



## **Economy Scrutiny Committee**

Date: Wednesday, 6 February 2019

Time: 2.00 pm

Venue: Council Ante Chamber, Level 2, Town Hall Extension

This is a **Second Supplementary Agenda** containing additional information about the business of the meeting that was not available when the agenda was published

### **Access to the Council Antechamber**

Public access to the Council Antechamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the Extension.**

### **Filming and broadcast of the meeting**

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## **Membership of the Economy Scrutiny Committee**

**Councillors** - H Priest (Chair), Connolly, Davies, Douglas, Green, Hacking, Johns, Newman, Noor, Paul, Raikes, Razaq, Shilton Godwin, A Simcock and K Simcock

## Second Supplementary Agenda

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- 5. Northern Gateway Strategic Regeneration Framework Update** 3 - 174  
Report of the Strategic Director Development

This report provides an update to the Executive of the outcome of the public consultation exercise carried out with local residents, businesses, landowners and key stakeholders, throughout August and September 2018, on the draft Strategic Regeneration Framework (SRF) for the Northern Gateway. The report responds to the issues raised and seeks the Executive's endorsement and approval of the final SRF.

- 5.1 Northern Gateway: Implementation and Delivery** 175 - 192  
Report of the Strategic Director, Development

This report sets out details of the Phase 1 Implementation Strategy for the Northern Gateway. It accompanies the report that appears elsewhere on the agenda, which contains a final version of the Strategic Regeneration Framework (SRF) for the Northern Gateway for approval.

## Further Information

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For help, advice and information about this meeting please contact the Committee Officer:

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This supplementary agenda was issued on **Friday 1 February 2019** the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

**Manchester City Council  
Report for Resolution**

**Report to:** Economy Scrutiny Committee - 6 February 2019  
Executive – 13 February 2019

**Subject:** Northern Gateway Strategic Regeneration Framework Update

**Report of:** The Strategic Director, Development

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### Summary

This report provides an update to the Executive of the outcome of the public consultation exercise carried out with local residents, businesses, landowners and key stakeholders, throughout August and September 2018, on the draft Strategic Regeneration Framework (SRF) for the Northern Gateway. The report responds to the issues raised and seeks the Executive's endorsement and approval of the final SRF. The updated SRF will be hosted on the partnership's website at: [northerngatewaymanchester.org.uk/framework](http://northerngatewaymanchester.org.uk/framework).

A further report can be found elsewhere on this agenda that sets out the Phase 1 Implementation Strategy over the immediate 5-year period.

### Recommendations

1. Economy Scrutiny Committee is invited to comment on the report and endorse the recommendations to the Executive as detailed below.
  2. The Executive is recommended to: -
    1. Note the comments received on the draft SRF and the response to these comments.
    2. Note the changes made to the SRF as set out within appendix 4.
    3. Approve the Northern Gateway SRF with the intention that it will become a material consideration in the Council's decision making process as Local Planning Authority.
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**Wards Affected:** Piccadilly, Cheetham, Harpurhey, Miles Platting and Newton Heath

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Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The Northern Gateway will expand the City Centre in a northern direction establishing sustainable mixed-use neighbourhoods including new jobs and employment opportunities.

A highly skilled city: world class and home grown talent sustaining the city's economic success	The Northern Gateway will provide direct employment opportunities and also meet the demand for housing from residents who wish to live close to the skilled employment opportunities located in and around the Regional Centre.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Development of the Northern Gateway offers the potential to deliver on the objectives of the Manchester Residential Growth Strategy and meet the growing demand for high quality new housing in the city.
A liveable and low carbon city: a destination of choice to live, visit, work	The Northern Gateway development opportunities will support the delivery of new residential developments using state of the art technologies and low carbon construction methods.
A connected city: world class infrastructure and connectivity to drive growth	The master-planning of new neighbourhoods within the Northern Gateway will include traffic and transport planning ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.

**Full details are in the body of the report, along with any implications for**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

There are no financial implications arising directly from this report.

### **Financial Consequences – Capital**

There are no financial implications arising directly from this report.

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**Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Residential Growth Strategy: Action Plan Update, Economy Scrutiny Committee, 9 January 2019
- Delivering Manchester's Affordable Housing Strategy - Proposed new affordable housing policies for the Council, Executive, 12 December 2018
- Northern Gateway Draft Strategic Regeneration Framework, Executive, 25 July 2018
- The Northern Gateway - Progress Update, Executive, 7 March 2018
- The Northern Gateway – Driving Forward Residential Growth, Executive, 8 March 2017
- Northern Gateway – Driving Forward Residential Growth on the Northern Edge of the City Centre, Executive, 9 September 2015
- Manchester Residential Growth Strategy and Action Plan 2016/17, Executive, 2 March 2016

## **1.0 Introduction and background**

- 1.1 On 7 March 2018 the Executive endorsed, in principle, a draft Strategic Regeneration Framework (SRF) for the Northern Gateway, a 155 Hectare land area made up of the adjacent neighbourhoods of New Cross, the Lower Irk Valley and Collyhurst. The draft SRF formed the basis for an extensive public consultation exercise, carried out over the summer, with existing residents, businesses, landowners, developer partners, statutory bodies and other local stakeholders.
- 1.2 The draft SRF set out a vision for the Northern Gateway to deliver a series of vibrant, sustainable and integrated residential neighbourhoods within the extended City Centre of Manchester. This report summarises the outcome of the public consultation exercise; responds to the comments received; and outlines the changes made to the SRF as a result of the consultation.
- 1.3 Subject to approval by the Executive, the Northern Gateway SRF will become a material consideration as part of the local authority planning process. The SRF is a strategic document that will form part of the conversations with landowners and developers by providing an illustrative spatial plan, alongside a series of SRF design and development principles, for the Northern Gateway area.
- 1.4 The SRF will enable the Council to have more structured conversations around the provision and location of green and blue infrastructure and public realm; transport access including walking, cycling and public transport provision; and to structure a conversation around the Council's ability to negotiate developer contributions to facilitate a range of placemaking interventions.

## **2.0 The SRF Consultation Process**

- 2.1 The formal consultation period ran for eight weeks between Monday 6 August and Monday 1 October 2018. During the formal consultation period, a range of communication methods were used to provide information about the draft SRF and ensure that people had the opportunity to provide their feedback. These methods included:
- A consultation letter and accompanying questionnaire sent to properties in the Northern Gateway area.
  - Consultation information and a questionnaire hosted online on the Manchester City Council website.
  - A consultation postcard and poster displayed at local information points.
  - Six consultation drop-in sessions for members of the public.
  - Two consultation drop-in sessions for landowners and businesses.
  - Complementary social media activity to provide publicity of the consultation and events.
  - Information about the consultation was shared in a summer 2018 edition of the Northwards newsletter.
  - The consultation was publicised in the Manchester Evening News on 9

- August 2018.
  - Consultation and SRF details circulated on the September edition of the Age-friendly Manchester eBulletin.
  - A dedicated project email address, telephone information line and Freepost address for those interested to send feedback and make enquiries.
- 2.2 Consultation letters and questionnaires were sent directly to local residents and businesses within the Northern Gateway area, which included 2223 addresses. The letters were distributed via post, providing an overview of the consultation process and inviting recipients to attend the drop-in consultation events. Recipients were encouraged to provide their feedback on the draft SRF by completing the consultation questionnaire, which they were able to return via the dedicated Freepost address, by email or online.
- 2.3 Consultation letters were also sent to landowners, providing an overview of the Northern Gateway SRF and inviting them to two additional public drop-in sessions aimed at businesses and landowners. The identified distribution list for the landowner consultation letter included 250 addresses.
- 2.4 In addition, consultation letters were posted or emailed to identified community organisations and groups as well as statutory agencies and a range of non-statutory stakeholders who may have an interest in the draft SRF, such as neighbouring schools.
- 2.5 In total, 423 people attended the eight drop-in sessions. 98 written responses were received via the consultation questionnaire with a further 25 written representations received from a mix of landowners, businesses, statutory consultees, and other non-statutory stakeholders.
- 2.6 The feedback received raised a wide variety of topics in relation to the proposals, which are summarised and responded to within the next section of this report. This community-facing part of the consultation process was supported by consultation specialist, Counter Context, acting on behalf of the Northern Gateway Joint Venture (JV). Additional consultation was carried out with statutory and non-statutory agencies, local health partners, internal departments and Local Ward Members. This part of the process was led by officers of the Council.
- 2.7 The consultation demonstrated a considerable positive response to the Northern Gateway proposals, with people in general expressing support for the Development Principles of the SRF. Throughout this process respondents highlighted a number of key points which have been considered as part of the finalisation of the SRF document.
- 2.8 A large quantity of feedback related to ongoing management of the Northern Gateway once proposals had been finalised, including neighbourhood issues for the Council to consider. The Council and FEC will take such comments into consideration as the proposals develop further.

### **3.0 Comments received via the Consultation Questionnaire and Community Representations**

- 3.1 The consultation questionnaire contained a series of sections that included a multiple choice question and a question providing opportunity for a free-text response concerning the content of the draft SRF. Each of these sections corresponded with the SRF-wide Design and Development Principles of the draft SRF, which are:
- Building Residential-led City Neighbourhoods
  - Delivering Social and Community Infrastructure
  - Delivering Sustainable Movement and Transport Connectivity
  - Urbanising Rochdale Road
  - Enhancing the Green-Blue Infrastructure and Public Realm
  - Creation and Management of the Place
  - Planning for a Low Carbon Future
- 3.2 The majority of responses received through the consultation were generally supportive, with at least 70% of respondents agreeing or strongly agreeing with each of the Design and Development Principles. A number of points were raised which can be categorised as per the headings below.
- 3.3 Additional written responses from community organisations, submitted outside of the questionnaire format, were provided by Collyhurst Big Local and from the Friends of Angel Meadow (FOAM). Responses to comments received through the consultation questionnaire and these written responses are provided within the 'Summary of Public Consultation' report in appendix 1.

### **3.4 Housing and Density**

- 3.4.1 Whilst the SRF Design and Development principle of building residential-led city neighbourhoods was generally supported, a number of responses highlighted that new housing should be of a better quality than what currently exists within the Collyhurst area. A range of comments were received about the type of new housing that should be provided in the area including specialist housing for older people; family housing; housing for single people such as one-bedroom flats; and housing that is affordable.
- 3.4.2 As a likely consequence of the draft SRF spatial plan showing a different footprint of development in the Collyhurst area to that which currently exists, a number of Collyhurst residents raised concerns about the treatment of existing housing stock in terms of potential demolition. Whilst a number of residents felt that the existing estate layouts within the area was generally of poor quality there were concerns about the impact that further demolitions would have on the community and a sense that existing tenants and homeowners would be forced out of the area.
- 3.4.3 There was a general acknowledgement that building at higher densities will bring more people to the area and help sustain a more varied retail offer whilst at the same time respondents highlighted that this has the potential to



increase demands on the Local Authority in terms of neighbourhood management pressures.

### **3.5 Community and Social Facilities**

- 3.5.1 Responses to the consultation highlighted a desire to see more shops, providing more choice to the local community. This can be related to a key theme running through the comments received which highlights the need for spaces for social interaction. Several comments suggested the need for a community centre and spaces for young people play and to socialise.
- 3.5.2 A number of comments highlighted the need for more/improved health facilities such as GP Surgeries and Dentists, however the feedback was more mixed when it came to the provision of new schools. A number of comments suggested that there is already a sufficient number of primary schools and secondary schools within and around the area, whilst a similar number commented that additional schools would be required.
- 3.5.3 In addition to comments relating to the provision of community facilities in the form of physical structures, a number of comments were received on the theme of community spirit. Many people commented that a sense of community and a strong sense of pride could improve neighbourhoods and make the Northern Gateway a more sustainable place to live.

### **3.6 Accessibility and Connectivity**

- 3.6.1 The draft SRF sets out an aim for the Northern Gateway to be a walkable, cycle-friendly environment with a range of sustainable transport options that minimises the reliance on private cars. The majority of comments in relation to this aim were generally supportive, with a number of respondents keen to see the addition of a new Metrolink stop in the area.
- 3.6.2 Comments received responded positively to the aim of reducing reliance on private cars with respondents acknowledging the positive impact on the environment; encouraging a more pedestrian-friendly environment; opportunities for safer cycling; and a more attractive public realm.
- 3.6.3 However, a number of respondents commented that they rely on their cars for getting around and that traffic flow and congestion should not be made worse as a result of the development. Generally, the comments received recognise that to deliver this aim there is a need to improve public transport; improve pedestrian and cycling infrastructure; and improve transport links/routes to areas outside of the Northern Gateway.
- 3.6.4 A number of comments highlighted the role of Rochdale Road as a main arterial route between North Manchester and the City Centre. Many people use Rochdale Road to travel through the Northern Gateway and this can have a negative impact on the residents who live there. Parking was highlighted by several respondents as an existing issue and one that could be further exacerbated by new development in the area.

