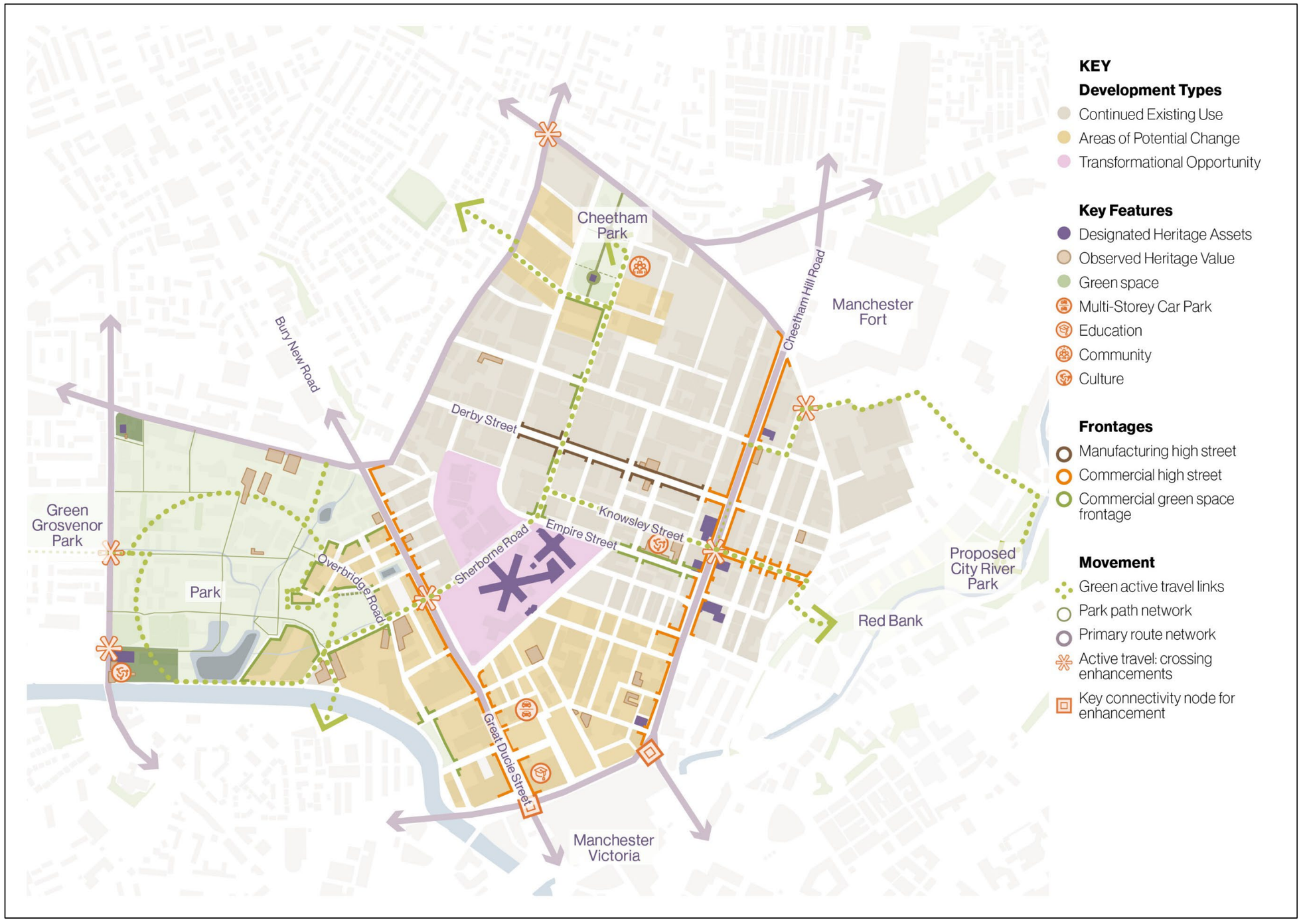


Figure 5.2: Neighbourhood Boundaries



HMP Manchester and Jury Street

5.5 The SRF has identified that the catalyst for any material change within this neighbourhood will be the relocation and closure of HMP Manchester as an operational prison. At the time of preparing the SRF, whilst there are known challenges with the prison and a need for significant investment in the fabric of the buildings, there are no plans for the facility to be relocated. Indeed, in the context of well documented challenges with prison capacity nationally, the SRF recognises that the future of HMP Manchester will only be determined as part of the government's consideration of the wider the prison estate across England and Wales. This will take time to realise.

5.6 However, the ultimate closure of the prison remains a strategic priority for Manchester City Council as it is considered a barrier to growth, given the unquestionable long-term potential of this area to support wider city centre and sub-regional economic, housing and place priorities.

5.7 In the event of the closure of HMP Manchester, the SRF notes a long-term opportunity to create a new neighbourhood incorporating the adjacent Jury Street area to the west of the prison, itself a vital gateway location for the city centre. The future of this area is intrinsically tied to the long-term fate of the prison, whose continued presence precludes significant investment or wholescale development of the area. For that reason, the SRF considers the prison estate and the Jury Street area as one neighbourhood.

5.8 The opportunity here is not without challenges, which is why any future strategy for change would need to be supported by a comprehensive plan for the area.. It is recognised that the prison itself includes several listed buildings and structures, for which re-use will need to be explored. In addition, the flood risk analysis has identified that flood risk is present within part of the area along Bury New Road, once climate change is factored into the modelling. The Jury Street area additionally has complex land ownerships, and the level change between Jury Street and the prison grounds will present a further challenge in the future if the 8-hectare prison site is to be successfully integrated into the wider urban landscape.

5.9 Given the ultimate potential of this area will only be realised alongside decision making associated with HMP Manchester the SRF anticipates limited change in the area in the medium term.

5.10 The SRF neighbourhood guidance is therefore considered in two phases:

- Immediate to Medium Term: Assumed to be a period covering the next 10-15 years, reflecting the time anticipated in relation to prison relocation decision making and implementation, and broadly aligned with the MCC Local Plan period.
- Long Term – Assumed to be 15 years plus, reflecting the long-term ambition around the potential prison closure.

5.11 In the event that decision making associated with HMP Manchester results in a closure of the prison within the 10–15-year timeframe, comprehensive planning for change within this area could be captured as part of MCC review of the Local Plan.

Immediate to Medium Term Neighbourhood Guidance:

5.12 As illustrated on Figure 5.3, for the reasons set out above it is recognised that this neighbourhood will see:

- Continued operation of HMP Manchester until (and if) a decision is made for closure. No material changes to the prison estate and operation are anticipated in the interim period, including continued use of the frontage site for car parking.
- Continued employment focus of the balancing neighbourhood area around Jury Street.

Land Use Strategy

- No change is anticipated to the existing land use of the neighbourhood in advance of any decision making regarding the prison, and if appropriate its relocation. The area is anticipated to retain an employment focus over the next plan period.
- Noting the future flood risk, when climate change is taken into account, will impact parts of the neighbourhood fronting onto Bury New Road, the SRF notes opportunities for continued commercial uses at ground floor across the neighbourhood.

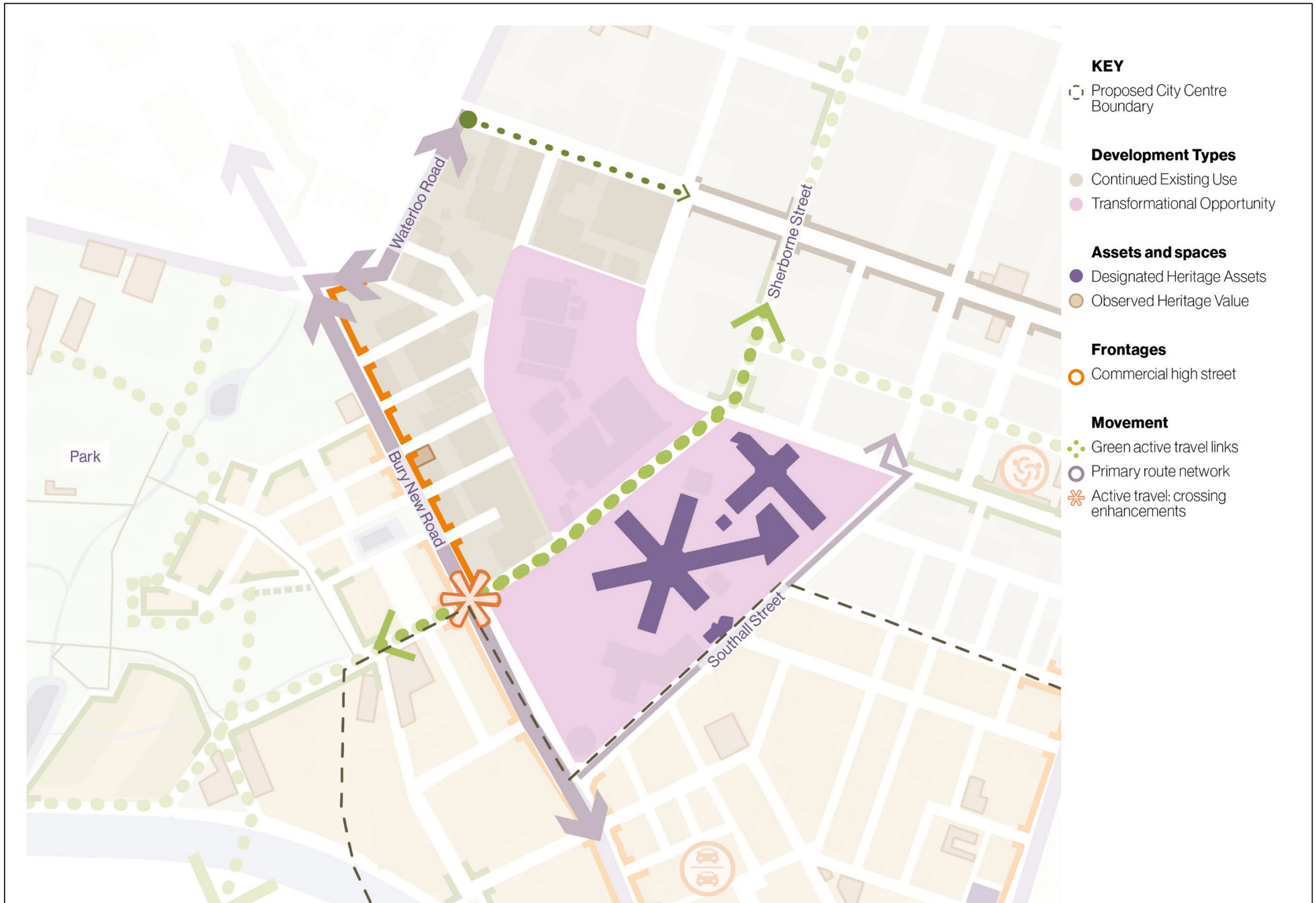
Approach to Scale and Massing

- Given the SRF does not anticipate wholescale or material redevelopment within the neighbourhood, any development proposals coming forward would be anticipated to be in keeping with the existing scale and massing of the area, and with regard to nearby and adjacent heritage.

Streets and Movement

- The SRF promotes the opportunity for any new development to respect the existing and historic street pattern as much as possible, ensuring legibility with the street network across Bury New Road, connecting into the new park environment, retaining character, and minimising impact on utilities and carbon impact of development where possible.

Figure 5.3: HMP Manchester and Jury Street Strategy Diagram (HMP Manchester remains)



Long Term Neighbourhood Guidance:

5.13 Subject to preparation of comprehensive plans for the neighbourhood and alignment with future planning policy, and as illustrated at Figure 5.4, the SRF identifies the potential and opportunity for:

- The creation of a new high-quality neighbourhood adjacent to an extended city centre.
- Re-use of the existing listed prison buildings, including for commercial and visitor uses.
- Exploration of removal of prison wall infrastructure, subject to securing listed building consent, to create an open and welcoming environment supporting the re-use of retained buildings, creating amenity for on-site users and visitors to the area, and integrated into the wider network of open space and anticipated across the area.
- A positive response to future flood risk, including accommodation of floodable ground floors within any new buildings constructed in areas at risk.

Land Use Strategy

5.14 With potential for:

- Re-use of listed prison buildings to include innovation and economic uses, including learning and workspace to support wider economic growth strategy including high value sector alignment. Opportunity to celebrate the past through the integration of a museum/visitor attraction and/or cultural uses.
- Opportunity to connect this re-imagined prison complex with the established employment area to the north in Derby Street, including new high quality commercial uses as the principal land use across the plateau.
- A strong development frontage to Bury New Road that responds to the newly created park to the west and provides activated ground floors to contribute to a vibrant 'high street' character on both sides of Bury New Road, including employment and amenity spaces to support a wider mix of uses and a positive experience on approach to the city centre.

Approach to Scale and Massing

5.15 With potential for:

- Careful management of building heights as the urban environment extends beyond city centre into city fringe, and the suburban area beyond.
- Opportunity for some buildings of height, recognising the level change associated with the plateau, whilst ensuring that the character of Bury New Road is protected alongside retained heritage assets.

Streets and Movement

5.16 With potential for:

- The delivery of an ecology corridor along the fault line where level change is most severe, as a linear green space, along with the opportunity for enhanced pedestrian connectivity
- Improvements to the Bury New Road corridor to create a more positive environment for all users, including active travel infrastructure, street furniture including lighting, crossing points connecting to the park, and planting as appropriate – any proposals would need to be respond to the improvements planned for this radial route in the late 2020s.
- New development to respect the existing and historic street pattern as much as possible, ensuring legibility with the street network across Bury New Road, connecting into the new park environment, retaining character, and minimising impact on utilities and carbon impact of development where possible.
- Continuation of Empire Street and historic grid pattern into the plateau area of the prison if redeveloped, to create character, legibility and integration with the wider urban area.

Figure 5.4: HMP Manchester and Jury Street Strategy Diagram (HMP Manchester closes)



Derby Street

5.17 The Derby Street-Broughton Street axis will redouble its role as the heart of the urban economy in Strangeways, delivering new purpose-built and retrofitted space that meets the needs of both 'traditional' and 'new' occupiers.

5.18 The pioneering of new space typologies can leverage greater outcomes from existing land assets to reinforce the wholesale cluster - providing space for business relocations as other sites are repurposed.

5.19 A mix of small and medium sized light industrial and warehouse spaces will provide a home for future wholesaling, production, making and creation activity across a range of sectors that are not otherwise catered for in the city. Through innovation, including stacked typologies, there will be opportunities to deliver 'lighter' uses on upper floors such as workshops, studios and flexible offices – encouraging a greater range of activities and an increase in commercial floorspace.

5.20 Making more of the Derby Street 'high street' character, more active 'front doors' can be promoted – from visitor experiences at Holts Brewery through to visible activity linked to making and showcasing local products.

Neighbourhood Guidance

5.21 As illustrated on Figure 5.5, the key design principles for the neighbourhood include:

- Promotion of intensification of existing business uses through infill development and full re-use of existing premises to attract more activity to the area. In the longer term the delivery of intensified forms of commercial space, such as stacked industrial (see below), will enable a greater density of business activity.
- Create a working 'high street' condition along Derby Street itself to support a more vibrant and organised street environment, including accommodation of active travel routes and servicing to support uses along this corridor.
- Strong connectivity to adjacent Red Bank and wider Victoria North neighbourhoods – including enhanced pedestrian routes between the areas.
- Improve street legibility and design to accommodate space for formal on-street servicing without compromising the appearance or useability of the streets, including the introduction of formal parking areas, active travel and SUDs infrastructure across the neighbourhood.
- Intervention in the Cheetham Hill corridor, working alongside MCC Highways and TfGM and their long-term aspirations for this radial, to create a more positive environment for all users, including active travel infrastructure, street furniture and planting as appropriate.
- Infill development potential along Cheetham Hill corridor to ensure vibrancy in frontage of key gateway into city centre and Victoria North.
- Retention and celebration of key heritage assets across the area, attracting visitors and enabling community access wherever possible.

Figure 5.5: Derby Street Strategy Diagram



Land Use Strategy

5.22 With potential for:

- Employment development, envisaged through either intensification within the existing built environment where plots are vacant or underutilised, or through redevelopment of existing premises.
- Promotion of intensification of existing business uses through infill development and full re-use of existing premises to attract more activity to the area. In the longer term the delivery of intensified forms of commercial space, such as stacked industrial (as illustrated on Figure 5.6 – 5.8) will enable a greater density of business activity. Figure 5.6 illustrates a vertically co-located light industry structure (small and medium units), Figure 5.7 illustrates vertically co-located light industry (small and medium units), and Figure 5.8 illustrates a cluster of businesses around a shared operational yard space.
- Knowsley Street (east of Cheetham Hill Road) is a key corridor connecting the Derby Street neighbourhood, Cheetham Hill Road and the wider SRF area with the new residential-led Red Bank neighbourhood to the east, within the Victoria North regeneration area., It could prosper with a local 'high street' character, reflected in the ground floor active uses including workspace, with retail uses providing amenity for residents living in the wider area.

Approach to Scale and Massing

5.23 With potential for:

- Townscape of any infill development across the employment focused areas of the neighbourhood in line with the current height and massing of the area, retaining the character of the area and recognising the need to manage heights given the proximity to suburban areas of the city to the north and west. This is especially important in areas of recognised heritage – including clusters along and off Cheetham Hill Road.

Streets and Movement

5.24 With potential for:

- Improved street legibility and design to accommodate space for formal on-street servicing without compromising the appearance or useability of the streets, including introduction of formal parking areas, active travel and SUDs infrastructure across the neighbourhood.
- Enhancement of active travel routing through the area – including the priority corridors of Sherborne Street to connect Cheetham Park with Copper Park and the River Irwell, and to Red Bank and Sand Hills Park and future Metrolink to the east and north-east.
- Intervention in the Cheetham Hill corridor to create a more positive environment for all users, including traffic calming, active travel infrastructure, and street furniture and planting as appropriate.
- A transformative intervention to fully or part pedestrianise the east end of Empire Street to support the plans of Joseph Holt Brewery to expand their operations and create a tap room and visitor attraction.

Figure 5.6: Stacked co-located light industry

Small to medium sized industrial units stacked vertically. Ground floor units have access to a shared service yard. Upper-level units are accessed via goods lifts with lobbies off the shared service yard.

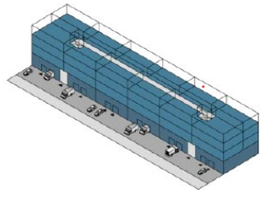


Figure 5.7: Vertically co-located light industry (small and medium units)

A group of small, stackable units attached to a larger, light industrial building that is ground dependent adjacent to a loading area that accommodates frequent HGV movements.

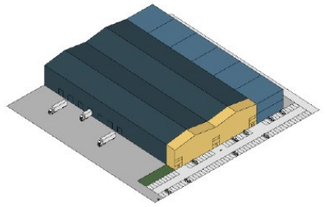
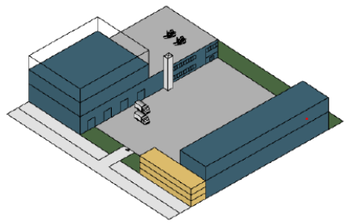


Figure 5.8: Small-medium operational shared yard

Medium light-industrial units with shared central operational yard space. Operational yard space is central to business operations. Typically uses are stand-alone with secure perimeter.



Copper Park

5.25 Copper Park has the potential to be a sub-regional destination and attractor of visitors. It could be multi-functional: providing new amenity, play and recreation space to local residents and visitors from further afield.

5.26 The proposed park has the potential to be strongly connected to the adjacent existing Green Grosvenor Park and could benefit from the same quality of management and wayfinding, to ensure it is perceived and experienced as a coherent amenity offer in this context.

5.27 Copper Park will seamlessly connect with the proposed Irwell River Park. The SRF aims to integrate Copper Park into the broader urban area through active travel routes. The park would offer sports, play and wellness, and opportunities for large scale cultural events along with nature-based experiences, making it a key local amenity area.

5.28 The park represents a significant opportunity to enhance biodiversity – an opportunity to introduce new habitats and promote nature recovery, including wetland and wildlife corridors. These habitats would celebrate water and be multi-functional in nature, thereby re-naturalising water management, including facilitating surface water runoff, attenuation and connection with the River Irwell.

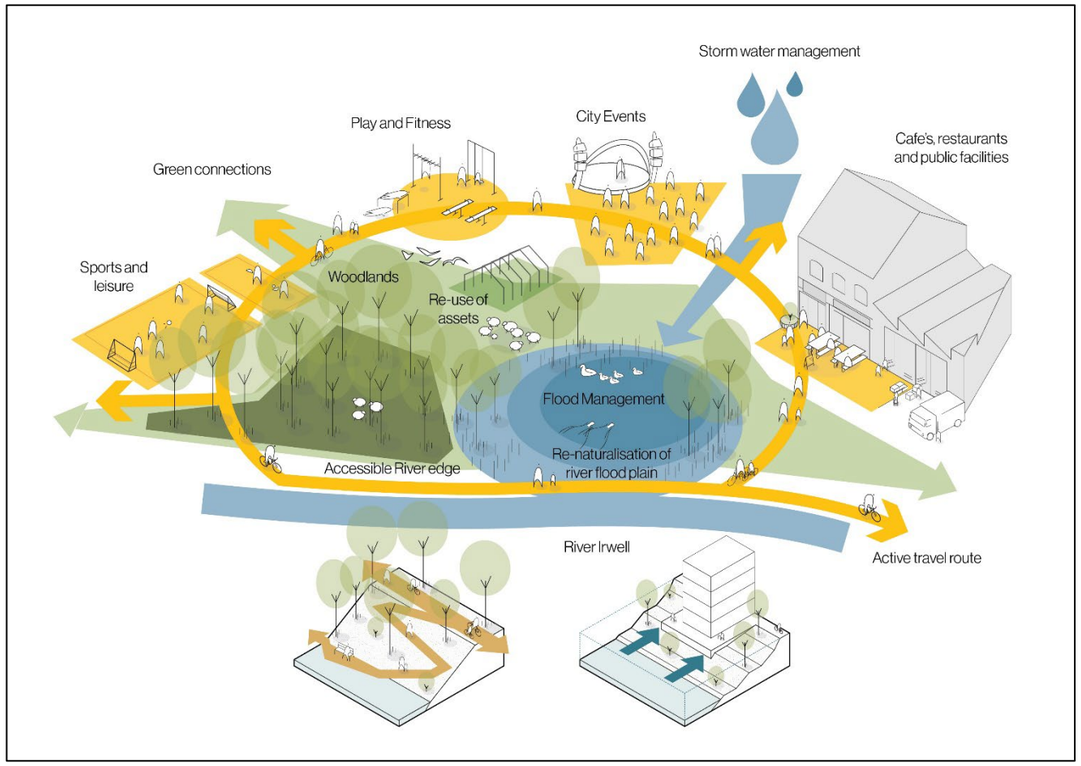
5.29 To be delivered over time, it will be a well-designed and well-managed patchwork of landscape typologies. The park will connect with its heritage by the adaptive re-use of existing built structures and street materials to create positive spaces for people to use.

5.30 A reimagined Victoria Theatre and an expanded Private White innovation, learning and visitor hub, as key cultural and economic heritage assets will 'bookend' the river corridor and underpin the character of this exciting new asset for the city centre.

5.31 The vision for Copper Park is illustrated conceptually within Figure 5.9, showing the range of functions and activities that could be captured, in line with the vision articulated.