### **3.7 Green Spaces and Public Realm**

- 3.7.1 A total of 85% of respondents agreed or strongly agreed with the aim to enhance the green-blue infrastructure and the public realm. Comments generally focused on the need to improve access to the green spaces and to improve the management and maintenance (further covered below).
- 3.7.2 A number of comments reflected concerns that the existing green spaces are largely viewed as unsafe, unattractive and poorly maintained. A number of suggestions were made for green spaces including more flowers; dedicated areas for the community to hold health and fitness activities; play areas for children; areas to foster the integration of nature and urban living; spaces for young and older people to interact; safe spaces for dog walking; and enhanced biodiversity.
- 3.7.3 Respondents commented that Sandhills Park is rarely used as people do not feel safe in using it. It was commented that a building in the park such as a community centre on the top end near the road may make it more welcoming. Improved lighting was also a common theme identified through the comments received.

### **3.8 Neighbourhood Management**

- 3.8.1 A key theme running through the responses received through the consultation was a sense that an increase in the residential population in the Northern Gateway would exacerbate neighbourhood management issues such as fly-tipping, littering, anti-social and criminal behaviour, and poor standards of maintenance of the public realm and green spaces.
- 3.8.2 There was a clear sense from the comments received that although the provision of green spaces was supported, there is a clear recognition from existing residents that green spaces would need to be better maintained and cleanliness kept to a higher standard. Responses suggested that there needs to be a massive clearance of all litter in North Manchester waterways and parks and that more monitoring and enforcement would be needed.

### **3.9 History/Heritage**

- 3.9.1 A number of respondents highlighted a desire to protect and build on the historical character of the Northern Gateway area. Comments were received in support of the retention and reuse of Red Bank viaduct with activation on top and in the arches.
- 3.9.2 All responses received through the public consultation process have been subject to thorough assessment by the Head of Residential Growth. The consultation with local residents has provided the programme team with invaluable insights into the aspirations and concerns of the local community. This process, in addition to the long-standing dialogue that the Council has with local residents in the area, has helped to shape the long term vision and objectives for the Northern Gateway and the continued engagement will help

to shape the next stages of delivery and realisation of the Northern Gateway vision.

- 3.9.3 A more detailed breakdown of the feedback along with responses to specific comments is included within the Summary of Public Consultation report at appendix 1.

#### **4.0 Comments from Landowners and Businesses received via Written Representations**

- 4.1 Responses from landowners and businesses located within the area were submitted in the form of written representations rather than via the consultation questionnaire. A number of landowners (and/or their representatives) and business owners were spoken to in person at the Business Breakfast events, which were attended by a total of 44 people, and through a series of meetings with the Council.

- 4.2 A total of 12 written representations were received from landowners and businesses. These were:

- Packaging Products (Coatings) Ltd
- HMG Paints Ltd
- Manchester Three Rivers Gin + City of Manchester Distillery
- Progressive Living Developments
- Rianta Capital Ltd
- Emmeline (Manchester) Management Ltd
- Realty Estates
- Royal Mail Group Limited
- Landowner at Talgarth Road, Kingsfold Avenue and Kirkwood Drive
- Chinese take-away business at 615-617 Rochdale Road
- MCR Property Group
- Satnam Investments Ltd

- 4.3 All feedback received by landowners and businesses has been thoroughly assessed. A more detailed breakdown of the feedback along with responses to specific comments received from landowners and businesses is attached to this report at appendix 2.

#### **5.0 Statutory Agency / Stakeholder responses received via Written Representations**

- 5.1 Responses were received from the following statutory agencies: Transport for Greater Manchester (TfGM); Network Rail; Environment Agency (EA); United Utilities; National Grid; Greater Manchester Fire and Rescue Service (GMFRS) - sent via the Greater Manchester Combined Authority (GMCA); Greater Manchester Ecology Unit; Homes England; and Historic England. Responses were also received from several non-statutory stakeholders including: Northwards Housing; Manchester and Salford Ramblers; Star Academies; and from an interested individual.

## **5.2 TfGM**

- 5.2.1 TfGM are generally supportive of the level of transport infrastructure assessed as being required to serve the Northern Gateway as identified in the draft SRF. This includes a commitment to explore options for the delivery of a new Metrolink stop at Vauxhall Gardens which has now been included in the Greater Manchester Transport Strategy 2040 Draft Delivery Plan 2020-2025.
- 5.2.2 It was emphasised that the main radial routes of Oldham Road, Rochdale Road and Cheetham Hill Road are important bus routes and that bus priority routes need to be retained on these roads and they are keen to see a joined up approach with existing initiatives such as the Manchester Salford Inner Relief Route upgrade works and the Manchester City Centre Transport Strategy.
- 5.2.3 TfGM highlighted safety considerations around walking and cycling at junctions and along green routes where natural surveillance is not always achievable. It was suggested that Streets for All principles are applied to the SRF and that new walking and cycling infrastructure planning is integrated with the GM Walking and Cycling Commissioner's Made to Move initiative.

## **5.3 Network Rail**

- 5.3.1 Network Rail have provided comments in response to the proposals set out in the draft SRF to retain and reuse the Red Bank viaduct, including the potential to connect to Victoria Station, and the contribution that the commercial rail arches at Red Bank can make to the sense of place and character for the area.
- 5.3.2 The comments received point to the need to assess the impact of additional footfall and any new or amended access to the routes to the Station, with any works required to cater for these changes to be funded as part of the development proposals. With regards to the commercial arches, Network Rail have commented that the SRF should give consideration to access, servicing, security, car parking and creating good public realm opportunities.
- 5.3.3 Network Rail also highlight the Manchester Victoria to Miles Platting Junction (MVM) railway line which runs through the Northern Gateway SRF area and asks that they be kept informed of any planned public realm interventions in this area as they are planning to complete strengthening works on a number of bridges in the area.

## **5.4 Environment Agency**

- 5.4.1 The Environment Agency (EA) welcome the intention to develop the City River Park and create conditions for a more accessible and more attractive riverside environment. They do, however, highlight the challenges associated with addressing the River Irk's current polluted condition and failing standards as outlined in the North West River Basin Management Plan. The Northern Gateway provides an opportunity to address this through the EU Water

Framework Directive and Manchester's Core Strategy Policy EN17.

- 5.4.2 The EA are supportive of a more sensitive parking regime along Dantzic Street and restored reaches of the River Irk to create a more active and open frontage. The EA also highlight the importance of providing SUDs and above ground drainage techniques to be integrated as part of new development.

## **5.5 United Utilities**

- 5.5.1 United Utilities (UU) also highlight the importance of SUDs features and request greater clarity on the hierarchy of drainage options to be provided within the SRF. They also request that the SRF states a requirement for new developments to be innovative when considering layout in relation to drainage design, however the comments raise concerns about the multitude of land ownerships and restrictions that this may set on a holistic drainage strategy for the area. UU have requested that consideration is given toward how the larger green spaces, but also the 'green links,' can be utilised to reduce surface water run-off.

## **5.6 National Grid**

- 5.6.1 National Grid have raised concerns that essential gas infrastructure has not been given adequate attention within the SRF - specifically with regards to the treatment of the gas governing equipment located on the former TransCo site at Gould Street (land which is privately owned).

## **5.7 GMFRS / GMCA**

- 5.7.1 The GMCA, responding on behalf of GMFRS, have queried the designation of the current Fire and Rescue Training Centre site on Thompson Street as a social and community use site and have suggested that the site, if it becomes surplus to requirements in the future, could be considered for a mix of residential and commercial uses.

## **5.8 Greater Manchester Ecology Unit (GMEU)**

- 5.8.1 The GMEU highlight the opportunity to measure the success of the Northern Gateway SRF vision by comparing the quality of the River Irk both before and after development. They have suggested the implementation of a monitoring process to collect data over a given time period against EU Water Framework Directive criteria - which may also include a biodiversity matrix to measure the ecological benefits of the development.
- 5.8.2 It was highlighted that interventions made outside of the Northern Gateway area may have an impact in this location and as such the SRF should make reference to other regeneration initiatives outside of the Manchester local authority boundary and how they will link.
- 5.8.3 The response cited a lack of detail on priorities and objectives for biodiversity in the public realm and within new builds for each neighbourhood. It was

suggested that more could be made of Moss Brook as an ecological feature within the SRF with new development being stepped back from the watercourse. A recommendation was given to produce a supplementary document outlining the vision for the Irk Valley given the complex nature of the site and the potential enhancement to biodiversity.

- 5.8.4 An objection was raised with regards to the height scale (up to 12 stories) fronting onto green space and highlighted a general shading issue for green infrastructure including the River Irk and Red Bank viaduct as a result of the placement of tall buildings to the south.

## **5.6 Homes England**

- 5.6.1 A written response was received from Homes England drawing attention to areas of synergy with Homes England's own strategic objectives regarding the delivery of new housing.

## **5.7 Historic England**

- 5.7.1 Historic England indicated that there are few impacts that would fall within their remit and that they therefore do not wish to make any comments on the draft SRF. They have advised that the Council's Urban Design and Conservation Team is consulted on plans. The Group Manager of this function has been engaged as part of the SRF development process and will continue to be engaged moving forward.

## **5.8 Northwards Housing**

- 5.8.1 Northwards provided a written representation with comments aligned to each of the SRF Design and Development Principles as set out in the consultation questionnaire. The response demonstrated broad agreement with the Principles and provided additional insight based on their long-standing relationship with the residents in the Collyhurst area. Northwards highlighted that given this relationship they feel that residents are seeking assurances that communities will not be broken up and that they will have the opportunity to continue living in the area. A response is provided to this point within the Summary of Public Consultation at appendix 1.

## **5.9 Manchester and Salford Ramblers**

- 5.9.1 Manchester and Salford Ramblers welcome the proposals outlined in the SRF, in particular the creation of the linear route along the River Irk as part of the City River Park. The response provides comments with regards to specific rights of way within the Northern Gateway and the potential for new pedestrian routes to be opened up to areas adjacent to the Northern Gateway area including to Manchester Fort the Irish World Heritage Centre and to Queens Park.

## **5.10 Star Academies**

5.10.1 A written response was received from Star Academies affirming their support for the SRF.

## **5.11 Individual Response**

5.11.1 A written response was received from an individual putting forward a proposal to temporarily canalise a section of the River Irk in the Red Bank neighbourhood through the construction of locks on the river bank.

## **5.12 Age-friendly Manchester**

5.12.1 Officers from Strategic Development attended a meeting of the Manchester Older People's Board on 17 August 2018 to deliver a presentation overview of the draft SRF. Members of the Board were pleased to see reference within the document to Manchester's Age-friendly City status, reflecting the city's ongoing commitment. It was noted that there is a real opportunity for the Northern Gateway to be a UK-leader (and international leader) in developing integrated, intergenerational living by adopting the latest in design and planning for ageing populations.

5.12.2 However, the Board had concerns that the views and needs of older people have not always been effectively considered and addressed as part of previous regeneration initiatives and that there is an expectation that the Northern Gateway will seek to address this. The Board commented on practical steps that can be taken in the SRF including the use of fully inclusive language and terminology and the inclusion of older people within the artistic illustrations and sketches. These changes have been reflected in the updated SRF.

5.12.3 Subsequent to the Older People's Board officers have had further engagement with the Age-friendly team and have strengthened working relationships with the Manchester Institute for Collaborative Research on Ageing (MICRA) at the University of Manchester and with the GM Ageing Hub. Officers will continue to engage positively with the Age-friendly initiative as the programme moves towards implementation.

5.12.4 Many of the key agencies and stakeholders have been engaged in active dialogue since inception of the draft SRF. The finalisation of the SRF presents an opportunity to focus cooperation and build positive working relationships to deliver shared outcomes and objectives. Responses to the comments received by statutory and non-statutory stakeholders is attached at appendix 3.

## **6.0 Health Stakeholder Workshop**

6.1 As part of the SRF consultation exercise, it was determined to bring together a wide range of stakeholders from the health and care sector to take part in a workshop to focus specifically on the population health and care impacts of

the draft SRF.

- 6.2 The workshop took place on 3 September 2018 at the Irish World Heritage Centre. The session was effectively a pilot for a new form of partnership working between Manchester City Council and Manchester Health and Care Commissioning (MHCC), and other stakeholders in the health and care sector, in relation to embedding health and care considerations in the early stages of planning large-scale regeneration projects.
- 6.3 The emphasis was on bringing together a wide range of participants, from those involved in policy in the commissioning bodies to those on the front line of primary care provision, including representatives working in the voluntary and community sector in the Northern Gateway area, and those representing service users' views.
- 6.4 There were 32 participants in the workshop and the organisations and areas represented were as follows:
- Abraham Moss Warriors
  - Buzz, Manchester Health and Wellbeing Service
  - Greater Manchester Health and Social Care Partnership, Primary Care Commissioning
  - Greater Manchester Mental Health NHS Foundation Trust
  - Higher Blackley and Harpurhey Neighbourhood
  - Macc
  - Manchester Carers Network
  - Manchester City Council, City Centre Regeneration Team
  - Manchester Health and Care Commissioning
  - Manchester Local Care Organisation
  - Manchester University NHS Foundation Trust
  - Manchester Youth Zone
  - Northern Care Alliance
  - Northern Health GPPO Ltd
  - Patient and Public Advisory Group (Manchester Health and Care Commissioning)
  - NHS Transformation Unit
  - University of Manchester
  - Whitley Road Medical Centre
- 6.5 The workshop themes generated good debate about the opportunities and challenges associated with the delivery of the Northern Gateway. However, there was general agreement that the draft SRF represented the right direction of travel and the overall ambitions were supported.
- 6.6 A lot of the feedback was about how the SRF will be delivered and not necessarily the content of the draft SRF itself. However, this was very valuable feedback and will help to inform the next phases of the project, as thematic workstreams start to emerge and the programme moves from the vision-setting stages towards planning, design and delivery.