5.32 A park in this location has the potential to align with the Greater Manchester Local Nature Recovery Strategy – being located within the river valley, and a location where nature can be improved. More detailed design of the park should reference this emerging work.

Figure 5.9: Copper Park Concept Plan



Neighbourhood Guidance

5.33 Subject to more detailed design work to be progressed in relation to the park, and as illustrated on Figure 5.10, the SRF identifies the potential for:

- Delivery of strategic open space as a positive response to the future flood risk identified across the area, to be delivered over time to allow for incremental change across the area as the land becomes available for re-naturalisation.
- Strategic open space to be designed to be explicitly multi-functional to maximise its amenity and positive benefits to the wider community and environment, including attracting visitors and investment to the area, and maximising biodiversity within sacrificial flood areas.
- A park which forms a key part of the wider active travel network – connecting and creating key routes between Salford and Manchester, facilitating healthy movement for resident communities to access jobs and amenity. This will include the creation of a linear walkway along the River Irwell's northern bank.
- The positive incorporation of retained building structures into the park through use as amenity space and to accommodate sports and recreation activities, and where not possible the maximised re-use of materials to minimise environmental impact of delivery.
- Celebration and activation of heritage context on the periphery of the park as key gateways and defining character areas – including Victoria Theatre and Private White V.C.
- Strong interface with the existing community to the west and north – through appropriate location of access points, high quality and safe crossings, signing and information, and sensitive location of more impactful functions within the park (e.g. sports).
- Accommodation of attenuation areas connected into proposed strategic SUDs network, providing a natural location for run-off and water storage.
- Creation of significant urban heat island and pollution mitigation.
- Landscaping and planting strategy to be designed alongside management strategy to ensure robust measures in relation to water, lighting, other utilities, and sufficient consideration to long term management obligations.
- Management strategy to be developed, including adjacent neighbourhoods within SRF boundary. This would need to include engagement with partners, including the Environment Agency and United Utilities, to establish an appropriate approach to estate charging and maximisation of revenue generation to ensure the park is maintained to an appropriate standard in perpetuity.
- The early establishment of an ecological survey and assessment through a Biodiversity Net Gain (BNG) process would help to define character areas and their quality. This is an important baseline and would support the development of more detailed design principles, as well as informing planning strategy.

Figure 5.10: Copper Park Strategy Diagram



Land Use Strategy

5.34 The Copper Park neighbourhood will be an almost exclusively open space area – with the only built form being buildings and structures that are retained for heritage or recreational / amenity purposes. No development of buildings is anticipated within the area, although there will be delivery of spaces of hard standing, sports and recreation facilities and play spaces as part of the park development.

5.35 Whilst more detailed design for the park will be progressed in the future, in consultation with local residents, the SRF sets out an indicative structure of the area. This is illustrated on Figure 5.11 and Figure 5.12 and includes the identification of indicative character areas across the park.

5.36 The character areas are defined to ensure there is a logic to the layout and delivery strategy for the park. Consideration has been given to how the character areas interface with each other, and with adjacent retained and proposed future land uses. The character areas reflect the need to balance the functional nature of the park in response to the flood risk identified, against the introduction of attractive and valuable amenity space.

5.37 More detailed guidance reflecting the character areas includes:

Dedicated SUDs Infrastructure:

5.38 SUDs infrastructure will connect into a wider network of routes across the SRF area, feeding into bio-retention reservoirs within the park environment. This network will be delivered through the carving of two naturalistic brooks to move water from the wider SUDs network into the park. This type of character area can:

- Celebrate water by channelling it positively through the park space;
- Enable storm water management and alleviate pressures in the local Victorian sewer network; and
- Boost biodiversity within the water channels and storage areas.

Floodable Nature Reserve:

5.39 A new city centre nature reserve could be created at Copper Park, including lower areas of floodable land within the area. This type of character area can include:

- Nature trails for close to nature experiences for visitors, with signage and information boards;
- Human and dog exclusion zones for wildlife and areas of explicit biodiversity; and
- Education and visitor information provision aligned with planting, wildlife, and biodiversity across the area.

5.40 The production of a Landscape Maintenance and Management Plan as part of the detailed design of Copper Park should consider how the possibility of invasive plant species, as seen along the river corridor, will be managed to stop their encroachment into the nature reserve.

Woodland:

5.41 Areas of retained and newly planted woodland to add richness and diversity into open space created across the neighbourhood. The density of the woodland design and management can also consider sightlines, openness, views, light and safety. This type of character area can include:

- Areas of existing woodland to be retained and enhanced;
- The creation of woodland trails and experiences for cycling, walking and wider recreation;
- Tree-top trails for canopy immersion, visitor experiences, and to create views over Salford and Manchester; and
- Ecological hotspots to be created and protected to ensure refuge for wildlife, including the potential to accommodate a variety of birdlife known to be attracted to the River Irwell corridor. A future design stage will seek to survey the existing fauna and identify which species to target to be attracted to the park.

5.42 Where there are open glades and nearby meadow grasslands, these will also add biodiversity value of a different character, and an appropriate mowing regime will be considered. This should be integrated into a Landscape Maintenance and Management Plan for the area.

Sport, Play and Fitness:

5.43 Delivery of the full ambition for this area could also include the establishment of new active travel corridors to connect into wider routing across the SRF and beyond, alongside the provision of leisure and recreational amenities to support the existing and future community across Salford, the city centre, and visitors. This could include dedicated sports, play and fitness provision – including paid and free to access provision, supporting a range of users. This type of character area can include:

- Accessible play provision for all age groups, in well-lit and safe locations with passive surveillance from adjacent uses;
- Woodland play parks, adventure cycle routes, bird hides, sensory trails and other nature based healthy activities;
- Accessible nature based trim trails and fitness stations with loops for all ages, in well-lit and safe locations with passive surveillance from adjacent uses;
- Maintained open grass areas for mixed use recreation; and
- Spaces in tranquil settings for relaxed activities.

Open Parkland and Event Space:

5.44 The northern area of the park is envisaged as open parkland with heritage assets standing as high quality and historic foils in the landscape forming gateways to the park, and with open nature ensuring views for new residential development to the east. The urban context for the park can be celebrated and visitors attracted through event space created. This type of character area can include:

- Areas of native grassland with mown paths and networks;
- Dedicated areas for dog users;
- Unprogrammed and flexible space;
- Adaptable events spaces and supporting utilities provision;
- Access to key movement corridors to support events; and
- Strong frontage to Broughton Lane and Bury New Road to include quality planting, clear access points, signage and wayfinding for the wider park environment.

Urban Interface:

5.45 The eastern edge of Copper Park is contained by the Overbridge neighbourhood which highlights an opportunity to create an urban gateway and commercial entrance to the park this type of space may include:

- Areas of flood resilient hardscaping forming an urban square;
- Strong frontage to Sherborne Road and Overbridge Road to include quality planting, clear access points, signage and wayfinding for the wider park environment; and
- Space for arrival and lingering with commercial edges for visitors to spend time.

Figure 5.11: Park Character Area Precedent Images

1. Dedicated SUDS infrastructure



2. Floodable Nature Reserve



3. Woodland



4. Sport. Play and Fitness



5. Open Parkland



6. Urban Interface



Figure 5.12: Copper Park Character Areas



Approach to Scale and Massing

5.46 Given the largely open space nature of the Copper Park neighbourhood, with no development supported in the area, limited guidance is included in relation to scale and massing beyond that relating to structures that are anticipated to remain.

5.47 Adjacent to the park, to the east, a development edge is anticipated in areas of less than 1m flood risk – within the Dutton Street and Overbridge neighbourhoods on the west side of Bury New Road / Great Ducie Street, and HMP Manchester & Jury Street to the east of Bury New Road.

5.48 In these locations regard has been given to appropriate heights – reflecting the need to temper heights from city centre context down to suburban context moving along Bury New Road but acknowledging the value in views across and surveillance for the park environment. Locations where greater intensity would be supported in this context to create strong frontages and interface with the park as an amenity space are identified.

5.49 The strategy further recognises the importance of:

- Historic gateways – creating key entrances to the park, and key anchors for amenity within the park – including Victoria Theatre, Private White V.C. and adjacent buildings, 122 Clowes Street, and the cluster of brick-built mill-style buildings off Broughton Lane.
- Re-purposed heritage assets – possible retention of some 'interesting' building structures across the park could provide frames for future park amenity and the delivery of cultural attractions.
- Buildings framing the park – identifying new development areas, in neighbourhoods outside of Copper Park, in which buildings are desired to have strong engagement with the park including direct frontage and views over the park – with ground floor strategies to ensure strong interface with the park in line with agreed development in flood risk parameters established with the Environment Agency.

Streets and Movement

5.50 No vehicular routes are anticipated across the Copper Park area, bar for servicing, although some existing routes should be considered to be retained based on existing utilities corridors, and the potential to re-use materials / minimise impact of delivery.

5.51 The delivery of the park in phases over time will require some routes to be retained to continue to serve existing residents and businesses that operate from the area. This is likely to focus on the retention of roads connecting north-south between Broughton Lane and Gordon Street / Cottenham Lane on an interim basis.

5.52 Broughton Lane and Great Clowes Street are important corridors along the periphery of the park to the west and north, with a section of Bury New Road forming the same function to the east. The SRF proposes strong frontage to the park from the west along Bury New Road, with a more modest frontage along Broughton Lane and Great Clowes Street.

5.53 Investment in these corridors to ensure a high-quality pedestrian and cycle environment are considered key given both are primary routes and areas of bus connectivity to support the park in the future.

5.54 Parking provision to support the park should be concentrated in areas of proposed amenity, including the Victoria Theatre, and along the primary routes as on-street parking. Parking provision will recognise, the strong connectivity and central / urban nature of the park and the opportunity to promote active travel connections to and through the park. As the park will be delivered over a relatively long period of time, the context of the park will change, and the parking provision will reflect the level of accessibility of the park as it is delivered.

5.55 Key active travel routes to the park include Sherbourne Street – connecting to Cheetham Park in the north-east of the SRF area. Enhancing crossing over Bury New Road to ensure the direct continuation of this corridor into the park will be key.

5.56 The continuation of this route through the park to connect with the community to the west supports the need for enhanced crossing infrastructure between Gordon Street and Harrison Street, over Great Clowes Street, should create strong linkages to Green Grosvenor Park and the proposed Irwell River Park.

5.57 Given the important future amenity function of the Victoria Theatre heritage cluster and continued linkages through to a river walkway, improved crossings should also be considered over Great Clowes Street in this location.

5.58 Key movement strategy components for the Copper Park neighbourhood area are illustrated on Figure 5.12, as summarised above.

Figure 5.12: Copper Park Movement Network



Overbridge

5.59 Overbridge will be a new neighbourhood connecting the city centre expansion coming forward in the Dutton Street neighbourhood with the emerging Copper Park. At its southern end the neighbourhood will sit within the new city centre boundary, whilst at its northern end it interfaces directly with the new park.

Neighbourhood Guidance

5.60 As illustrated on Figure 5.13, the key design principles for the neighbourhood include:

- Creation of strong gateways and arrivals into Copper Park, including through the continuation of the Sherborne Street active route.
- Retention and continued contribution of recognised heritage assets – to include recognition of Private White V.C. as a significant asset and point of significant economic innovation. All buildings to be explored for re-use before redevelopment in line with SRF principles including Private White's proposed expansion to the west of the site.
- New development to respect existing street pattern and network as much as possible to retain character, minimise impact on utilities, and ensure minimum environmental impact of construction through potential to retain existing structures and materials where possible.
- Development opportunity on river frontage, subject to flood risk assessment, to be delivered sensitively given existing tree and habitat coverage to minimise BNG impact.
- Opportunity for new development and building re-use to accommodate commercial uses at ground floor and a combination of residential and employment uses above, in response to flood risk and 1m flood tolerance agreed with the Environment Agency for employment activities.
- Creation of development frontage along Copper Park to include high quality development both adjacent to and within the park environment, facilitating active ground floor uses that can appropriately 'spill-out' and activate the park environment and provide amenity for all park users.
- Opportunity to deliver taller buildings in key locations to interface with the park and river corridors, to ensure positive surveillance and create value.
- Intervention in the Bury New Road corridor to create a more positive environment for all users, including active travel infrastructure, and street furniture and planting as appropriate.
- Consolidation of active frontages along Bury New Road to strengthen its position as a 'high street' and amenity corridor for the wider neighbourhood.