6.7 The following overarching themes emerged from the discussions:

- A common suggestion was the importance of active participation from the existing local community (residents, but also the voluntary sector) in helping to shape the project in a meaningful way.
- Start the planning of future service provision as early as possible, allowing plenty of time to think about the potential for innovative service delivery e.g. shared services.
- Much emphasis was placed on the importance of the quality of design and the built form as a determinant of health and wellbeing. There was seen to be a lot of potential for this to improve health and wellbeing if the quality of buildings and open spaces was high.
- The focus on housing was seen as key, but there was also a suggestion to focus equally on improving access to local employment, leisure and recreation opportunities as a way to positively impact health and wellbeing.
- There was a good discussion about short-term versus long-term effects. Participants emphasised the need to address and mitigate short term negative impacts in terms of the upheaval this project will cause whilst recognising that there will be longer term benefits.

6.8 Since the workshop, further discussions have taken place within MHCC concerning planning for population growth. Work is now progressing to establish a working group to develop a clear understanding of the new residential units that will be delivered in the key projected growth areas of the city, and aligning a phased health and care action plan.

## **7.0 Changes made to the SRF**

7.1 Subsequent to the publication of the draft SRF in July 2018, a number of minor corrections have been made to the plans and the supporting text, as well as minor improvements made to the formatting to improve the look and feel of the document.

7.2 In addition to these corrections and formatting changes, officers of the Council have reflected on the comments received through the consultation period which has resulted in a number of changes to the final document. A list of the changes made to the SRF is attached at appendix 4.

## **8.0 Conclusion**

8.1 The Northern Gateway SRF presents the opportunity for transformational regeneration and placemaking activity in a part of the city that has so far underperformed in fulfilling its potential in contributing to Manchester's economic and residential growth ambitions. Development of the Northern Gateway will revitalise existing communities and provide a catalyst for the

regeneration of neighbourhoods in the north of the city and extended City Centre.

- 8.2 The SRF consultation process provided an opportunity to engage a wide range of stakeholders in conversation about the vision and development principles as set out within the draft SRF document. The majority of responses received to the consultation were supportive of the proposals included in the draft SRF. Responses to the concerns/issues raised through consultation are provided in appendices 1-3 with a list of all changes made to SRF provided in appendix 4. Further consultation with both local stakeholders and residents will take place as more detailed plans are developed.
- 8.3 Subject to approval by the Executive the Northern Gateway SRF will be used as a material consideration as part of the planning process. The SRF does not replace, nor does it introduce any new, planning policies. All existing planning policies remain unaffected by approval of the SRF.

## **9.0 Contributing to the Our Manchester Strategy**

### **(a) A thriving and sustainable city**

- 9.1 The Northern Gateway will expand the City Centre in a northern direction establishing sustainable mixed-use neighbourhoods including new jobs and employment opportunities.

### **(b) A highly skilled city**

- 9.2 The Northern Gateway will provide direct employment opportunities and also meet the demand for housing from residents who wish to live close to the skilled employment opportunities located in and around the Regional Centre.

### **(c) A progressive and equitable city**

- 9.3 Development of the Northern Gateway offers the potential to deliver on the objectives of the Manchester Residential Growth Strategy and meet the growing demand for high quality new housing in the city.

### **(d) A liveable and low carbon city**

- 9.4 The Northern Gateway development opportunities will support the delivery of new residential developments using state of the art technologies and low carbon construction methods.

### **(e) A connected city**

- 9.5 The master-planning of new neighbourhoods within the Northern Gateway will include traffic and transport planning ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.

## **10.0 Key Policies and Considerations**

### **(a) Equal Opportunities**

- 10.1 A key aim of the Northern Gateway is to deliver residential led development providing a significant number of high quality homes and alongside commercial development. This will both meet increasing levels of demand for housing within the regional hub and create new City Centre employment opportunities.

### **(b) Risk Management**

- 10.2 The risks associated with the project will be managed by the Strategic Development Team using the Manchester Method Project Management methodology. Risks will be escalated and decisions made in accordance within the agreed governance structure.

### **(c) Legal Considerations**

- 10.3 The marketing and selection of an investment partner has been carried out with advice and support from representatives of the City Solicitor and external legal professionals acting on behalf of the City Council. All future activity, including the development of the SRF and the implementation of initial phases of delivery in Collyhurst will include full input and support from representatives of the City Solicitor, augmented by external legal advice as and when necessary.

As noted in the Conclusion above the SRF does not introduce, replace or conflict with any existing planning policies within the Council's Development Plan. If approved the SRF will become a material consideration for the Council as a Local Planning Authority in respect of any planning application relating to the Northern Gateway study area.

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# Northern Gateway draft Strategic Regeneration Framework, Manchester

## Summary of Public Consultation

November 2018



Northern Gateway draft Strategic Regeneration Framework, Manchester  
Summary of Public Consultation



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## 1. Executive Summary

This Summary of Public Consultation has been prepared by Counter Context Ltd on behalf of Manchester City Council. It reports on the neighbourhood consultation undertaken on the Northern Gateway draft Strategic Regeneration Framework (SRF).

Formal consultation was carried out on the draft SRF in accordance with Manchester City Council's adopted Statement of Community Involvement.

The formal consultation ran for eight weeks between Monday 6 August and Monday 1 October 2018. During the formal consultation, a range of communication methods were used to provide information about the draft SRF and ensure that people had the opportunity to provide their feedback. These methods included:

- A consultation letter and accompanying questionnaire sent to properties in the Northern Gateway area.
- A Northwards newsletter sent to all properties in the area promoting the events.
- Consultation information and questionnaire hosted online on the Manchester City Council website.
- A consultation postcard and poster displayed at local information points.
- Six consultation drop-in sessions for members of the public.
- Two consultation drop-in sessions for landowners.
- Complementary social media activity to provide publicity of the consultation and events.
- A dedicated project email address, telephone information line and Freepost address for those interested to send feedback and make enquiries.
- A dedicated Northern Gateway website.

In total, 423 people attended the drop-in sessions. 98 written responses were received via the questionnaires. The feedback received raised a wide variety of topics in relation to the proposals, which are summarised and responded to within Section 4 of this report.

The consultation demonstrated a considerable positive response to the Northern Gateway draft SRF, with people in general expressing support for the Neighbourhood Development Principles. Written responses highlighted a number of key considerations in the finalisation of the SRF proposals.

A large quantity of feedback related to ongoing environmental and neighbourhood management of the Northern Gateway once proposals had been finalised, including current neighbourhood issues for MCC to consider. MCC and FEC will take such comments into consideration as the proposals develop further.

MCC and FEC are grateful to members of the local community for contributing their views during the neighbourhood consultation and looks forward to further constructive dialogue throughout the development process.

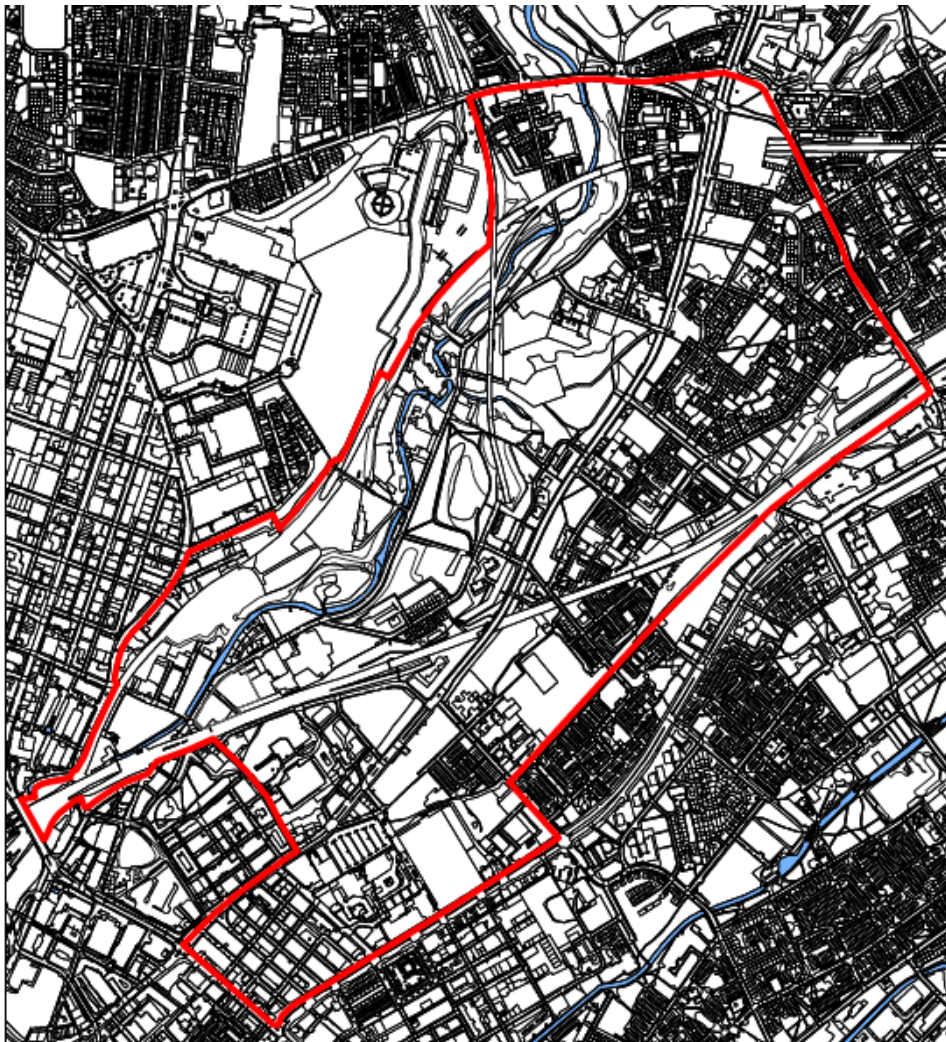


## 2. Introduction

### 2.1 Northern Gateway Overview

The Northern Gateway draft Strategic Regeneration Framework (“SRF”) has been prepared by Manchester City Council (“MCC”) and its partners, Far East Consortium International Limited (“FEC”), to guide the future development and growth of the area extending north-east from the city centre. FEC has been appointed as MCC’s investment and delivery partner to bring forward the regeneration of the Northern Gateway. MCC and FEC will work together on a Joint Venture (JV) basis to deliver the regeneration of the Northern Gateway. The Northern Gateway area covers approximately 155 hectares to the north of Manchester City Centre between Victoria Station, NOMA and the Northern Quarter in the south-west, and Queens Park and the intermediate relief route (Queens Road) to the north-east. This area is presented in Figure 1.

Figure 1: The Northern Gateway Area



The regeneration of the Northern Gateway offers a unique opportunity to deliver approximately 15,000 new homes over the next 15-20 years and will build on existing and past regeneration initiatives that have sought to deliver changes in neighbourhoods and communities throughout the north and east of the extended city centre.

The Northern Gateway Draft SRF was endorsed by the MCC Executive on 25 July 2018, paving the way for a programme of public consultation which was carried out in summer 2018.

## 2.2 Purpose of this Summary of Public Consultation

This Summary of Public Consultation has been prepared by Counter Context on behalf of MCC and FEC, to document that appropriate neighbourhood consultation has been undertaken on the Northern Gateway Draft SRF.

Consultation on the draft SRF was undertaken with a range of stakeholders including residents, business operators, landowners and statutory bodies. This summary reports on the programme of neighbourhood consultation, summarising and analysing the consultation responses from local residents and community groups. To note, this summary does not report on consultation with statutory bodies, business operators and landowners, which has been managed independently by MCC and will be summarised in a report to the Council's Executive.

It provides:

- An account of the consultation undertaken with local residents, local community groups and key stakeholder organisations on the draft SRF.
- A summary of feedback received from these consultees.
- A summary of how this feedback has been considered in the finalisation of the SRF.

The consultation was carried out in accordance with MCC's Planning and Development Statement of Community Involvement (adopted on 11 June 2018), chapter 7 on Planning Frameworks, and also the overall ethos of that document, which states:

*The Our Manchester approach means giving the local community and other stakeholders the opportunity to be involved in decision making...Getting involved in policy preparation is your chance to make sure that the policies will reflect how you would like your area to develop in the future.*

## 3. Consultation Process

### 3.1 Consultation Overview

This section of the Summary of Public Consultation details the comprehensive neighbourhood consultation process. The consultation period ran for eight weeks from Monday 6 August 2018 to Monday 1 October 2018. This was two weeks more than the standard six week consultation period, in recognition that the consultation began during the summer holiday period.

A range of communication methods were used to raise awareness of the consultation and to provide a number of accessible and convenient means by which to provide feedback.

The consultation programme focussed on:

- Directly distributing information and consultation materials.
- Proactively providing information to stakeholders.
- Organising consultation events to engage key audiences.
- Providing convenient and accessible opportunities to provide feedback.

### 3.2 Publicising the Consultation

#### 3.2.1 Consultation Letter and Questionnaire

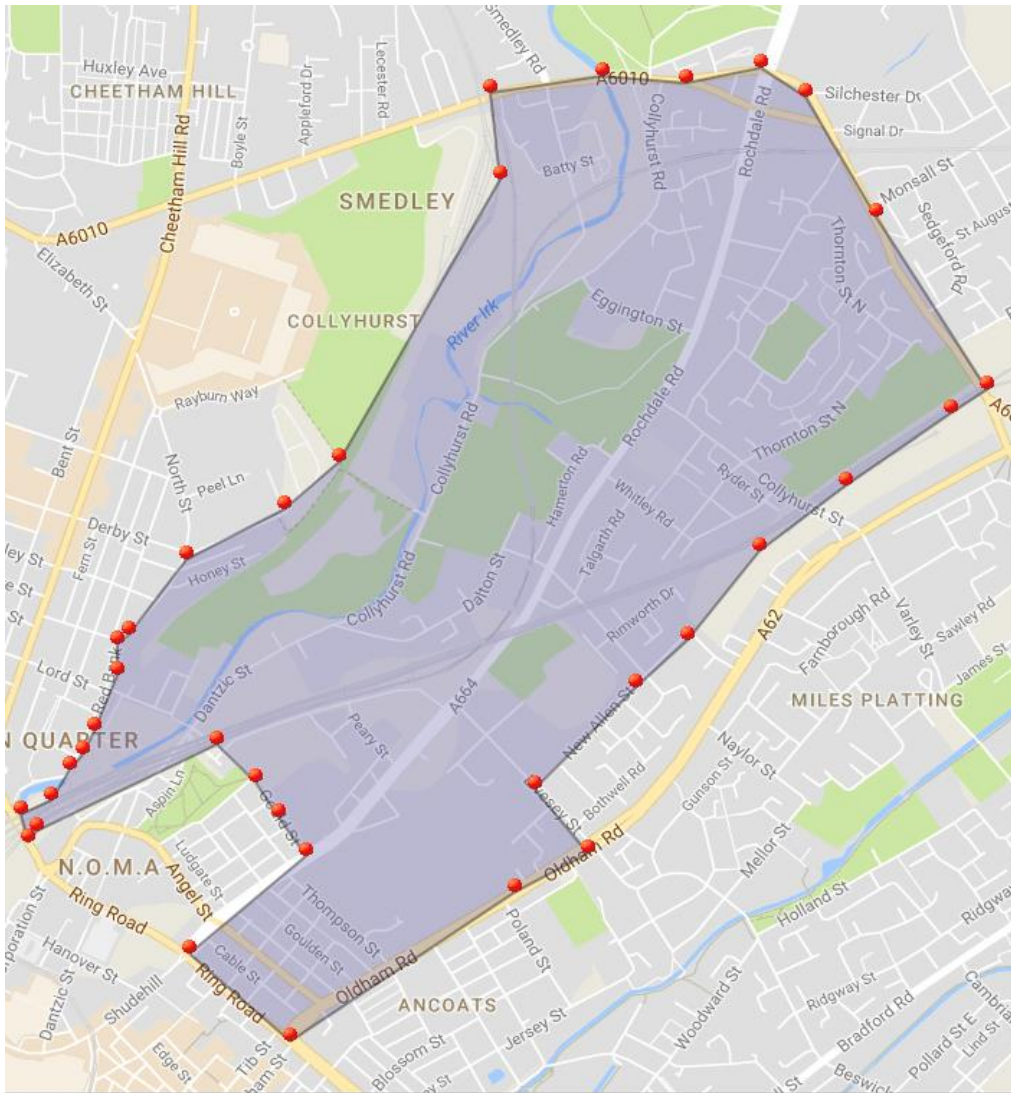
Consultation letters and questionnaires were sent directly to local residents and businesses within the Northern Gateway area, as identified in Figure 2 below, which included 2223 addresses. The letters were distributed via post on 6 August 2018, providing an overview of the consultation process and inviting recipients to attend the upcoming consultation events. The hard copy questionnaire invited recipients to provide their feedback on the draft SRF, which they were able to return via the dedicated Freepost address.

Consultation letters were also sent to landowners, providing an overview of the Northern Gateway SRF and inviting them to two separate public drop-in sessions. The identified distribution list for the landowner consultation letter included 250 addresses.

In addition, consultation letters were posted or emailed to identified community organisations and groups as well as a number of stakeholders located outside of the Northern Gateway area who may have either been affected or have an interest in the draft SRF, such as neighbouring schools.

A copy of the resident and business letter is provided as Appendix 1, the landowner letter as Appendix 2 and the questionnaire as Appendix 3.

Figure 2 – Consultation letter and questionnaire distribution area (Courtesy of Google Maps 2018)



### 3.2.2 Website and Online Questionnaire

Consultation information was available on a dedicated area of the MCC website, where there was an introduction to the draft Northern Gateway SRF and the consultation process, information about the consultation events, and a link to download both the draft SRF document in full and a shorter Executive Summary. The consultation questionnaire was also hosted on this webpage.

### 3.2.3 Consultation Postcard and Poster

Consultation postcards and posters were distributed on 6 August 2018 to local information points within and outside the Northern Gateway area. The consultation postcard and poster provided details of the consultation events and methods to get in touch. This included the Freephone information line, Freepost address and dedicated project email address. The consultation postcard and poster are provided as Appendix 4 and 5, respectively.

Copies of the consultation postcard and poster were distributed to locations based on their frequency of use and location. These sites are presented in Figure 3, with pictures of the postcards and posters on display in Figures 4 and 5.

Figure 3 – Locations of Consultation Postcards and Posters (Courtesy of eSpatial mapping software)

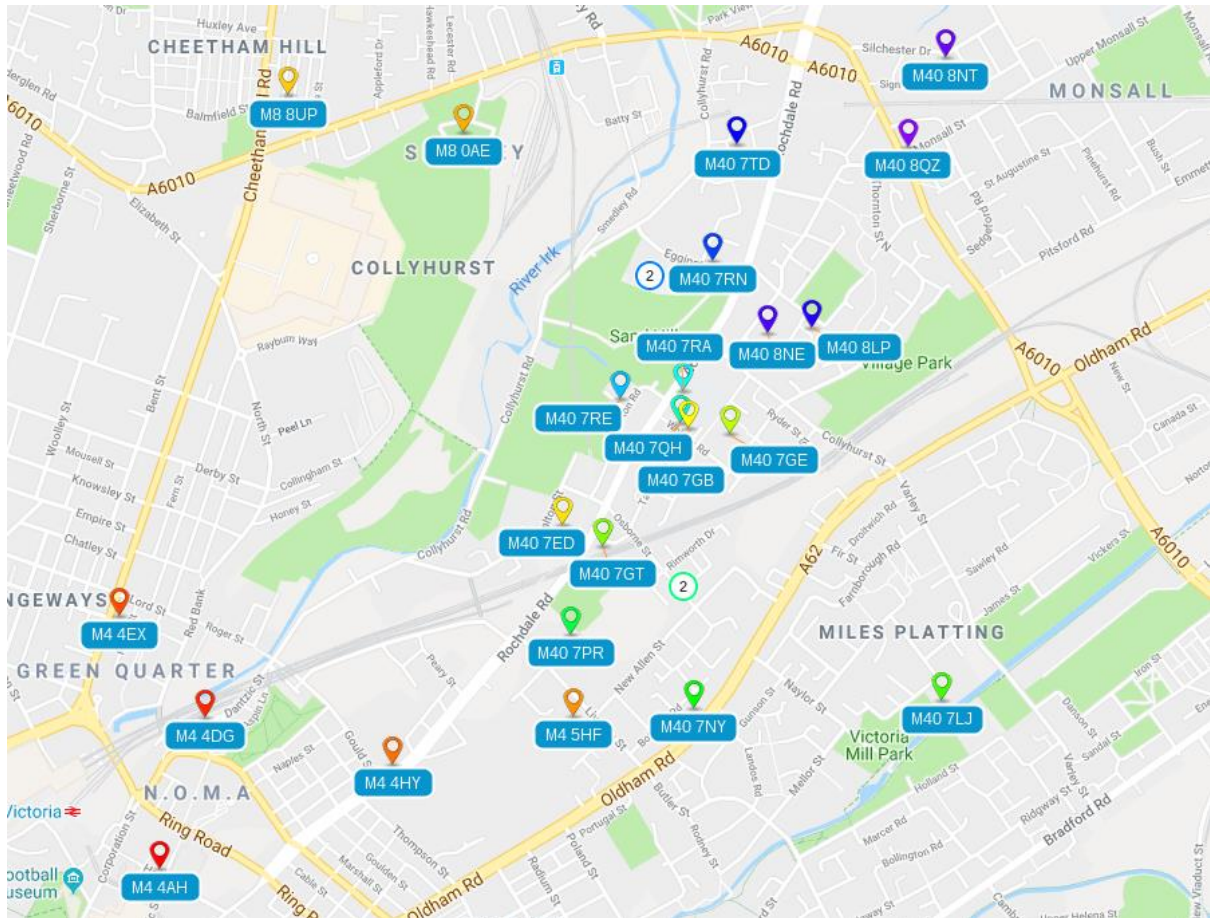


Figure 4 and 5 – Displays of Consultation Postcards and Posters



### 3.2.4. Northwards Newsletter

Information about the consultation was also shared in a summer 2018 edition of the Northwards Newsletter, produced in collaboration between Northwards Housing and Manchester City Council. This newsletter is distributed to 1,430 addresses, including those managed by Northwards along with private residences in Collyhurst. A copy of the Northwards Newsletter is provided as Appendix 6.

### 3.2.5. Press Release and media coverage

A press release issued at the start of the consultation period resulted in widespread coverage within the local media. The consultation was publicised in Manchester Evening News on 9 August 2018, which is shown in Figure 6. The article provided more information about the consultation events and how people could submit their feedback.

Figure 6: Manchester Evening News article

News Greater Manchester News Collyhurst

## What do you think of these ambitious plans to regenerate the north of the city?

Residents are being asked for their views on the £1bn proposals to transform land along the Irk Valley - the biggest project since the regeneration of Eastlands



What the Irk Valley could look like once the council has completed its Northern Gateway regeneration plans

(Image: UGC MEN)

### 3.2.6 Social Media

The consultation was also publicised widely on social media, including through the MCC Twitter account, which has over 170,000 followers. Figure 7 shows a Tweet at the beginning of the consultation period on 6 August 2018. Information about the Northern Gateway and public consultation was also shared by the Place North West Twitter account, which has over 11,000 followers. The consultation was also publicised during the consultation period. Figure 8 shows Twitter posts ahead of the consultation events in August and September 2018.

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Figure 7 – Social media post on Twitter on 6 August 2018

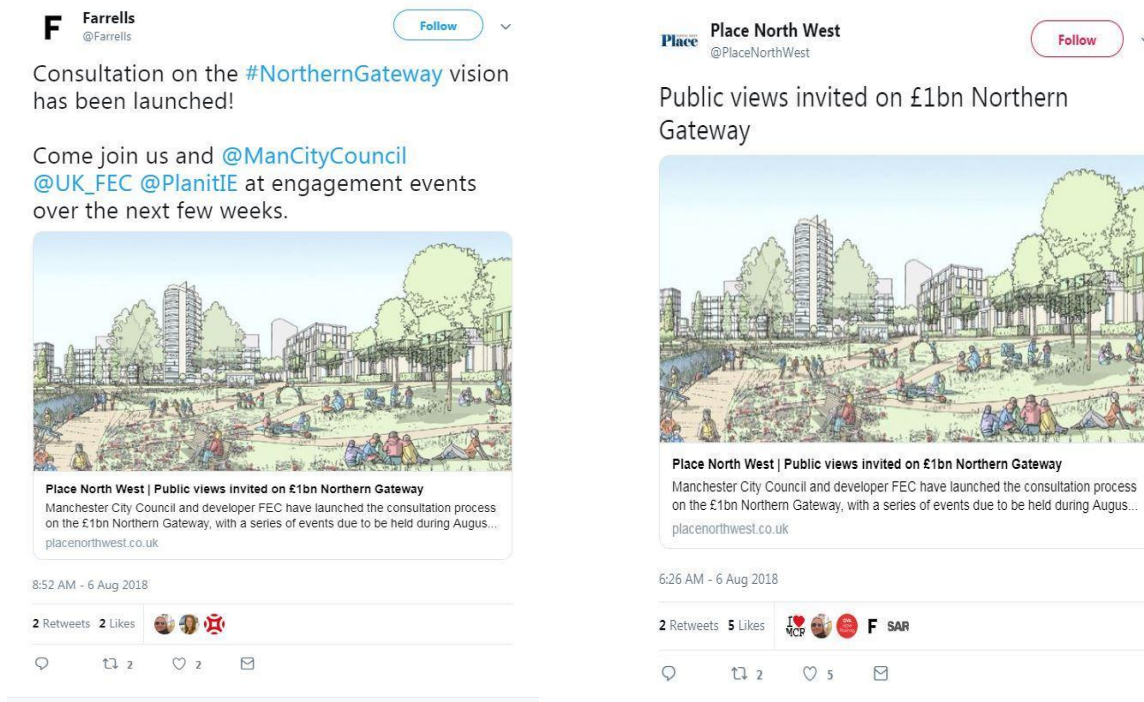


Figure 8 – Social media posts on Twitter during formal consultation period on 5 September 2018





### 3.3 Consultation Events and Meetings

#### 3.3.1 Consultation Events

A total of six consultation events were held across the formal consultation period, selected based on a spread across the Northern Gateway area, including in the city centre, in South Collyhurst, and in Collyhurst Village. The details were as follows:

- **Wednesday 15 August from 11am to 3:30pm** at Yes Community Centre, 35-39 Southchurch Parade, Collyhurst, M40 7GE.
- **Thursday 16 August from 2:30pm to 7pm** at PLANT @ NOMA, Redfern Building, Dantzic Street, Manchester, M4 4AH.
- **Wednesday 22 August from 2:30pm to 7:30pm** at Church of the Saviour, Eggington Street, Collyhurst, Manchester, M40 7RN.
- **Tuesday 4 September from 2:30pm to 7pm** at Abbott Community Primary School, Livesey Street, Manchester, M40 7PR.
- **Wednesday 5 September from 11am to 4pm** at The Federation, Federation House, 2 Federation Street, Manchester, M4 4BF.
- **Thursday 6 September from 11am to 4pm** at Aldbourne Close Retirement Scheme, 20 Aldbourne Close, Collyhurst, M40 8NE.