Land Use Strategy

5.61 With potential for:

- City-centre uses in development blocks subject to the expansion of the city centre boundary via the MCC Local Plan adoption process.
- A residential-led development proposition around the park – reflecting the need for natural surveillance and activation of the neighbourhood immediately adjacent to the new park environment.
- Ground floor commercial strategy in response to climate change flood risk analysis, and the opportunity to accommodate new business activity close to the city centre in a range of workspace typologies.
- Park frontage commercial uses to include food and drink uses where spill-out is supported into the park environment, and alongside Bury New Road where retail should also be concentrated.
- A key cultural and economic heritage asset, potentially through the expansion of Private White as a new innovation, learning and visitor hub.

Approach to Scale and Massing

5.62 With potential for:

- Careful management of building heights as the urban environment extends beyond city centre into city fringe, and the suburban area beyond.
- Building heights up to circa 15 storeys across the majority of the neighbourhood including those locations with park and water frontage, with heights up to circa 5 storeys anticipated in areas where greater building retention is anticipated – including the need to respect and have regard to heritage assets.

Streets and Movement

5.63 With potential for:

- Sherborne Street, running into Copper Park from Cheetham Park in the north-east, to be a critical active travel corridor through the area. The design and delivery of a suitable crossing on Bury New Road to enable this corridor to connect into and through Overbridge will be critical.
- Rugby Street and Sherborne Street West to function as key 'blue streets' within the road network into which tributary blue streets flow – connecting into attenuation ponds within the park.
- Bury New Road is an important corridor which acts as the perimeter of the neighbourhood, and connector into the wider SRF and city centre. The SRF movement strategy has documented the required treatment to this key road as a 'high street' – to include, where possible, wider footways, cycle infrastructure, on-street parking, active frontages, spill-out areas and bus provision providing public transport connectivity to the city centre.

Figure 5.13: Overbridge Strategy Diagram



Cheetham Park

5.64 Cheetham Park provides the setting to reimagine the northern corner of the SRF area into a new residential neighbourhood framed around the enhanced historic park. It includes opportunity for:

- Ensuring a diversified housing offer through medium density development that includes family housing will support a wide range of people to live in the area, and help to create a better physical connection with the wider Cheetham neighbourhood to the north.
- Creating a more positive edge to the park itself will improve its safety and utility. Reimagining surrounding buildings or sites to deliver community space will create a better offer for residents, and also open up the possibility of removing built structures in the park over the long term – thereby improving the greenspace/leisure offer.

5.65 The SRF positions Cheetham Park as the 'green heart' to the neighbourhood supporting both the existing residential community and those who will live in the new homes envisaged in this SRF.

5.66 Whilst the park is already undergoing various improvements in 2024/25 via grant funding, the SRF looks further into the future and the possibility for further renovation improvements. Sherborne Street will be re-purposed as an active travel route ultimately connecting to Copper Park.

5.67 Allison Street has the potential to be closed to vehicular traffic enabling spill-out into an area connecting directly into the south of the park. The green street grid branching off from Cheetham Park has the potential to seamlessly integrate with the surrounding urban fabric, promoting active travel and connectivity throughout the area.

5.68 Whilst in private ownership, the existing Allison St industrial buildings are identified as important. The buildings provide frontage to the southern end of the park and, with the potential to create a car free street between the two, are identified as a key location for potential activation and commercial use.

Neighbourhood Guidance

5.69 As illustrated on Figure 5.14, the key design principles for the neighbourhood include:

- Retention and continued contribution of recognised heritage assets – to include material investment in Cheetham Park to bring it to life at the heart of a new residential-led neighbourhood. Investment to focus on historic assets within the park, but also prioritise park entrances and perimeters to activate and enhance the park and create vibrant, engaging frontages.
- Creation of development frontage along Cheetham Park to the east and west to include high quality development adjacent to the park environment, including active frontages and natural surveillance of the area. This should include alignment of block orientation to create new streets and strengthen edges towards the park and the Waterloo Road frontage.
- Modest scale of development in the area, acknowledging wider suburban housing context and historic context of the park at the heart of the neighbourhood.

Land Use Strategy

5.70 With potential for:

- Diversification of land uses to encourage residential development in the area – responding to wider residential context to north and east, relatively poor-quality nature of existing employment uses, and the need for positive activation around the historic park.
- Notable opportunity to deliver houses as well as apartments given the wider context of the neighbourhood, including its direct interface with suburban housing areas to the north-west and north-east.
- Introduction of a 'commercial hub' at the south of the park within underutilised buildings along Allison Street – which may have the potential to accommodate existing uses within the park and enhancing localised amenity along a pedestrianised Allison Street.

Approach to Scale and Massing

5.71 With potential for:

- Building heights of no more than 5 storeys, feathering into this lower rise context to the north, reflecting the context of adjacent neighbourhoods including suburban housing to the north-west and north-east, retained scale across the Derby Street neighbourhood through contextual infill, and the need to ensure long term prominence of the park.

Streets and Movement

5.72 With potential for:

- Investment within the street environment around the park, to prioritise pedestrians and active travel within safe streets which are positively overlooked, and which facilitate localised movement patterns enabling more people to access and enjoy the park.
- Integration of SUDs infrastructure throughout the area connected into primary routes to attenuation in the south.

Figure 5.14: Cheetham Park Strategy Diagram



Dutton Street

5.73 The Great Ducie Street SRF established a vision for this area of the city – envisioning the creation of a mixed-use neighbourhood with a strong sense of place and community. It clearly identified the potential for this area to be one of the most prominent opportunities to support the continued growth and enhanced productivity of the city.

5.74 This included an opportunity to increase density to something which is commensurate to the scale of development in the city centre, and the support for more residential development in the area to contribute to ensuring a balanced housing supply across the city centre.

5.75 The Great Ducie Street SRF and Former Boddingtons Brewery Site SRF (and Addendum) documents, both approved by MCC, remain relevant, in place and material considerations for planning applications being considered within their respective boundaries.

5.76 Where appropriate and relevant, the Strangeways and Cambridge SRF provides an update to the guidance included within the Great Ducie Street SRF and Former Boddingtons Brewery Site SRF (and Addendum), including with regard to street function and movement, and car parking provision. The following is noted and captured within the remainder of this section in this context:

- Flood risk**:** The Strangeways and Cambridge SRF has included detailed analysis of flood risk engagement with the Environment Agency and is supported by a Development Flood Risk Management Proposals & Justification Report It provides more detailed agreed strategy in relation to flood risk mitigation and development response to flood risk – reflecting the latest guidance including accommodating climate change into flood scenarios.
- Movement: The proposed street hierarchy in the Great Ducie Street SRF has been updated to connect into the wider consideration of the street typologies and movement strategy of this Strangeways and Cambridge SRF, and to reflect the TfGM Streets for All Design Guide. This includes a finer grain of Neighbourhood Streets in the area, and an active travel strategy which provides more permeable routes through the wider SRF, along with supporting infrastructure across the SRF. Car parking has similarly been considered on a more holistic basis across the Strangeways and Cambridge area, although the provision for a new Mobility Hub including car parking, is still proposed in the southern end of the Strangeways and Cambridge SRF, which reflects what was set out in the Great Ducie Street SRF.
- Land Use: Whilst the Strangeways and Cambridge SRF is consistent with the principles of land use mix captured within the previous SRF documents, the guidance reflects an up-to-date consideration of market context and drivers, as well as the development pipeline in the city centre and city fringe, including the proposed expansion of the city centre boundary.
- Heritage: The Cambridge and Strangeways SRF captures a more granular consideration of heritage and character than the previous SRFs – including the explicit identification of heritage assets beyond designated listed buildings, and principles around adaptive re-use of buildings.

5.77 The Strangeways and Cambridge SRF vison for Dutton Street – as the majority area of the Great Ducie Street SRF area – builds on this sense of the area being part of Manchester City Centre in the future. It focuses on the importance of the Great Ducie Street corridor as a key gateway to the city centre, and the role for development and investment in Dutton Street to support bringing this area to life in a positive way. This is therefore considered a good location for any prospective mobility hub in Strangeways.

5.78 With its wider geographical remit, the Strangeways and Cambridge SRF vision for the area acknowledges the need to transition this city centre context into nearby suburban areas. It also reemphasises the importance of a continued economic contribution of development across the area – supporting business retention and ensuring quality and accessible job creation for residents in the future.

Neighbourhood Guidance

6.1 As illustrated on Figure 5.15, the key design principles for the neighbourhood include:

- Additional investment to build on the development delivered as part of the Great Ducie Street SRF (c. 960 homes onsite and consented).
- The evolution of the Great Ducie Street corridor to be an active city centre mixed use area, including more residents and new workspace within a vibrant quality setting.
- Strong development frontage along Great Ducie Street and Trinity Way and along Cheetham Hill Road – creating safe and activated spaces supporting wider street-based interventions to enhance active travel and positive spill-out where appropriate.
- Creation of strong gateways and arrivals into Copper Park, including through appropriate strong western frontage of development plots and via routes including Julia Street.
- Consolidation of active frontages along Great Ducie Street and Cheetham Hill Road to improve quality of provision and strengthen its position as a 'high street' and amenity corridor for the wider neighbourhood.
- Retention and celebration of key heritage assets across the area – ensuring they are in positive, active use enhancing community provision, attracting visitors and enabling community access wherever possible.

Figure 5.15: Dutton Street Strategy Diagram



Land Use Strategy

5.79 With potential for:

- City centre mix to be supported across the area, reflecting the proposed extension of the City Centre boundary to cover the Dutton Street neighbourhood.
- Opportunity for new development and the re-use of buildings to accommodate employment uses at ground floor, and a combination of residential and employment uses above, in response to flood risk and 1m flood tolerance agreed with the Environment Agency for employment activities.
- Strategic car parking and/or mobility hub in line with Great Ducie Street SRF recommendations.
- Retention of charitable and community uses, such as the Booth Centre.

Approach to Scale and Massing

5.80 With potential for:

- Building heights more than 15 storeys, including moments of significant height, around 30 storeys, in line with the guidance established by the Great Ducie Street SRF.
- Taller buildings in locations closer to the city centre and with views down the river corridor.
- 'Feathering' of building heights into adjacent neighbourhoods – recognising the need to transition from city centre to suburbs through the SRF geography.
- Building heights to respond to proposed retained heritage assets across the area and in adjacent neighbourhoods.

Streets and Movement

5.81 With potential for:

- Intervention in the Great Ducie Street and Cheetham Hill Road corridors to create a more positive environment for all users, including traffic calming, active travel infrastructure, and street furniture and planting as appropriate, continuous with proposed intervention in Bury New Road.
- Creation of strong gateways and arrivals into Copper Park, including through appropriate strong western frontage of development plots and via routes including Julia Street.
- Enhanced connectivity to Victoria Station and the city centre more widely via improved crossings over Trinity Way.
- Rationalisation of some street networks through comprehensive redevelopment where such intervention will simplify the structure of the place and make a more legible environment. This is particularly important between Park Street and Carnarvon Street.

Lord Street

5.82 Lord Street is an important area of transition, blending form and function from a high density 'city' character across the Dutton Street neighbourhood into the core employment offer of the Derby Street neighbourhood, and connecting the change in the SRF area with the new neighbourhood of Red Bank and Victoria North beyond.