The information presented at these consultation events included a number of information boards which summarised the key themes of the draft SRF. There was also hard copies of the full draft SRF document and shorter Executive Summary, and members of the team from MCC, FEC and the consultant team were on hand to provide information and answer questions. The event information boards are provided as Appendix 7.

Hard copies of the questionnaires and postcards were also brought along to the events, where visitors were encouraged to provide feedback.

#### 3.3.2 Breakfast drop-in sessions

In addition to the six public drop-in sessions, two further drop-in sessions were held aimed specifically for landowners within the Northern Gateway area. The same materials, as presented above, were available for viewing at these sessions. These sessions were as follows:

- **Tuesday 4 September from 8am to 10:30am** at Halle at St Michael's, George Leigh Street, Manchester, M4 5DG;
- **Thursday 20 September from 8am to 10:30am** at Halle at St Michael's, George Leigh Street, Manchester, M4 5DG.

#### 3.3.3 Event attendees

Overall, across the eight events, 423 people attended. This number included the following groups of stakeholders within and beyond the Northern Gateway area:

- Local residents.
- Local business owners.
- Landowners and property owners.

- Representatives from statutory/public organisations.
- Local councillors.
- Representatives from key local institutions such as schools, community centres, churches and community groups.

Figure 9 highlights the locations of attendees who chose to provide their postcode (approximately 60%). These were recorded at the consultation events:

Figure 9 – Selected postcodes of attendees at events (Courtesy of eSpatial mapping software)

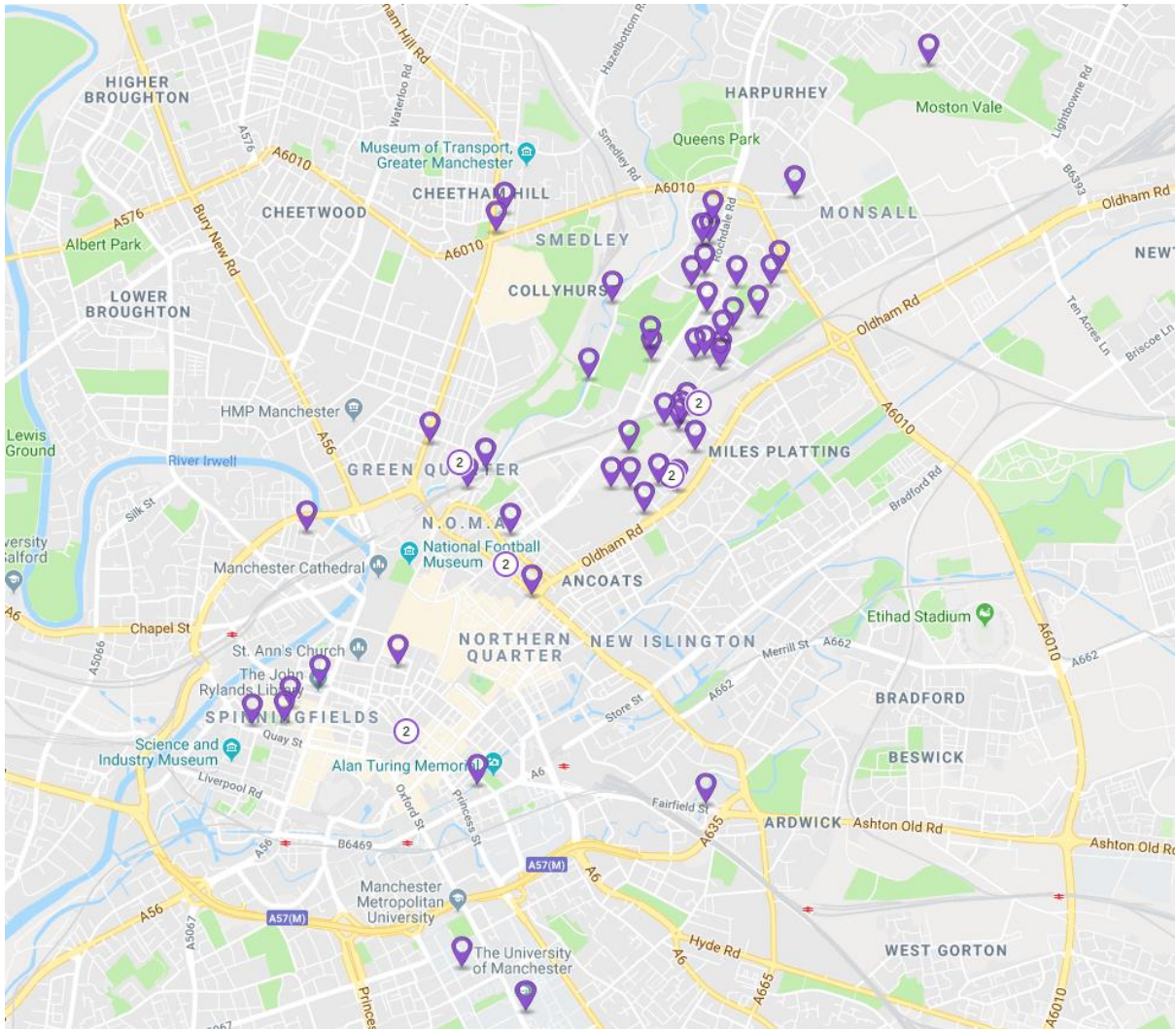


Figure 10 – Photographs from consultation drop-in sessions

Yes Community Centre, Collyhurst



PLANT, NOMA



Church of the Saviour



Abbott Community Primary School



*Federation*



*Aldbourn close retirement scheme*



*Halle at St Michael's*



### 3.4 Methods for Receiving Feedback

#### 3.4.1 Telephone Information Line

A dedicated information line (08081 699993) was utilised for the Northern Gateway consultation. This line was in operation from 9am to 5pm (Monday to Friday) with an answer phone facility to take calls outside these hours. The Freephone telephone information line number was on all consultation materials including the website, consultation postcard, posters and questionnaires.

#### 3.4.2 Email Address

A dedicated project email address ([contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk)) was set up for people to submit feedback and ask any questions to the Consultation Team. The email address was published on all consultation materials, as well as the website.

### 3.4.3 Freepost Address

A dedicated Freepost address (NG Consultation) was also set up for people to submit completed consultation questionnaires or letters. As with the email address, the Freepost address details were published on all consultation materials, as well as the MCC website.

## 4. Formal Consultation Feedback

### 4.1 Summary of Feedback Received

Throughout the formal consultation, several channels were made available for people to ask questions and provide feedback. To summarise, these were:

- The Freephone telephone information line (08081 699993).
- The enquiries email address (contact@ng-consultation.co.uk).
- A hard copy of the questionnaire available at the consultation drop-in sessions. Questionnaires could be completed at the drop-in sessions or sent via the FREEPOST address.
- An electronic version of the questionnaire available on Manchester City Council's website.
- The FREEPOST address.

In total, 98 responses to the formal consultation were received. These are categorised into the relevant channels below.

Consultation response received	Total
Questionnaires sent via Freepost	44
Electronic questionnaire	18
Questionnaire completed at events	34
Email	2
Phone	0
Total	98

All of the responses received during the formal consultation period have been logged and every comment has been considered ahead of the finalisation of the Northern Gateway SRF.

### 4.2 Analysis of Questionnaires

The questionnaire contained seven sections, which reflected the eight topic areas included within the draft SRF - Place Creation and Place Management were merged. Each section of the questionnaire included a multiple choice, asking respondents to agree or disagree with the draft development principles, and open question inviting further comments about the proposals. This section of the Summary of Public Consultation provides a summary of the answers and comments received through these questions asked as part of the Questionnaire. Comments received through the questionnaire, and those received from community groups as free-form responses outside of the questionnaire, generally fell into a number of broad headings relating to each of the draft development principles / topic area. This summary provides an overview of the most frequently mentioned issues with respect to each of these topic areas.

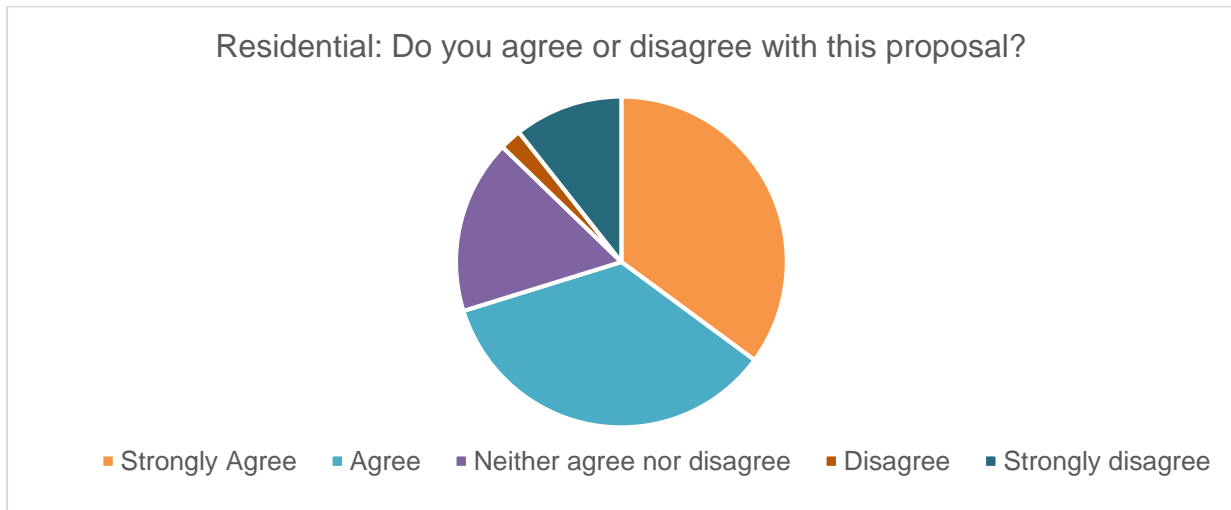
This section also contains direct quotes taken from the free-form responses. These quotes were selected in order to provide a summary of the common concerns/issues raised. The complete set of feedback responses is provided at Appendix 8.

#### 4.2.1 Topic 1 - Delivering a Unique and High Quality Residential-led Regeneration Scheme

The SRF sets out a proposal for delivering a unique and high quality residential-led regeneration scheme that includes the following key principles:

- Providing a balanced mix of housing types.
- Providing housing that is affordable.
- Providing a desirable place for families to live.
- Improving connections between neighbourhoods.
- Building at higher densities to support sustainability.
- Providing complementary non-residential uses to support vibrant neighbourhoods.
- Delivering high quality, well designed places.

Do you agree or disagree with this proposal?					
Total	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
94	33	33	16	2	10
Percentage	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
100%	35%	35%	17%	2%	11%



**What is important to you in your neighbourhood, and how do you think your neighbourhood could be improved?**

- Housing:
  - Improved quality of residential housing.
  - Over 55's accommodation/bungalows/sheltered accommodation.
  - Balanced mix of housing types.

- Building houses that will attract working class people.
- More one bed flats.
- Community spirit:
  - Collyhurst is becoming a more diverse community; community spirit and pride is needed.
  - Provide facilities to reflect all aspects and needs in our community, keeping all members of our community together.
  - There is currently no sense of community within city centre residents – this development provides a chance to create community links between residents, the city and landscape around us.
  - Clear communication about how the development affects the community.
- Littering/Fly tipping
  - Re-education for keeping the area clean and preventing fly tipping.
  - Provision of more bins that are more frequently emptied.
  - Address a list of behaviour issues, including littering/fly tipping along with public disturbance.
- Maintenance
  - Better maintenance within the area, including open spaces and quality of housing, and public spaces.
- Youth facilities
  - More child and family facilities available to bring the community together.
  - Provide facilities for youths in order to prevent anti-social behaviour.

#### Quotes

*'Over 55's accommodation/bungalows/sheltered accommodation, as well as much needed family housing, to reflect all aspects and needs in our community, keeping all members of our community together, as in different stages in our lives suitable accommodation needs to be met'.*

*'Collyhurst is becoming more diverse a community hub to meet up in - Re-education keeping the area clean/Littering/fly tipping imposed - community spirit and pride needed'.*

*'Think the concept behind the proposal is great however it disregards the ethics aspect towards the people that are current living in the proposed area. As it will cause financial crisis for many families. It would be better to regenerate the area which does not compromise the shifting of houses and quality of life for others'.*

#### 4.2.2 Topic 2 - Delivering Social and Community Facilities

Social and community infrastructure will enable local employment opportunities and provide facilities for wider community benefit throughout the Northern Gateway. Within the Northern Gateway we're proposing to carefully plan and develop social and community facilities such as:

- New schools
- Nurseries
- Health facilities
- Leisure facilities
- New shops
- Active public spaces for social interaction

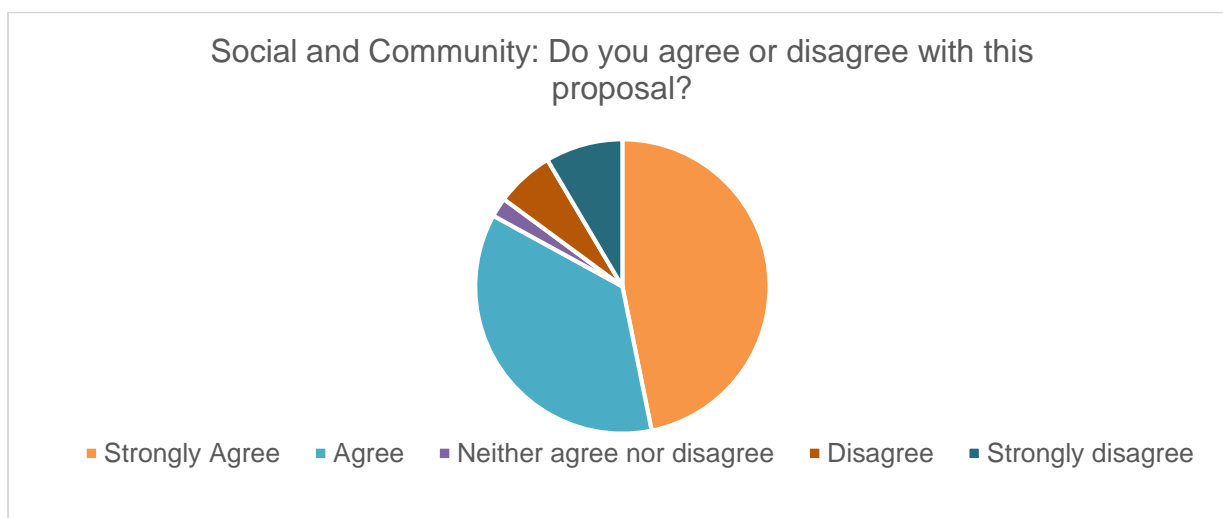
These facilities will create vibrant places to live and will help to improve the health and well-being of local residents. Where possible, the co-location and sharing of facilities with other uses will be explored and facilities will be planned in areas which are easily accessible by walking and cycling or are close to public transport.

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Do you agree or disagree with this proposal?					
Total	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
94	44	34	2	6	8
Percentage	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
100%	47%	36%	2%	6%	9%



**What type of provision do you feel would make the Northern Gateway a more sustainable place to live?**

- Local shops
  - More choice of local shops, utilising vacant brownfield land.
  - A shopping centre would be useful, as we currently have to travel out of the area to access decent shops/stores/supermarkets.
  - Better retail opportunities as local stores are overpriced and run out of stock.
- Community facilities
  - Schools, health/leisure facilities and more parks/public spaces.
  - A larger community centre in Collyhurst to address social issues in the area.
  - We need more schools, easy access to public transport and spaces for social interactions.
- Health facilities
  - More health facilities, including support for mental health.
  - There are already plenty of facilities, along with trams into the city centre to access health facilities.
  - GPs and drop-in centres are important.
- Youth facilities
  - Facilities to solve many of the social issues in the area, e.g. anti-social behaviour
  - Collyhurst youth club has previously been demolished. More facilities such as schools, shops and youth club needed.
  - Youth could benefit from a facility similar to the 'Youth Factory Zone' in Harpurhey.
  - Sports facilities to encourage exercise.
- Schools/Education

- Mixture of diversity in schools but improvements to existing schools.
- Improve connectivity to facilities in decent proximity, including Manchester Communications Academy.

### Quotes

*'A shopping centre similar to 'North City' in Harpurhey would be handy, currently we have to travel out of the area to access decent shops/stores/supermarkets'.*

*'Collyhurst could benefit from a bigger community centre that can address a lot of social issues from idle teenagers/kids'.*

*'There are all the facilities proposed available at decent proximity. Adding more could only backfire and further congest the area'.*

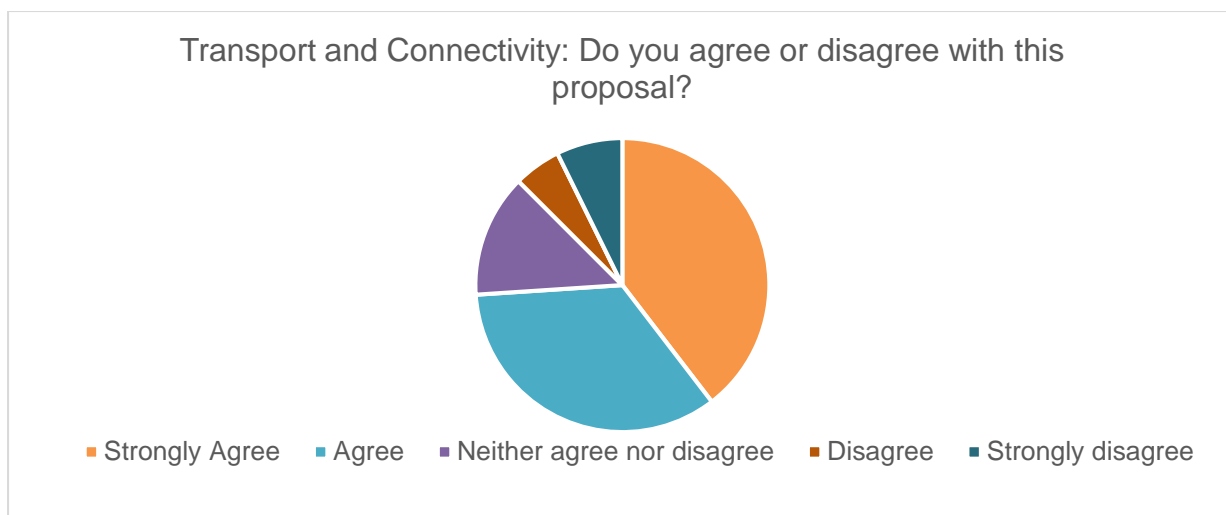
### 4.2 3 Topic 3 - Strengthening Transport Connectivity and Sustainable Travel

The regeneration of the Northern Gateway provides opportunities for improving the way people travel between new and existing neighbourhoods. The SRF sets out an aim for the Northern Gateway to be a walkable, cycle-friendly environment with a range of sustainable transport options that minimises the reliance on private cars.

To achieve this aim, the SRF sets out the following key principles:

- High quality public realm design to make walking a more attractive option
- Enhancing the on and off-road cycling network to make cycling a safer and more attractive mode of transport
- Improved crossing points for pedestrians
- Restricted car access on certain routes to give priority to pedestrian movement
- Improved public transport links, including improvements to the bus network and the potential for a new Metrolink stop
- Consideration of how emerging technologies could be integrated into development of the area
- Controlling on-street parking and ensuring there are sufficient levels of parking provision available

Do you agree or disagree with this proposal?					
Total	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
96	38	33	13	5	7
Percentage	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
100%	40%	34%	14%	5%	7%



**Transport and Connectivity: Please provide further comments:**

- Transport
  - If transport routes through the area are not improved it will slow commuting times for people who live around Northern Gateway but travel through it.
  - Without the proposed transport routes being provided it is difficult to judge how much better it will be.
- Accessibility
  - Support and concerns for restricted car access. Make roads accessible for people who require them.
  - To have road or pavement usage for disabled scooters and wheelchairs.
  - Greater access to other areas of Manchester – the only access to Middleton is Rochdale Road.
- Cars
  - Introduce a park and ride system to reduce car traffic on Rochdale Road.
  - Street parking should remain free and not heavily regulated.
  - Anything to restrict car access and improve walking and cycling will improve the local environment.
- Metro stop/tram network/integrated transport hub – More Metrolink stations where possible
  - A metro link would be an advantage. However as a car user, the existing bus lane on Rochdale Road has restricted traffic flow causing more congestion.
  - A metro link, to enable connectivity across Greater Manchester.
- Cycling infrastructure –
  - Connect Moston Vale, Queens Park, Sandhills, and Angel Meadow so people can walk/cycle in and out of town.
  - Keep the pedestrian in mind with walking and cycling being an important part of life.

**Quotes**

*'A metro link would be an advantage. However as a car user, I have found the existing bus lane on Rochdale Road has restricted traffic flow causing more congestion. As a mobile hairdresser, I need my car for work, I would be concerned with restricted car access'.*

*'I strongly agree that technologies should be integrated into the development of the areas for the younger generation that's growing'.*

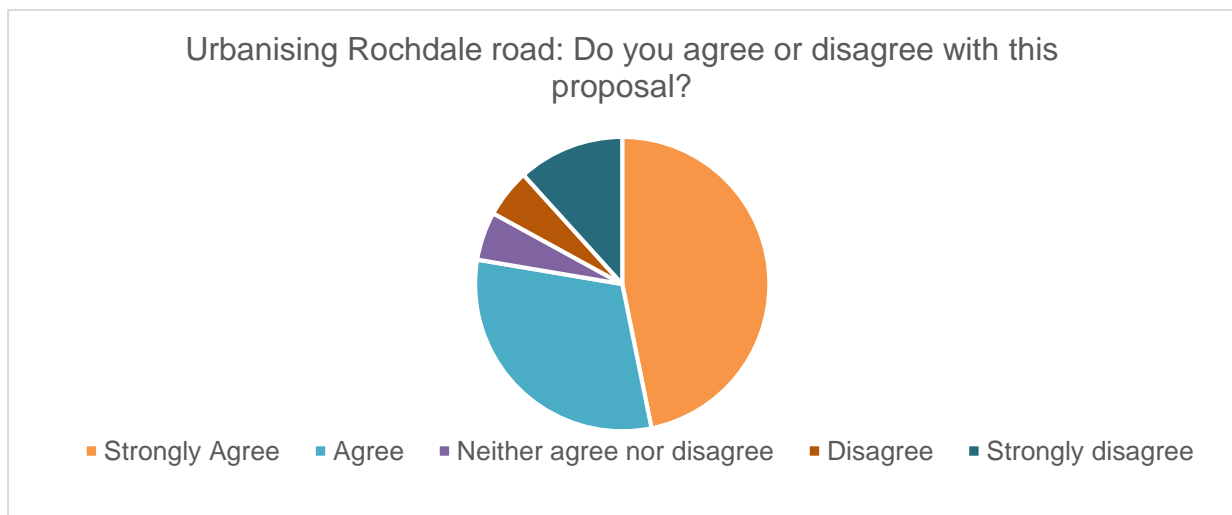
*'Good idea however without the proposed transport routes being provided it is difficult to judge how much better it will be. And will it compromise the current ease of heading to other areas like town with the more pedestrianised scheme and restricted car accessibilities and diversion of public transports'.*

#### 4.2.4 Topic 4 - Urbanising Rochdale Road

We're proposing to improve the pedestrian experience and local amenities on Rochdale Road which is a main transport route into and out of Manchester. The SRF sets out a proposal to transform Rochdale Road into an urban avenue that connects several neighbourhoods, green spaces and public squares. The principles set out in the SRF aim to make Rochdale Road:

- Easily accessible with safe crossing points
- A more welcoming pedestrian environment with seating, paving and trees
- A vibrant street scene with a mix of shops, businesses and community facilities
- Cycle-friendly
- Better connected to public transport
- Support a more varied mix of building types along its edge

Do you agree or disagree with this proposal?					
Total	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
94	44	29	5	5	11
Percentage	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
100%	47%	31%	5%	5%	12%



**What is your current experience of Rochdale road and how do you think it could be improved?**

- Traffic management
  - Overcrowding car traffic problems, inadequate bus routes/services, pedestrian sidewalks in poor condition, potholes, water dispersal facilities make walking difficult. Repair it and maintain regularly.
- Congestion
  - Need to improve/remove the congestion, especially at Harpurhey
  - The bus lane is more of a hindrance than a help, it has created more congestion on an already busy commuter route.
- Safety
  - More retail and active frontage such as houses/flats along Rochdale Road will make it safer.
  - Safe places for new and old residents
  - Some areas have poor paving and are hard to navigate at night.
- Cycling infrastructure – Make Rochdale Road a more welcome pedestrian and cycle environment
  - Rochdale Road is a very unwelcome pedestrian and cycle environment.
- Bus routes/services – Make bus lanes more efficient, reducing congestion
  - Need to improve transport (public) in commuter areas such as Middleton.
  - Roads are not wide enough due to bus lanes.