5.83 Lord Street sits immediately adjacent to HMP Manchester and is therefore bound on one side by an imposing prison wall. Development potential in the area is heavily associated with decision making associated with the prison, alongside the progression of development of the city centre – through Dutton Street and Red Bank.

5.84 Its character is reflective of the adjacent Derby Street neighbourhood – being largely commercial in nature, housed in traditional brick buildings. It is an interesting and relatively vibrant interface between the Cheetham Hill and Great Ducie Street corridors.

5.85 There will be opportunities for new standalone workspace and repurposing of existing sites and premises underpinned by a strong employment character and use profile. The development mix also needs to reflect the need for positive interface with Red Bank.

Neighbourhood Guidance

5.86 As illustrated on Figure 5.16, the key design principles for the neighbourhood include:

- New development to respect existing street pattern and network as much as possible to retain character, minimise impact on utilities, and ensure minimum environmental impact of construction through potential to retain existing structures and materials where possible.
- Opportunity for new development and building re-use to accommodate commercial uses. Individual plot and more comprehensive phased delivery strategy to reflect the need for this area to manage the transition between residential development at scale within the Dutton Street neighbourhood and continued employment function of the Derby Street neighbourhood.
- Consolidation of active frontages along Cheetham Hill Road to improve quality of provision and strengthen its position as a 'high street' and amenity corridor for the wider neighbourhood.
- Retention and continued contribution of recognised heritage assets. All buildings to be considered for re-use before redevelopment in line with SRF principles.

Land Use Strategy

5.87 With potential for:

- An important ongoing economic function for the area, reflecting the continuing employment land designation of this area within the Local Plan; this will help to ensure residential pressure does not progress to the Derby Street neighbourhood.
- Positive interaction with residential-focused change to the south in the Dutton Street neighbourhood, and the Green Quarter and Red Bank to the east.
- Ground floor activation, activating the Cheetham Hill Road high street and Empire Street and building on the strong existing food and beverage offer. Commercial uses in these locations could also include business space or amenity retail to support the wider land uses across the area. Opportunities to create spill-out potential into the landscape led surroundings could be explored in these locations.

Approach to Scale and Massing

5.88 With potential for:

- Townscape that supports the transition in scale from taller and greater levels of intensity to the south in Dutton Street and neighbouring Green Quarter and Victoria Riverside, towards the retained townscape of Derby Street to the north and to the east of Cheetham Hill Road which is envisaged to be contextual infill.
- Building heights of around 5 storeys anticipated to 'feather' city centre scale delivery in Dutton Street and Red Bank, plus existing heights in the Green Quarter, with the retained streetscape envisaged in the Derby Street area.

Streets and Movement

5.89 With potential for:

- Focus along Cheetham Hill Road to reflect its importance as a corridor which connects communities beyond the SRF boundary to city centre. The SRF movement strategy has documented the required treatment to this key road as a 'high street' – to include wider footways, cycle infrastructure, on-street parking, active frontages, spill-out areas and bus provision providing public transport connectivity to the city centre.
- Frontages along Cheetham Hill Road with the potential to have a different function. The frontages in this location are identified as having the potential to be commercial high street in character and are anticipated to have a more traditional retail function.
- Opportunities to enhance quality pedestrian and cycle connectivity to Red Bank and Victoria North to the east to be secured wherever possible.

Figure 5.16: Lord Street Strategy Diagram



Phasing and Implementation

Overall Approach to Phasing

6.1 The SRF articulates development and investment potential across seven neighbourhoods that ultimately combine to create a vibrant and exciting extension to the city centre.

6.2 Key phasing considerations include:

- The existing momentum and delivery which is underway within the Dutton Street neighbourhood and nearby at Red Bank, introducing high quality residential-led neighbourhoods into the Strangeways area, in line with the existing Great Ducie Street SRF and generating significant development and investor interest in the immediate and short term.
- The need to secure funding and finalise resident and business relocation strategies to enable the implementation of the development response to flood risk within the Copper Park area.
- The unknown timing and outcome of decisions associated with HMP Manchester, and the impact of those decisions on the development potential across the HMP Manchester and Jury Street neighbourhood.

6.3 This framework seeks to support the logical progression of development out from the city centre along the key corridors of Great Ducie Street / Bury New Road and Cheetham Hill Road, alongside the necessary activities to unlock the major change envisaged in the Copper Park, and Cheetham Park neighbourhoods.

6.4 There is a degree of interdependency noted between the neighbourhoods, including:

- Copper Park / Overbridge – whilst the park proposals are a response to future flood risk identified across the area, the creation of strategic open space will have positive impact on adjacent development areas. The SRF identifies key development opportunities across Overbridge which includes direct frontage onto the park, and where key amenity interface is anticipated. The design and phasing of these neighbourhoods, and the management strategy to be applied, are considered critically linked.
- HMP Manchester and Jury Street / Lord Street – Although less direct than the previous examples, the SRF acknowledges an important interface between the full realisation of development potential on plots within Lord Street adjacent to HMP Manchester and decisions on the future of the prison.

Supporting Relocation of Residents and Businesses

6.5 The delivery of Copper Park will result in the need for some residents and businesses to relocate.

6.6 Fundamental to the positive management of this process is engagement with the affected parties, and understanding their requirements that will need to be accommodated.

6.7 SCC and MCC, along with key partners including Salix Homes, are committed to early engagement with impacted parties to understand the individual requirements of residents and businesses across the area.

Place Management

6.8 How places are 'managed' – by which we mean a broad array of activities including cleaning, collection of waste, maintenance of streets and public realm, management of parking, and associated enforcement activity – is an essential part of their long-term success and attractiveness. Poorly managed places fail to attract residents, businesses and investment. It is therefore essential that as the Strangeways and Cambridge area develops in the years ahead, appropriate 'place management' arrangements are implemented.

6.9 To deliver the vision for the Strangeways and Cambridge area, development across the area needs to be supported by a comprehensive approach to place management. This includes consideration of design of public realm and open space, continuity and consistency of approach to management, and ensuring robust financial arrangements are in place to ensure financial contributions in perpetuity.

6.10 Key considerations within the SRF which need to be considered in this context include arrangements for the management and maintenance associated with Copper Park and Cheetham Park – possibly including an appropriate estate charge. Such estate charge arrangements have been successfully implemented across both Manchester and Salford, and reflect the value of the amenity to the wider area and the residents of new developments.

6.11 There is an expectation that any development proposals brought forward across the SRF are supported by clear management strategies, including the demonstration of how multiple management arrangements across single neighbourhoods can ensure a high-quality public realm, a positive experience for users, and safeguarding of affordability over time.

Funding

6.12 The ultimate realisation of the SRF vision and ambitions – both at overarching and neighbourhood scale – relies on investment from the public and private sectors. The following are identified as potential priorities for public sector investment and intervention that are critical to unlocking private sector investment across the area:

- Acquisition of third-party interests: for the comprehensive development areas identified within the SRF, and to unlock public sector ownership, there is likely to be a need for land assembly, over time, to deliver both Copper Park and new development opportunities;
- Infrastructure delivery: including upfront enabling activities associated with major highways interventions, street-based interventions, and utilities and site preparation; and
- Resources and capacity to support delivery: recognising in particular the need for considerable resident and business support as a result of displacement, alongside the need for capacity to provide project management and land assembly activities.

6.13 Any case for public sector funding will be progressed alongside an understanding of development viability, the contributions that can be leveraged from development, and ensuring recoverable finance where possible.

Governance

6.14 The SRF can only be delivered through partnership.

6.15 There is already a Strangeways Regeneration Board in operation – which includes representatives of MCC, SCC, the Greater Manchester Combined Authority, Greater Manchester Police, and Homes England. The Councils will continue to work with these and other public sector partners including the Environment Agency, United Utilities and the Department for Environment, Food and Rural Affairs, to deliver the ambitions of the SRF.

6.16 The Councils will work with stakeholders to optimise and leverage private sector investment in the area. This investment will range from direct delivery by landowners and developers, through to potential Joint Venture partnership arrangements.

Monitoring and Review

6.17 Whilst the SRF will not be formally monitored over time, progress against the vision set out in this document will be reviewed by members and officers from both councils over time. Where appropriate, it may be that the SRF is refreshed, or certain neighbourhoods may be selected for more detailed design development.

Appendix 1: Policy and Strategy Review

Strangeways and Cambridge Policy and Strategy

Strategic Planning Policy Context

Places for Everyone (2024) is the long-term plan for nine of the ten Greater Manchester boroughs (including Salford and Manchester), which sets out ambitions for jobs, new homes and sustainable growth across the sub-region. Having been adopted in March 2024, the plan is part of the statutory development plan for each of the nine authorities captured.

At the heart of the plan is a vision to "…make Greater Manchester one of the best places in the world to grow up, get on and grow old."

PfE puts a specific focus on maximising the potential of our brownfield assets in seeking to meet housing need – including the need to focus new homes in the Core Growth Area and the town centres, and within 800m of public transport hubs.

It is underpinned by a very clear economic strategy – including the need to ensure that there is adequate development land to meet our employment needs – again prioritising brownfield land to this end. The economic strategy identifies the potential for specific high value and productive growth across key sectors to include: Advanced manufacturing; Business, financial and professional services; Creative and digital; Health innovation; and Logistics.

Key specific policies of relevance to the SRF include:

- **Policy JP-Strat 1:** Part of the Strangeways and Cambridge SRF area lies within the Core Growth Area of Places for Everyone. The economic role of the Core Growth Area will be protected and enhanced and complemented by residential development in areas with good connections to employment, training and education facilities.
- **Policy JP-Strat 2:** Part of the SRF area lies within the designated City Centre. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded.
- **Policy JP-Strat 5:** The Cambridge area of the SRF lies within the designated Inner Area. The continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. New development will be predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character.
- **Policy JP-G 3:** River valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment.
- **Policy JP-S 2:** The SRF should support the aims of Greater Manchester to be carbon neutral by 2038, by supporting the application of a number of measures including retro-fit, taking a positive approach to renewable and low carbon energy schemes, increasing the range of nature based solutions, promoting the use of life cycle cost and carbon assessment schemes and ensuring that all development be net zero unless not practically or financially viable.
- **Policy JP-S 3:** The SRF area is within an identified Heat and Energy Opportunity Area which will support the use of decentralised energy network and means that the new development will have to connect to site wide energy networks as a way to support low carbon growth and increase the generation of local energy.
- **Policy JP-H3:** New housing in the SRF should seek to incorporate a range of dwelling types and sizes to meet local need and deliver more inclusive neighbourhoods. All dwellings should also comply with nationally described space standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.

More widely the following is identified as being of significant note:

- **Objective 2** of PfE states that in creating "neighbourhoods of choice", we will ensure that there is no increase in the number of homes and premises at a high risk of flooding;
- **Objective 5** states that in reducing inequalities and improving prosperity, we will prioritise development in well-connected locations, and deliver an inclusive and accessible transport network;
- **Objective 6** states that in promoting the sustainable movement of people, goods and information we will ensure new development is designed to encourage and enable active and sustainable travel, improve opportunities for sustainable freight, and ensure new development provides opportunities for affordable, high quality digital infrastructure;
- **Objective 7** states that in ensuring that Greater Manchester is a more resilient and carbon neutral city-region, we will promote carbon neutrality of new development by 2028;
- **Objective 8** states that to improve the quality of our natural environment and access to green spaces, we will enhance special landscapes, green infrastructure, biodiversity and geodiversity, improve access to the natural environment and green spaces including parks, and promote the role of green space in climate resilience and reducing flood risk;
- **Objective 9** states that we will ensure that our communities and businesses are supported by infrastructure including schools, health, social care, sports and recreation facilities; and
- **Objective 10** states that in promoting the health and wellbeing of communities we will reduce the health impacts of air pollution through accessibility of sustainable travel such as public transport, cycling and walking, and maximise the health benefits of access to the natural environment and green spaces.

Manchester's Core Strategy was adopted on 11 July 2012 and is the key Development Plan document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan (UDP) as the document that sets out the long term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

Key policies of relevance to the SRF include:

- **Policy EC1:** Strangeways is identified as a key location for major employment growth. The City Centre Fringe (which includes Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) is allocated for 25ha of employment floorspace between 2010 and 2027.
- **Policy EC2:** Existing employment space and sites will be retained and enhanced. Strangeways is identified as an Employment Area.
- **Policy CC1:** Strangeways is identified as being within the City Centre Fringe. Strangeways is identified as a suitable location for the consideration of high-density buildings and commercially led mixed use schemes. The focus for employment growth will be for high density offices.
- **Policy CC9:** Development should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.
- **Policy EC4:** North Manchester is expected to provide approximately 14ha of employment land with Strangeways being identified as a suitable location for office led mixed use development as well as retention and growth of general industry, warehousing and distribution.
- **Policy H3:** North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development.

– **Policy H8:** New development will contribute to the city-wide target for 20% of new housing provision to be affordable. This should include 5% to be social or affordable rent and 15% to be intermediate housing.

The adoption of the Core Strategy replaced significant elements of the previous **Unitary Development Plan (UDP)** which was adopted by the Council in 1995 as the statutory guidance for development across the city. However, there are a number of extant policies including **Saved Policy CC10.** The SRF has high level of economic activity and vitality which is key to the areas economy and such it important that development facilitates the efficiency of existing businesses by environmental improvements and better parking and services.

The **emerging Manchester Local Plan** presents an opportunity to review current planning policy in the city. The updated plan will set out how the city should meet the need for new development over the next 15–20 years. It will identify where new development should happen, which green spaces and other aspects of the environment should be protected or enhanced, and how transport and other infrastructure will be improved. While the Local Plan will cover a period up to 2040/41, it will be reviewed every five years to ensure that its policies and proposals remain up to date.

Work is currently focusing on the drafting of policies. To inform the development of policies, there are a range of studies that support the local plan with the latest evidence. Aspects of the evidence base come from the Places for Everyone joint local plan process by the virtue that some strategic matters (e.g. housing and employment land requirements) have been set out in the joint local plan. The intention is to publish the draft Local Plan for consultation in Spring 2025.

The **Salford Local Plan Development Management Policies and Designations document (SLP:DMP)** was adopted on 18 January 2023. It forms part of the statutory development plan for Salford and replaces all of the saved policies of the Unitary Development Plan.

The following is noted in particular:

– **Policy EC1:** The Cambridge area is an existing employment area. There will be a strong emphasis on protecting and enhancing the economic function of Salford's existing employment areas, helping to provide a wide choice of premises and ensure that a broad range of businesses, including start-ups, can locate in Salford. The following will be encouraged within existing employment areas:
  - The improvement and development of sites and premises for industry and warehousing and other employment-generating uses of a similar nature; and offices of a scale that does not detract from the role of the City Centre, Salford Quays and other designated centres as the primary focus for office activity.
  - The provision of training facilities and similar uses directly connected to employment.
  - Environmental improvements that enhance the appearance and overall quality of the employment area, including addressing issues such as flood risk.

The following will be supported within existing employment areas where they would not have any significant adverse impact on the overall economic potential or successful functioning of those areas:

  - The provision of sites for travellers where they involve a significant employment function as well as residential accommodation.
  - The provision of community facilities where they cannot be adequately located elsewhere within the local area that they would serve.

– **Policy AP5:** The Cambridge area will continue to be protected as an existing employment area in accordance with Policy EC1 unless masterplans indicate otherwise.

– **Policy WA3:** Further improvements in flood mitigation in Salford will be supported, potentially including the provision of new open space within the Cambridge area, the raising of riverbanks and natural flood management measures. New flood risk management infrastructure should incorporate multifunctional green infrastructure where practicable.
– **Policy WA4:** Developments should take opportunities to reduce flood risk wherever practicable but development will not be permitted where there is an unacceptable risk of flooding with the risk based on the likely frequency of the floor event, the likely depth and velocity of flood waters and the vulnerable of the use.
– **Policy D9:** Development near to Salford's waterways (including the River Irwell, the Manchester Ship Canal, Salford Quays, the Bridgewater Canal and the Manchester, Bolton and Bury Canal) shall make a positive contribution to their character, environmental quality, public amenity value, and role as key walking and cycling routes.
– **Policy R1:** Any new residential development should contribute to a series of recreation standards as well as the management and maintenance of any facilities provided or improved.

Size-based standards:

- A minimum of 0.45 hectares of publicly accessible amenity space per 1,000 residents
- A minimum of 0.4 hectares of informal outdoor sports facilities (both adult and youth) per 1,000 residents
- A minimum of 1 hectare of Local Nature Reserve per 1,000 residents

Distance-based standards:

- All households to be within 1,200 metres walking distance of a Neighbourhood Park
- All households to be within 3,200 metres walking distance of a District Park
- All households to be within 500 metres walking distance of a publicly accessible Local Natural Greenspace of at least 1 hectare in size
- All households to be within 2,000 metres walking distance of a publicly accessible Strategic Natural Greenspace of at least 20 hectares in size
- All households to be within 4,000 metres walking distance of a publicly accessible woodland of at least 20 hectares in size

– **Policy R2:** There should be at least 30m between the curtilage of residential properties and recreation facilities that are likely to generate a significant level of noise and activity including Local Equipped Areas for Play, Neighbourhood Equipped Areas for Play, and Multi-Use Games Areas.
– **Policy R5:** A comprehensive list of indoor and outdoor sports facilities should be protected and enhanced across Salford. This includes but it not limited to:
  - Grass sports pitches for example for football, rugby league, rugby union, and cricket as defined by current legislation;
  - Artificial surfaces for all pitch sports;
  - Athletics facilities;
  - Tennis Courts;
  - Bowling Greens;
  - Golf Courses Sports halls;
  - Swimming pools;
  - Fitness centres and gyms;

- and Other specialist indoor facilities including those for bowls, combat sports, gymnastics, squash and tennis.

– **Policy H2:** Residential development shall deliver a balanced mix of dwelling sizes across Salford, enabling people to access housing with sufficient space to meet their needs and support good health. The gross internal floor area of new dwellings shall as a minimum meet the nationally described space standards or any subsequent standards.
– **Policy H4:** All developments that provide 10+ net additional dwellings shall deliver at least 20% for affordable housing. However in areas of higher value across the city, developments should deliver a higher minimum affordable housing requirement in accordance with the table below.

Dwelling Type	Residential Value Area	Minimum Proportion of Affordable Housing
Houses	Premium	50%
Houses	High	35%
Houses	All other value areas	20%
Mid-Density Apartments	Premium	40%
Mid-Density Apartments	All other value areas	20%
High Density Apartments	All value areas	20%

New affordable housing should deliver the following mix of tenures: social rented (37.5%), affordable rented (37.5%) and shared ownership (20%)

– **Policy H5:** The development of build to rent scheme will be supported in City Centre Salford and should provide a minimum of 20% dwelling for affordable private rent.
– **Policy H6:** Salford supports the improvement of existing, and the development of new, specialist accommodation including sheltered housing, extra care housing, nursing homes and residential care homes with all new dwellings meeting the accessible and adaptable standards in alignment with M4(2) of Building Regulations. These should align with the wider affordable housing requirements.

Salford City Council is progressing its Local Plan in two parts. The first part, the Salford Local Plan Development Management Policies and Designations document (SLP:DMP), was adopted on the 18 January 2023. It provides the main policies that are used to manage development and determine planning applications , and identifies the designations that protect the city's most important environmental assets, town centres and infrastructure.

The second part of the Local Plan, the Salford Local Plan Core Strategy and Allocations document (SLP:CSA), is now being progressed following adoption of Places for Everyone. It includes a long-term spatial vision / framework for the city up to 2042, an overall strategy for sustainable growth, neighbourhood visions, allocations of a local scale, and Local Green Space designations. Consultation on the SLP:CSA is expected to begin before Christmas 2024.

Wider Strategic Policy Context

The Greater Manchester Strategy

The Greater Manchester Strategy 2021 – 2031 was prepared by the Greater Manchester Combined Authority to shape investment across the sub-region. It sets out a vision for Greater Manchester to be a place where everyone can live a good life, growing up, getting on and growing old in a greener, fairer, more prosperous city region.

The Strategy is underpinned by a need to 'reinforce our economic foundations'. It recognises that in order to achieve our goal of a prosperous city region, we need to ensure there are good economic opportunities for everyone, which means developing our foundational economy to provide progressive and improved working practices, good pay and development for people working in Greater Manchester.

Three shared desired outcomes are defined at the heart of the strategy, including:

– People's wellbeing – with better homes, jobs, transport, and health, living in vibrant communities.
– Thriving organisations – which succeed and look after their people, places and planet.
– Leading the UK and the world – in sectors including low carbon and digital.

Our Manchester Strategy – Forward to 2025

The ***Our Manchester Strategy 2016–2025*** sets out the long term vision for Manchester's future. It details the priorities that the whole city, including the public, private, voluntary and community organisations and residents – to make Manchester in the top-flight of world cities by 2025.

To achieve this vision, there were a series of priorities which reinforces Manchester's priority to build a more equal, inclusive and sustainable city for everyone who lives, works and plays in the city. The priorities are:

A thriving and sustainable city – maintaining Manchester's vibrancy and ensure that all communities are included in the life of the city regardless of age, ethnicity, gender, disability, sexuality, faith or socio-economic background whilst working to ensure that Manchester has a strong, inclusive and innovative economy with diverse growth sectors which pays at least Real Living Wage.

A highly skilled city – ensuring that Manchester's young people have access to good-quality education, supported to become work-ready to learn, progress, upskill and retrain so they can access the city's current and future employment opportunities.

A progressive and equitable city - strive to create a truly equal and inclusive city, where everyone can thrive at all stages of their life, and quickly and easily reach support to get back on track when needed including through improving physical and mental-health outcomes and ensure good access to integrated health and care services across the city.

A liveable and zero-carbon city – creating sustainable, safe, resilient and cohesive neighbourhoods, with more affordable housing, good-quality green spaces, and accessible culture and sporting facilities as well as achieving the zero-carbon ambition by 2038 at the latest.

A connected city - enable increased walking and cycling, and continue to develop an integrated, accessible, safe and green public transport system across the city and beyond as well as becoming a digitally inclusive city.

This is our Salford – Corporate Plan 2024 to 2028

The Salford Corporate Plan (2024 – 2028) sets out how Salford City Council will continue to make Salford a 'fairer, greener, healthier and more inclusive place' for the 278,000 people who live in the city.

The Corporate Plan set oust seven interconnected priorities that will be the focus of SCCs work during the plan period. The priorities are:

Good Growth – the city council and our partners should protect the progress that has been made, but ensure the city's economic development is better used to improve population health and reduce inequalities through.

A good home for all - prioritise increasing the supply of decent and genuinely affordable housing in the city, particularly for the hundreds of children and families currently living in temporary accommodation, as well as for older and vulnerable adults in our community.

Tackling poverty and inequality - play an important leadership role in bringing partners together to deliver a whole city approach, including all sectors and organisations working together hand in hand to support people at the earliest possible opportunity.

Creating places where people want to live - ensuring all our neighbourhoods and town centres are attractive, safe, healthy and accessible places for communities and small independent businesses to thrive, as well as creating opportunities for local people to participate in the decisions that affect their lives, both now and in the future.

A child friendly city - working towards becoming a Unicef Child Friendly City, by working together with partners including education, NHS, voluntary and community groups, police and children and young people to ensure the voices, needs and priorities of children are a central part of everything we do.

Responding to climate change – committing to becoming carbon neutral by 2038 including by taking a leading role in ensuring Salford is as resilient and adaptive as possible to the effects of climate change as well as leading on removing carbon emissions from the city council's operations.