**Quotes**

*'Currently a dead zone, used only by traffic. Very unwelcome pedestrian and cycle environment at the moment, with no redeeming features'.*

*'It is a barrier and rather dull as a walking route when going to and from town. Some areas have poor paving and at night while well-lit around Collyhurst some areas closer to the city have poor street lighting. More retail and active frontage such as houses/flats will make it feel safer'.*

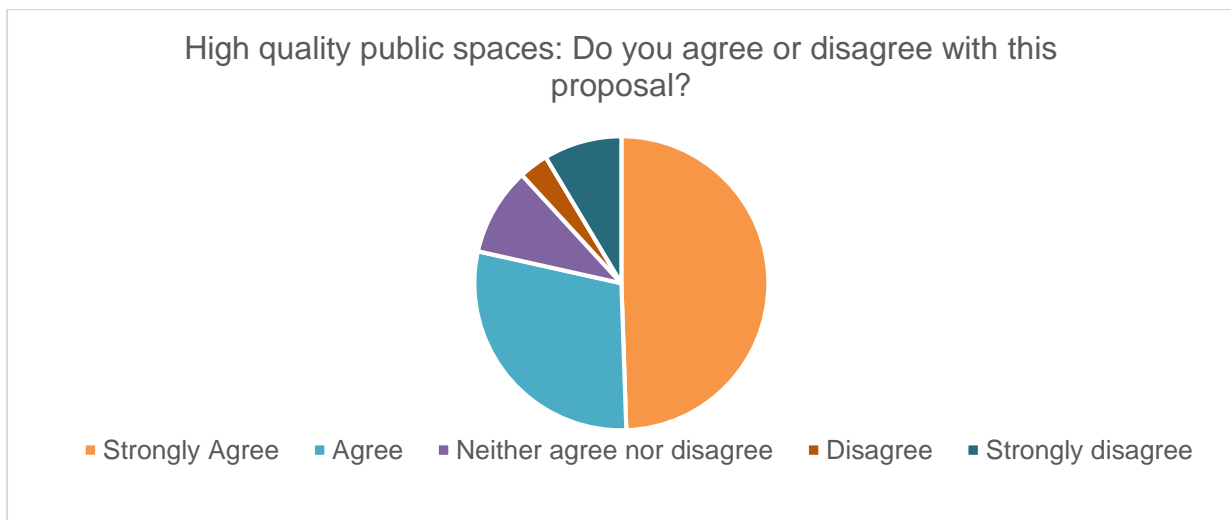
**4.2.5 Topic 5 - Providing High Quality Parks and Public Spaces**

The SRF aims to capitalise on the presence of the River Irk and the Irk Valley, making this the green heart of the area and linking it to a network of parks and green spaces that run through the Northern Gateway neighbourhoods.

The SRF sets out the following proposals to support this aim:

- Delivery of a City River Park
- High quality public, green and open spaces
- Providing spaces for people to meet, play, and experience nature
- Using green spaces to support healthy living, activity and fitness
- Enhancing the ecology and biodiversity of the Northern Gateway

Do you agree or disagree with this proposal?					
Total	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
93	46	27	9	3	8
Percentage	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
100%	49%	29%	10%	3%	9%



**What are your views on the River Irk and green spaces in the area? What improvements would you like to see?**

- Green infrastructure
  - Enhancing green areas such as Sandhills but also bearing in mind existing areas such as Queens Park.
  - Plant more native hardwood trees, creative wildflower meadows on spare land, to increase biodiversity and encourage locals to conserve these areas.
  - Sandhills is rarely used as people do not feel it is safe, a building in the park such as community centre or park on the top end near the road may make it more welcoming.
- Littering/fly tipping
  - Gradual improvements could be accelerated, Littering/fly tipping and rubbish etc.
  - The green spaces need to be maintained and, if possible, expanded.
  - Need to have a massive clearance of all litter in north Manchester waterways and parks. Lots of potential to be decent but woefully neglected.
- Cleanliness
  - Currently largely in a state of disuse. Improve lighting, access, and pathways to make it safer for families.
  - Need to be maintained and kept to clean standards.
- Maintenance
  - Ongoing management and maintenance is critical. If privately funded, must ensure these spaces remain public!
  - More monitoring needed - park supervision

- More flowers and greenery in the area, with, of course, more maintenance of the area.
- Irk Valley/River Irk
  - Better maintenance of Irk Valley, could do with more crossing points along river.
  - There is enough green space. Queens Park, Irk Valley and Village Park.
  - More flowers and greenery in the area, with, of course, more maintenance of the area.

### Quotes

*'Disgraceful at the moment. Gradual improvements could be accelerated, Littering/fly tipping and rubbish etc'.*

*'Enhancing the area would be an advantage, as Manchester City Centre has little or no real green areas, a nature reserve area would be fantastic if possible, also could allotments be included?'*

### 4.2.6 Topic 6 - Creation and Management of Place

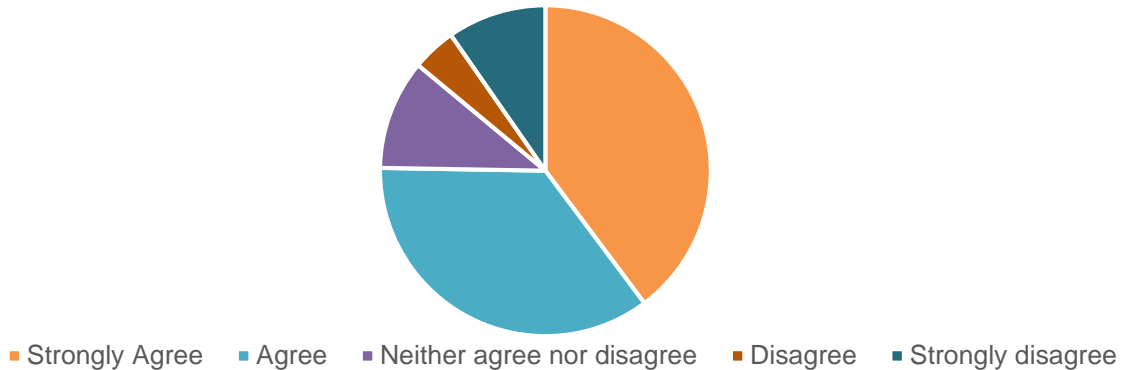
The creation of the place as set out in the SRF has been conceived by incorporating the existing characteristics such as the railway architecture, the valley topography and the listed buildings and structures, to generate a distinct character for the area as a whole and for each of the neighbourhoods. The delivery of high quality public realm, and ensuring its long-term management, will play a pivotal role in the area's regeneration.

The SRF proposes the following key principles:

- Retention and enhancement of the railway infrastructure
- A sensitive approach to heritage buildings and structures
- Preserving key viewpoints
- Active utilisation of the Red Bank Viaduct for recreational use
- Enabling access for all and safe and secure environments
- Providing and facilitating effective management of new green spaces and public realm
- Adopting a higher density of development

Do you agree or disagree with this proposal?					
Total	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
93	37	33	10	4	9
Percentage	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
100%	40%	35%	11%	4%	10%

## Creation of place: Do you agree or disagree with this proposal?

**Please provide further comments:**

- History/heritage
  - It is crucial to the character of the place that heritage features are incorporated where practical into the regeneration to retain 'sense of place'.
  - Support for the use of Red Bank viaduct, both on the top and the knock through of the first arch to encourage people to walk through.
  - Some old railway lines that have remained, should be demolished due to attracting tippers, homeless people and drug users.
  - I would be keen to see the character of this designated area preserved, this area is steeped in history, it would be right to utilise this, in particular the 'ragged school' on Charter Street.
- Building densities
  - Height of buildings in keeping with surrounding character.
  - Adopting a higher density of development: - the more homes, more people.
  - Lack of understanding about what higher density means for the area.
- Housing
  - Build new homes around existing homes. There is lots of spare land for development to take place.
  - Build around well-built and structured family homes and bungalows.
- Community spirit
  - Building high quality public realm and public spaces is essential in bringing the whole community together.
- Maintenance
  - Employ park wardens/rangers to both manage the green space and to educate and inform visitors and locals. Draw attention to historic sites, buildings, war memorials etc by good signage.

**Quotes**

*'As a resident of the arches (Dantzic St) we are biased, but even if our business is moved on, it is crucial to the character of the place that heritage features are incorporated where practical into the regeneration to retain 'sense of place'.*



*'But not sure what higher density of development actually means. Some developments just seem intimidating - it is complex'*

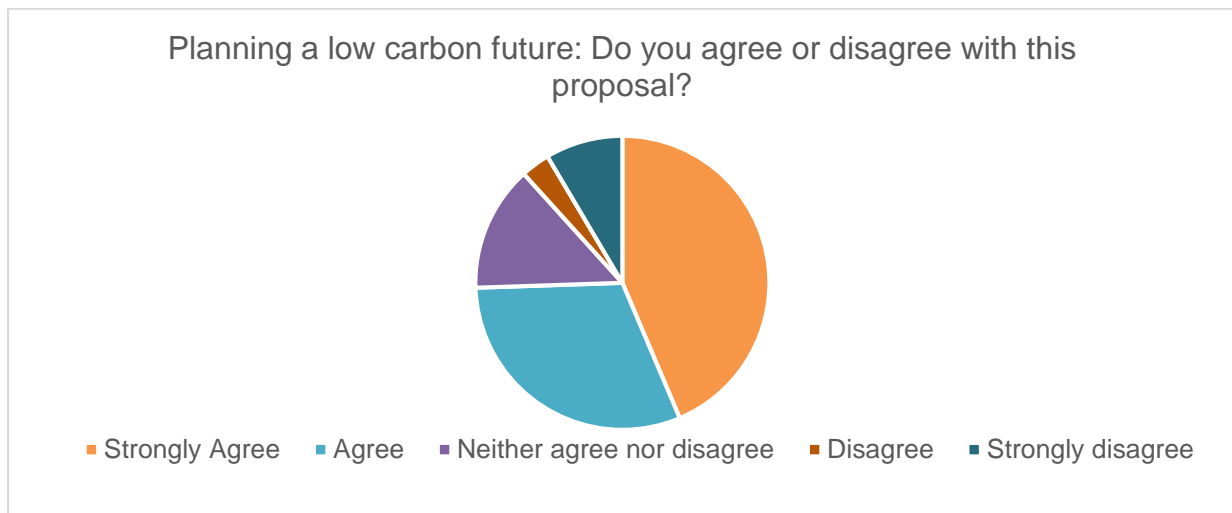
*'Well-built Collyhurst houses well-structured bungalows. Large houses for family life. Why demolish this? Build around the remainder of what's left!'*

#### 4.2.7 Topic 7 - Planning for a Low Carbon Future

Our proposed development of the Northern Gateway fully supports Manchester's carbon emissions reduction plan. Our plans include:

- High standards of building design to minimise energy consumption
- Improving public spaces to encourage walking or cycling
- Identifying opportunities for using renewable energy sources
- Providing charging points for electric vehicles

Do you agree or disagree with this proposal?					
Total	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
94	41	29	13	3	8
Percentage	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
100%	44%	31%	14%	3%	9%



**Please provide further comments:**

- Connectivity
  - Connect Aspen Lane to St Peters Square via cycle infrastructure and walking infrastructure. This will connect the Northern Gateway project to the heart of the city centre.
- Congestion
  - There is urgent need to reduce the congestion in Harpurhey, Rochdale Road.
  - Planning must aim to avoid increased traffic congestion at all costs.
- Cars
  - Reduce car usage in the area. Current car users will not give up their cars.
  - The Collyhurst area currently has a low number of car owners due to economic reasons and proximity to the city. This development could bring a lot of car owners, new houses and flats should be built with bike storage spaces and new retail areas should have bike lockers for shoppers.
- Housing
  - Housing should be built to consider carbon footprint. However, with newly developed buildings built to 'high standards', maintenance would be very costly. This makes it accessible to groups of people from a certain wealth bracket who would move into the area.
- Green infrastructure
  - Smaller streets should be tree-lined to maintain air quality and any trees removed should be replaced as close as possible which could be achieved with tree-lined streets in Collyhurst where currently grass is a barrier between the road and pavement.