Healthy lives and quality care for all – particularly by reducing health inequalities in Salford by promoting good physical and mental health and addressing many of the social determinants of health including access to quality local jobs, housing and education, safe public spaces, clean air, opportunities for sport and physical activity.

To deliver the plan, this will be achieved by:

- Sound financial planning and transformation
- Working in partnership
- Commitment to equality, diversity and inclusion
- Measuring performance

Economic Strategy

Investing in Success: An Economic Strategy for Manchester (2023), sets out how the city will achieve economic growth over the coming years. The strategy outlines the city's aim to create an economy which is thriving and performing as well as the best international comparators; creates great opportunities and increases social mobility for residents; attracts the best of global business and talent; is resilient to future shocks and a changing climate; capitalises on the opportunities created by the transition to zero-carbon. It outlines five priorities to achieve these aims:

- Use investment and development to drive growth, particularly in protecting the commercial function and expanding the size of the city centre with high density commercial and residential space.
- Nurture productive and innovative business sectors through incentives and other support.
- Develop world-class infrastructure, places and talent to enable growth, both through connecting existing highly-skilled workers to opportunities and growing the city's overall talent pool.
- Transition to a zero-carbon and resilient economy by developing a Manchester standard for net-zero construction and a climate change risk assessment.
- Include more people in economic opportunity by connecting new investors and businesses into the city's support networks and creating economic development plans to support regenerated areas.

Closing the Divide (2021), Salford's inclusive economy strategy sets a vision for a fair and more inclusive local economy that delivers greater social and environmental justice, where wealth is shared more widely across the community, outlined in a five point plan:

- Building community wealth through a progressive procurement and commissioning of goods and services to harness local economic spending, as well as measures to support employment and training and neighbourhood centres.
- Growing the social economy by championing alternative business models that widen ownership of the local economy and securing further investment for the voluntary sector.
- Accelerating the transition to a zero-carbon economy by making continued investments in green infrastructure, accelerating the shift to sustainable low carbon transport, and supporting businesses, schools and training providers.
- Strengthening public services by bringing more services in-house and campaigning for better central government funding.
- Strengthening civic participation and local democracy.

Social Strategy

The **Making Manchester Fairer 2023– 2028** action plan is aimed at reducing health inequalities in Manchester by addressing the social determinants of health. Its ambitious five-year plan aims to close the gap in healthy life expectancy and outcomes, and to pave the way for a fairer and more inclusive city that is representative of its communities.

There are eight themes in the plan:

- Focus on giving children the best start in life.
- Addressing poverty.
- Good work is good for your health.
- Homes and housing
- Focus on preventing ill health and preventable death.
- Places, environment and climate change.
- Tackling systemic and structural racism and discrimination.
- Focus on communities and power.

The plan has a long term focus but to catalyse the delivery of the overall plan, four schemes have been announced which will focus on some of the immediate challenges and start to narrow the gap for the longer term ones. The schemes will focus on:

- The mental health and wellbeing of young people especially those impacted most by the cost of living crisis and those experiencing racial inequality

- Adults who are experience multiple disadvantages often due to a combination of substance misuse, mental ill health and homelessness but who may have fallen through the gaps in the system
- The integration of employment, health and wellbeing services to strengthen support for NHS patients who are out of work due to physical or mental ill health
- Supporting residents to become more fit and active.

Manchester's age friendly strategy, **Manchester: A City for Life,** builds on the eight domains set out by the World Health Organisation, that supports making an age friendly city to set out a strategy which focuses on tackling inequalities experienced by the over-50s linking in with the ambitions within Making Manchester Fairer. The four ambitions are:

- Being heard and age equality
- Age-friendly neighbourhoods where we can all age in place
- Age-friendly services that support us to age well
- Age-friendly work, skills and money

This includes developing age-friendly spaces and places improving social connection and widening Manchester's age friendly housing choices including building new housing that supports people throughout their lives.

Manchester and Salford also have ambitions to become **child friendly cities** which will provide children and young people with meaningful opportunities to influence decisions about their lives. This is based on the seven principles from the UN Convention on Rights of the Child and general human rights principles.

To achieve the UNICEF recognition, Manchester have particular focus on 'Safe and Secure,' 'Place' and 'Healthy.' Over the next few years, MCC will be closely monitored on each of the areas of focus, and if sustainable progress can be demonstrated, Manchester will be recognised.

Salford is also intending to work towards becoming a Child Friendly City and is aligning its policy to meet these goals.

Housing Strategy

The Manchester Housing Strategy 2022-2032 sets out a long-term vision to deliver the homes that people want and need with a target of building 36,000 new homes within that period, 10,000 of which will be affordable. It is built around the four following vision principles.

INCREASE AFFORDABLE HOUSING SUPPLY AND BUILD MORE NEW HOMES FOR ALL RESIDENTS;

- Deliver 36,000 new homes by 2032, including 10,000 affordable homes (28% of delivery)
- Of the 10,000 affordable homes, 3,000 will be built in the city centre.
- Increase the number of owner occupiers in Manchester by 2032.
- Ensure at least 80% of all homes built by 2032 are on brownfield sites close to public transport.

WORK TO END HOMELESSNESS AND ENSURE HOUSING IS AFFORDABLE AND ACCESSIBLE TO ALL;

- Develop approach to affordability in light of increasing cost of living.
- Increase the supply of appropriate housing for households in Priority Bands 1–3 to reduce the time spent on the Housing Register.
- Increase the supply of appropriate homeless households to reduce the time spent in temporary accommodation.
- Work with commissioners and trusted providers to increase the supply of supported housing to meet demand.

ADDRESS INEQUALITIES AND CREATE NEIGHBOURHOODS WHERE PEOPLE WANT TO LIVE;

- Delivery 3,000 affordable family houses by 2032 to address overcrowding in areas where average household sizes are highest.
- Improve the safety, quality and management of private rented sector homes.
- Utilising the Housing Affordability Fund to support placemaking and encouraging RPs to purchase and refurbish low-quality PRS for affordable housing (including former student lets).
- Encourage and promote right-sizing across all tenures to release family housing.

ADDRESS THE SUSTAINABILITY AND ZERO-CARBON CHALLENGES IN NEW AND EXISTING HOUSING.

- Complete the zero-carbon retrofitting of a minimum of a third of 68,000 homes managed by MHPP partners by 2032, and reduce energy use across the estate, so that all homes achieve an EPC rating of B or above.
- Develop a Retrofit Plan for Manchester across all tenures.
- Increase the proportion of low and zero-carbon homes in the affordable pipeline from 20% to 50% by 2025
- Ensure estate regeneration and placemaking (including demolitions) is directed by zero-carbon principles.

The principles and objectives of the housing strategy reflects the change in approach to housing delivery across the city including making a more innovative use of the land, working with new partners and expanding delivery vehicles – including through the Council's own vehicle, and identifying new sources of funding.

The Strategy notes the following key opportunities for growth:

- Placemaking in Victoria North, the Eastern Gateway and beyond.
- Large-scale, high density, multi tenure site able to meet the affordable housing target
- Diversifying the older people's housing offer – including in the city centre.

The Salford Housing Strategy 2020-2025 sets out a strategy to accommodate Salford's growth in economy and population, its affordability challenges by tackling three priorities:

INCREASING THE NUMBER OF NEW AND AFFORDABLE HOMES TO ADDRESS SHORTFALLS;

- SCC have established Derive, its wholly owned local housing company in 2017 which will deliver affordable housing (social and affordable rent).
- Working with registered providers to deliver new affordable housing
- Delivering the regeneration of Pendleton, a key priority for the city.

ENSURING THE CITY'S HOMES ARE MAINTAINED AND IMPROVED;

- Ensure all RP managed homes meet fire safety standards and decent homes standards.
- Regulation of the private rental sector.
- Increased energy efficiency.
- Prioritise work to bring empty homes and under used commercial properties into residential use.

SUPPORTING ALL RESIDENTS THROUGH APPROPRIATE HOUSING AND SUPPORT.

- Work with providers to delivery innovate models of supported housing for people with a range of needs.
- Further expand the quality and quality of temporary accommodation.
- Progress the outcomes from the review of mental health residential care.
- Review and progress the needs for housing for learning disabled, young people transitioning from child services into adult services and support for people living independently.
- Scale up the delivery of extra care/sheltered housing.

Environmental Policy

Greater Manchester's Five-Year Environmental Plan (2019) sets out a version for Greater Manchester to be a clean, carbon neutral, climate resilient city region. It identifies key aims to:

- Mitigate climate change;
- Improve air quality;
- Encourage sustainable consumption and production;
- Protect and enhance the natural environment; and
- Improve climate resilience.

The SRF sits within the North 2 zone in the ***Manchester Local Area Energy Plan*** and Central Salford 2 zone in the ***Salford Local Area Energy Plan***.

The area has been identified as a:

- Future district heating zone (Manchester and Salford)
- Non-domestic opportunity area (Manchester and Salford)
- Hydrogen for heat opportunity area (Manchester)
- Solar PV first steps priority area (Salford)
- EV charging hub first steps priority area (Salford)

Manchester City Council are also developing **emerging work** into opportunities for low carbon energy sources which can support future hear networks across Manchester to support the wider aims of the Council for a sustainable and low carbon future for the city. The Strangeways and Cambridge SRF area may be an area of the city that could support these aims.

MCC's ***Manchester Climate Change Framework 2020-25*** highlights the construction sector as one of the hotspots in its assessment of consumptive emissions. The demolition of buildings in particular has come under increasing scrutiny as the embodied emissions of buildings become the more significant component of the whole life carbon of assets.

Transport Strategy

Greater Manchester Transport Strategy 2040 (2021) sets the vision for Greater Manchester to have 'world class connections that support long-term, sustainable economic growth and access to opportunity for all.' The four key goals of the strategy are to:

- Support sustainable economic growth
- Protect our environment
- Improve quality of life for all
- Develop an innovative city region.

The Strategy also established seven mutually reinforcing principles, which ensures that meeting the needs of the residents, businesses and visitors to Greater Manchester is at the heart of the Strategy. In particular, there is a focus on an integrated service that is inclusive, reliable and safe and secure.

The Strategy also notes the need for the right mix of travel to and within the Regional Centre which incorporates the SRF boundary area. They want to increase the mode share of walk, cycle, and rail transport, including Metrolink as well as increasing active travel, encouraged by a better environment for walking and cycling to create a liveable regional centre.

Manchester's Active Travel Strategy aims that by 2040, 90% of morning peak trips into the city centre will be made on foot, by cycle or public transport. This will result in fewer cars in the city centre supporting the wider carbon reduction agenda of the city. The strategy sets out 3 main ambitions:

- Ambition 1: Enabling safe active travel to schools and colleges including ensuring that 70% primary school children and 40% of secondary school children walk or cycle to school by 2028.
- Ambition 2: Improving health, wellbeing and quality of life through transport investment including investing in areas of greatest need considering inequality, health outcomes and air quality. Investment will include into a good quality network for walking and cycling, improving access to public transport hubs and encouraging behaviour change through promotion activities to encourage greater use of active travel.
- Ambition 3: Addressing transport inequalities across the city as the lack of infrastructure combines with wider cultural, social and other barriers. Therefore, new schemes should be implemented removing access barriers including by engaging with marginalised groups, wheelchair friendly

The **City Centre Transport Strategy to 2040 (2021)** covers the city centre of Manchester and incorporates areas of central Salford and supports the city's ambitions to grow and become carbon neutral by 2038 whilst also ensuring it is well connected to the wider area it serves.

The central aim of the Strategy is for '90% of all morning peak trips to the city centre to be made on foot, by cycle or using public transport before 2040, with walking to become the predominant mode of travel within the city centre'.

It also sets out 7 key ambitions which are:

- Walking is the main way of getting around the city centre.
- The city centre is cleaner, greener and less congested.
- More people choose to cycle to destinations within the city centre.
- The city centre benefits from better public transport connections.
- Parking in the city centre is smarter and integrated with other modes.
- Goods are moved and delivered sustainability and efficiently into and within the city centre, and
- Innovation is embraced where it benefits the city centre and its users.

Cultural and Digital Strategies

The **Greater Manchester's Strategy for Culture and Creativity (2019)** was put in place to create a shared vision for the city region that capitalised on the unique cultural and creative opportunities within Greater Manchester. This was because it recognised the vital role that creative plays in the vibrancy and prosperity of places, the impact on the lives of residents and the reputation around the world.

- The strategy comprises of three key priorities:
- Create the conditions for creativity to flourish
- Enrich the lives of all our people through engagement with the culture and heritage of Greater Manchester
- Celebrate, protect and develop Greater Manchester's unique culture, heritage strengths, assets, and ecology

A new cultural strategy is currently being prepared by MCC.

Manchester Digital Strategy 2021 – 2026 sets out the roadmap for Manchester to become one of the world's leading digital cities and economies by 2026. The strategies are centred around four key themes:

- Remarkable People, Extraordinary Opportunities: residents are digitally skilled, and live healthy, well-balanced digital lives. Inclusivity across digital technologies and businesses are representative of all Manchester's communities.
- Connecting Places, Enhancing Lives: good quality digital infrastructure is readily available across the city, providing high and affordable levels of fixed and mobile connectivity for people and businesses, supporting innovation and access.
- Pioneering the Future, Prosperity for All: the digital economy is thriving across multiple sectors, Manchester attracts investment and tech for good principles are adopted by businesses.
- Rising to Challenges, Future Proofing our city: digital technologies enable a transition to zero-carbon and climate change mitigation solutions, digital infrastructure and businesses are involved in a just sustainable transition as the sector itself decarbonises.

In the context of the SRF, the Strategy supports the ambition to make Strangeways a well-connected neighbourhood for businesses and residents to thrive. To achieve this there is a requirement to consider the role of technology when addressing several challenges – such as: the availability of high quality, high speed and affordable digital connectivity, public service delivery (including health and education), environmental considerations through the use of virtual modelling, Internet of Things, and making better use of data to inform choices around traffic, emissions, air quality, energy and waste.

Successful digital placemaking also involves strong and transparent public-private partnerships and civic participation in innovation, the SRF ensures that the concept of a Smart Place is embedded into the fabric of the neighbourhood, ensuring that adoption of technology futureproofs the place for years to come.

Other Regeneration Frameworks

Great Ducie Street Strategic Regeneration Framework (2018)

BACKGROUND:

The Great Ducie Street SRF covers the southern section of the Strangeways and Cambridge SRF around Great Ducie Street as it meets the Inner Ring Road. It excludes but is immediately adjacent to HMP Manchester. It also wraps around (but does not include) the former Boddington's Brewery Site, which is the subject of the separate Former Boddingtons Brewery SRF.

The SRF was prepared in the context of a need for updated guidance for a key area of the city – responding to the opportunity identified in the North Manchester Regeneration Framework and the Strangeways Local Plan, but acknowledging the time that had passed since the approval of both.

In defining a future strategy for investment in the Great Ducie Street area, the SRF acknowledged the importance of the existing business community – in particular a wider concentration of textiles businesses, wholesalers and distributors. It also recognised that the core of this activity was located to the north, in what was defined at then as a regionally, if not nationally, significant textiles and wholesaling hub within the wider Strangeways area.

A combination of a lack of investment in the Great Ducie Street area over time, and the increasing pressure and opportunity associated with the City Centre highlighted the importance of this area as an opportunity to further support the positive growth trajectory of Manchester that had been established in recent years. The SRF directly contributed to Manchester's strategic objectives – including supporting regeneration, inclusive economic growth and enhanced productivity, as well as neighbourhoods of choice where communities can thrive.

KEY GUIDANCE:

The SRF sets out a number of area wide principles and objectives, including:

- **Sustainability and Resilience** - all buildings and spaces (during construction and operation), and where necessary the provision of new power and infrastructure in the SRF area, shall include provisions to reduce carbon emissions and promote future affordability, adaptability and resilience.
- **Density and Place-Making** – the SRF recognised areas where density is important, but that it must be supported with high quality contemporary building design with high standards of performance and with an appropriate quantum and quality of public and private amenity space to support the density proposed. The SRF is supported by an indicative heights drawing which included heights ranging from up to 5 storeys to over 30 storeys, with some buildings identified for retention. Plots at the higher end of the scale are predominantly located proximate to the city centre – where the Inner Ring Road meets Great Ducie Street and where the Inner Ring Road meets Cheetham Hill Road. The SRF also advocated for a 50% split between commercial and residential uses to create a distinctive sense of place and neighbourhood and ensuring vitality on evenings and weekdays.
- **River Irwell** – The SRF recognised the importance of the River Irwell corridor in attracting people to live and work in the area – requiring that new development should enable increased access to the riverside and enhancement to the river as an ecological reserve. New development should contribute to improved links between the river and the city centre.
- **Interface with the Inner Ring Road** – The SRF notes that proximity to the Inner Ring Road (Trinity Way) should be carefully considered – addressing issues including noise, air quality and other microclimate matters should be an important factor of detailed design. Opportunities to improve the experience along the Inner Ring Road, through incorporating high quality architectural design on the key frontages within the SRF area, will be encouraged.
- **Street Hierarchy** – The SRF identifies the need to establish a clear hierarchy of routes through the area, including improving existing pedestrian linkages and the provision of additional routes to address the lack of permeability, legibility and ease of movement across the area. It advocates priority to pedestrians over vehicles, and areas of focus including the riverside walkway. The introduction of pedestrian crossings on routes to facilitate enhanced access will be explored to better link the city centre into the SRF area.
- **Active Frontages** – Any new buildings should be designed to include active frontages – especially around key public spaces and pedestrian desire lines. Active frontages are defined to include ground floor active commercial uses or, where commercial uses are not appropriate, through design e.g. the position of residential front doors
- **Sustainable and Safe Development** - Development should be designed to allow accessibility for all and create a safe and secure environment using the principles of "Secure by Design". Cycle parking is required in all new development, and in new public spaces.
- **Residential Amenity** - New development should create an environment where the amenity of all residents and occupiers is maximised with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement for example.
- **Utilities** - It is expected that due to the intensification of uses within the SRF area, that there will inevitably be a need for utilities to be relocated or improved. This requirement should be identified as early in the development process as possible and information provided to the Council on utilities within the SRF area, in particular for early phases, within the Planning

Application. Applicants will be expected to relocate utilities where development necessitates that this takes place.

- **Character Features** - Architectural diversity is encouraged to create a neighbourhood that is varied in character, and which contributes towards the creation of a neighbourhood with a strong sense of place. Whilst it is recognised that the majority of building stock within the SRF area is of low quality there are a number of notable buildings which are of merit. Where possible and practical these buildings should be retained and revitalised to add to the overall character of the SRF area.
- **Existing Businesses** - redevelopment will only be permitted where the developing party has demonstrated a responsible approach to the needs of existing businesses and their relocation where appropriate.

Former Boddingtons Brewery Strategic Regeneration Framework (2015) and addendum (2019)

BACKGROUND:

The former Boddingtons Brewery SRF area is located within the Strangeways and Cambridge SRF area – adjacent to the Great Ducie Street SRF, abutting the Inner Ring Road. It comprises the site of the former Boddingtons Brewery – a former landmark building housing the brewery formed in the 1770s in the area.

The SRF identifies the site as the gateway into the wider Strangeways area, encouraging the northwards expansion of the City Centre.

The SRF was produced in the context of:

- The need for a new and clear vision: Recognising the potential of the site, the SRF responded to a wider context of housing pressure to support the economic ambitions of the city. The SRF acknowledges a pressing need for new homes in the city centre; however, equally there is a need to establish neighbourhoods of choice that will support the future economic growth of the city. The SRF recognised that the Boddingtons' site has the potential to play a greater part of the City's quality of life offer through the adoption of appropriate development and urban design principles to guide development and investment in the future.
- The SRF also acknowledged the importance of the Boddingtons site as a catalyst for development in the wider area. As a large, underutilised site in single ownership, there was an opportunity to encourage appropriate new development within the City Fringe, in an area that had previously been left relatively untouched, resulting in new investment and development supporting an economic and residential community.
- The site was also uniquely positioned to act as a gateway to and from the City Centre to the Strangeways area but also from those travelling from North Manchester via road and regionally or nationally arriving into Manchester Victoria station. In addition, there was an opportunity to develop a landmark building on a key junction, creating a more positive image of the area.

KEY GUIDANCE:

The SRF sets out a number of area wide principles and objectives, including:

- **Mixed Use Agenda** – there is a clear steer from the SRF to have a 50% split between commercial and residential uses to create a distinctive sense of place and neighbourhood and ensuring vitality on evenings and weekdays.
- **Utilising the Existing** – building on the existing business base in proximity to the site which is dominated by textile businesses and wholesalers, and linking into the highly qualified graduates of textile courses at the Universities to develop the industry which could also focus on material science for Greater Manchester. This will also result in new independent businesses seeking to located in the area.
- **Quality Placemaking** – manifested through the creation of durable, accessible and well designed spaces that enhance the character of the site and improve pedestrian connectivity within the site but also to effectively connect between the City Centre and the wider Strangeways area.
- **Scale and Massing** – the scale of buildings within the SRF was allowed to respond to the surrounding area as well as the level change across the site, ranging upwards from ground plus eight storeys and working with the topography. The SRF also notes a selection of locations that would be suitable for landmark tall buildings, as long as they are considered in accordance with national and local planning policy.
- **Active Frontages** – Any new buildings should be designed to include active frontages – especially around key public spaces and pedestrian desire lines. Active frontages are defined to include ground floor active commercial uses or, where commercial uses are not appropriate, through design e.g. the position of residential front doors
- **Residential Amenity** - New development should create an environment where the amenity of all residents and occupiers is maximised with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement for example. Development should be designed to allow accessibility for all and create a safe and secure environment using the principles of "Secure by Design".
- **Car Parking** – allows for the demand generated by future residents but also promotes the alternative sustainable forms of transport. There should be a provision of ground floor or undercroft spaces wrapped within the buildings on site in a manner that does not create dead spaces and a multi-storey car park will be accommodated on site to cater for all surplus demand.

An **addendum**, published in 2019, set out Manchester College's proposals to build a new city centre campus on the western section of the former Boddington's brewery site.

The new campus was considered a critical part of the College's estate strategy and was deemed an essential contribution to the delivery of the skills strategy for the city and city region. It was intended to deliver creative curricula such as media, performing arts and visual arts, computing and digital media, and provide commercially recognised business and professional courses responsive to local business needs and the service industries.

The proposal for the new Manchester College campus was considered consistent with the SRF because it:

- Provided jobs in a highly accessible location as well as making a much broader economic contribution to the city including through the delivery of the Greater Manchester Skills Strategy
- It would provide a wide range of community facilities including theatres and restaurants as well as maintaining the commitment to high quality open space.
- There was a desire to provide car parking which would align with the Council's city centre car parking strategy.
- There was a potential opportunity to support the development of high quality residential which would be required to meet the strong demand for housing within the city centre.

Since approval of both SRFs, notable development has progressed within the area. A planning history search has been undertaken and with notable schemes summarised in the following table.

Emerging Irwell River Park Strategy

Salford City Council have recently finished public consultation on an emerging strategy for the Irwell River Park which is the creation of a sustainable urban park along an 8km stretch of the River Irwell

with a focus on connecting Salford Quays to Peel Park through new walking and cycling routes, public spaces and nature based environments. The route will adjoin the SRF area.

The focus of the strategy is to create an uninterrupted route to walk and cycle near the river as well as one that celebrates the distinct identity of the place and one which will promote inclusion and resilience.

Should you wish to discuss any details please get in touch

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