**Quotes**

*'Looking forward to the future, as more people convert to electric vehicles the frequency of charging points will be essential'*

*'Any renewable energy sources that could be exploited satisfactorily in the area would be wonderful - if there are any. I do hope there will be no fracking in the zone'*

**4.2.8 Other issues or topics**

**Are there any other issues or topics that you think haven't been addressed within the draft SRF or do you have any further comments?**

**Important issues/concerns raised**

- Housing
  - While the desire to attract families to the area is commendable, it needs to be remembered that those without children also want access to high-quality housing that isn't a tiny shoe-box.
  - The council and the developer have a responsibility, however, to learn the lessons of past developments and not to simply build homes for profit.
  - Provide houses that maintain an independent way of living.
- Community spirit
  - Concern that business and local community will not remain or be moved after developments.
  - Ensure that the character of the site will be informed by existing residents and businesses.
- Consultation process

- Learn from errors of previous developments/regeneration
- Residents to be kept informed at all major stages of the development
- Although there are some good ideas for regeneration but whom will it benefit most probably people from outside of Manchester, not the local people.
- How can private property owners be affected and what is in these proposals that can help them develop or bring their own properties to the standards of the proposed new builds and uplifts.
- History/heritage
  - The 'tall' developments at the Red Bank Viaduct are in keeping with the height of the Green Quarter buildings
- Green infrastructure
  - Please ensure no loss of the garden feel of Collyhurst. While many people from outside of the area have a negative view of the area it is one of the greenest areas around the city

#### Quotes

*'I want to still have my job after the development is completed. We need the developments in the area, but not by sacrificing or replacing the local community and businesses'*

*'People with money are needed in the area. And spend money locally. Can't just be rubbish shops and food outlets anymore. Need coffee shops and Arndale food variety and Northern Quarter type good pubs'*

*'This could be a great area for leisure, exercising and walking in lovely green spaces to relax, and providing housing to meet the needs of all age ranges and affordability, with quality shops and Riverside cafes'*

### 4.3 Comments and Consideration of Issues

This section lists concerns/issues raised with regards to each topic area within the questionnaire and how they have been considered and responded to within the SRF. This includes analysis into comments received via the questionnaire and free-form responses.

This section draws on comments and key themes raised throughout the consultation feedback. Feedback received through questionnaires and free-form responses can be found in Appendix 8, with each respondent given a unique stakeholder ID for the purpose of analysis. Concerns/issues have been grouped in order to respond to a number of comments.

Topic 1 - Delivering a Unique and High Quality Residential-led Regeneration Scheme	
Concerns/Issues	Response
<p>A <b>variety</b> of housing needs should be met, with a balanced mix of high quality housing types.</p> <p>This should include housing for the over 55's, for families, one-bed apartments for single people and also sheltered or assisted accommodation for those with different needs.</p> <p>Providing this mix of housing will help in keeping the existing communities together and should be reflected in the SRF.</p>	<p>The draft SRF recognises the need to support diversity by delivering a balanced mix of housing types and tenures. This is one of the foremost principles within the draft SRF, with Core Objective 1 focusing on this need for a mix of housing types and tenures to support diversity.</p> <p>With Manchester being the UK's first Age-Friendly City, the draft SRF also recognises the need to provide housing and neighbourhoods that support older people to be independent for</p>

	longer, increasing their social and economic participation as part of well-rounded communities.
There should be more affordable housing and consideration of providing more people with access to home ownership.	<p>In accordance with Policy H8 of the Council's adopted Core Strategy (2012), new development will contribute to the city-wide target for 20% of all new housing provision to be affordable, subject to financial viability assessment.</p> <p>The document mentions a range of affordability options for those looking to rent or buy, including social rent, shared ownership and rent to buy.</p>
<p>People currently living in Collyhurst, whether renting or having bought under 'Right to Buy', should have the ability to stay in the area and communities should be helped to stay together.</p> <p>There has already been demolition in the area, so there should be no more demolition until replacement homes can be provided, and existing residents should be supported through this process and told about the options open to them in plenty of time.</p>	<p>Supporting the existing residents in Collyhurst will be a key priority as the Northern Gateway project moves forward. The draft SRF recognises the contribution that existing communities make to the area, and seeks to integrate these communities, not replace them.</p> <p>A key commitment from MCC is that there will be no further demolition of social housing until new homes have been provided in their place. This will enable a commitment to a single move for social housing tenants. Any social housing tenants affected by demolition will also be given priority rehousing status. Owner occupiers will also be offered support to help them buy into the private property being built in the area through the Council's relocation assistance policy.</p> <p>Whilst specifics such as the locations and timings of future demolitions are not yet known, a commitment has been made to keep existing communities updated as the Northern Gateway project moves forward.</p>
<p>The delivery of new housing should consider the sense of community:</p> <p>a) In Collyhurst, where there is a very strong sense of community and this should be maintained.</p> <p>b) Within the city centre where there is limited sense of community with residents at present.</p>	<p>The draft SRF's core objectives and development principles include the provision of significant new housing along with the essential facilities and amenities to create integrated neighbourhoods with a sense of place and community.</p> <p>As stated above, the approach in Collyhurst will be to support the existing community to remain. Closer to the city centre, the approach is to design neighbourhoods that encourage interaction and provide the type of social and community facilities, including green spaces, for people to meet.</p>

<p>New housing needs to be high quality and well maintained, to address the neighbourhood management issues that currently exist.</p>	<p>Providing good quality housing in clean, safe, attractive and connected neighbourhoods remains central to the Our Manchester vision (Our Manchester: Manchester Strategy 2016-2025). The design of all new residential development will be in accordance with the requirements of Manchester's Residential Quality Guidance.</p> <p>Design will encourage the creation of neighbourhoods that foster a sense of ownership by existing and new residents, but there will also be a comprehensive management strategy to address neighbourhood management issues.</p>
<p>There should be a range of densities, including lower density schemes which deliver better balanced demographics.</p>	<p>The draft SRF presents plans for different densities across the seven neighbourhoods. The neighbourhoods towards the south of the area, closer to the city centre, will be higher density neighbourhoods, predominantly apartments, but with opportunities to provide townhouses and larger apartments to cater towards urban family living.</p> <p>Further north, there will be opportunities for lower-rise, medium density, although the form of development will remain urban in nature throughout the entire area.</p>
<p>There should be better use of vacant buildings and other empty brownfield sites</p>	<p>The Northern Gateway represents a significant opportunity for large-scale brownfield regeneration that can support approximately 15,000 new homes and increase the supply of housing.</p>

Topic 2 - Delivering Social and Community Facilities	
Comment	Response
<p>Increasing the number and choice of shops should be a key priority, especially grocery shops, as people currently have to travel out of the area to access larger stores with a greater level of choice and reasonable prices.</p>	<p>A core objective of the draft SRF is to foster the emergence of local retail and service hubs to provide a better variety of shops in the Northern Gateway area.</p>
<p>There should be more space for social interaction in Collyhurst, especially youth facilities and sports facilities to encourage exercise. Suggestion to engage with local community groups to help plan for this provision.</p>	<p>A series of Retail and Service Hubs will be established, with a mix of uses, including employment, retail, social, community, and health and education facilities, to ensure a sustainable network of provision that serves the local community and supports the growth of the city centre. This is a core objective of the draft SRF, which, as stated above, is to foster the emergence of local retail and service hubs. MCC will look to engage further with local</p>

	community groups in the detailed planning of the community spaces.
Employment should be a key consideration, whilst also respecting the history of manufacturing in the area. Retaining existing industries is key to help create a vibrant and productive environment.	<p>A combination of commercial, retail and commercial uses will be supported in the Northern Gateway area, building on the range of pre-existing businesses.</p> <p>The draft SRF cites a range of examples in the Northern Gateway area, including the Red Bank Viaduct.</p> <p>Existing businesses bring value to the regeneration potential of the Northern Gateway, and opportunities will be sought to enable local companies to thrive in the context of change along with providing local employment opportunities where possible.</p>
<p>There should be more health facilities, including support for mental health, GPs and drop-in centres.</p> <p>There should be more strategies for providing healthcare facilities in the immediate term for city centre residents.</p>	<p>The Retail and Service Hubs provide the potential to co-locate health services in easily accessible locations, as well as the opportunity to look at other innovative methods for the delivery of health facilities.</p> <p>With regards to access to health care for city centre residents, accurately assessing demand for health care at present and arising from population growth is an important aspect of informing strategies for health facilities in the Northern Gateway.</p>
The SRF should note facilities outside of the area that are adequate, including Queens Park, schools and leisure facilities, but improve access to these.	<p>The draft SRF notes that some key community facilities are located outside of the SRF area, including the Manchester Communication Academy to the north of the Queens Road junction.</p> <p>The draft SRF also expresses the need to provide enhanced local walking and cycling routes, which will provide connections to Queens Park to the north.</p>
Why are there no plans to create new primary schools or secondary schools within the city centre where there has been a major influx of residents?	<p>The SRF identifies plans to deliver social and community infrastructure throughout the Northern Gateway area. This includes the relocation and expansion of existing primary schools.</p> <p>With regards to access to education for city centre residents, accurately assessing pupil numbers arising from new housing is an important aspect of pupil number forecasting. Getting this right will help school planning and drive regeneration activity rather than responding to it. MCC Education Services are actively engaged with key residential growth projects to ensure school provision is</p>

	incorporated into master planning and available to meet the needs of growing communities. The next round of investment will predominantly be shaped and determined by the response to residential growth in areas such as the Northern Gateway.
Further clarity should be provided on how this social and community infrastructure will be funded and delivered.	The draft SRF will be an important tool in securing funding to assist in the delivery of infrastructure as part of a coordinated approach to development. The scale of infrastructure required to unlock the development potential for Northern Gateway will need significant funding from a number of sources.

Topic 3 - Strengthening Transport Connectivity and Sustainable Travel	
Comment	Response
<p>The SRF should promote sustainable transport methods such as buses and bikes, to provide attractive alternatives to driving.</p> <p>It should emphasise direct and safe routes for pedestrians and cyclists to the city centre.</p>	<p>A key aim of the draft SRF is to make the Northern Gateway a walkable, cycle friendly environment that supports a range of sustainable transport modes and minimises car reliance.</p> <p>This also includes improving main arterial and radial routes. The draft SRF outlines indicative proposals for improved cycling infrastructure along key routes. Rochdale Road, Queens Road and Oldham Road will be enhanced to provide improved cycling infrastructure.</p> <p>North-south walking and cycling routes will provide enhanced connectivity to the city centre. Illustrative plans are provided in the draft SRF.</p>
Support for the inclusion of a new Metrolink stop within the proposed integrated transport hub, to enable connectivity across Greater Manchester.	The opportunity to deliver a new Metrolink as part of an integrated transport hub is being explored with Transport for Greater Manchester.
<p>Various parking related comments:</p> <p>a) The SRF should provide an overview of the variety of parking options within the Northern Gateway area, including off-street and on-street parking.</p> <p>b) On-street parking should remain free and not heavily regulated.</p> <p>c) On-street parking should be carefully managed to ensure residents who need access to a car can have this, but that this doesn't compromise the pedestrian-friendly ambition for residential streets.</p>	<p>This issue is considered in detail within the 'Facilitating an Efficient Movement Framework' section of the draft SRF, which looks at the issue of providing appropriate levels of car parking. This involves considering potential demand by future residents and the promotion of alternative sustainable forms of transport.</p> <p>Transport Assessments will also be required in support of each phase of development, which will consider parking requirements and wider travel planning.</p>
Support and concern for restricted car access:	The movement framework should enable walking and cycling and ensure that sustainable modes of travel are the principal form of movement for residents and visitors to the area.

<p>a) Make roads accessible for people who require them.</p> <p>b) Anything to restrict car access and improve walking and cycling will improve the local environment.</p>	<p>Measures to prioritise walking and cycling will require careful consideration, recognising that vehicular access will still play a part in supporting successful residential-led neighbourhoods. Further information about vehicular movement can be found within the 'Sustainable Movement and Transport Connectivity' section of the SRF-wide Development Principles.</p>
<p>Pavements should be designed to support the use of disabled scooters and wheelchairs.</p>	<p>A major development principle within the area of sustainable movement is to remove existing barriers to movement through high-quality design and public realm, addressing barriers presented by the main arterial routes, railway infrastructure, topography and poor street patterns. This will especially include providing off-road routes. An inclusive design process will be adopted to all public realm enhancements which considers the movements of all users, including those with mobility impairments.</p>
<p>Further clarity should be provided on how these transport infrastructure improvements are going to be delivered.</p>	<p>MCC and FEC are committed to making major investments into the area and work has commenced on the establishment of a Phase 1 Infrastructure Investment Programme. However, given the scale of the initiative, it will be important that the Northern Gateway area also is a focal point for investment in housing and infrastructure that flows through the Greater Manchester Combined Authority or directly via central Government and its agencies.</p> <p>This draft SRF will be an important tool to secure funding to assist in the delivery of infrastructure via third party land owners as part of a coordinated approach to development. The scale of infrastructure required to unlock the development potential of the Northern Gateway will need significant funding from a number of sources. MCC and FEC are committed to major investments to support the delivery of infrastructure.</p>
<p>Suggestion to introduce a Park and Ride system to reduce car traffic on Rochdale Road.</p>	<p>Park and Ride facilities are supported however such a facility within the Northern Gateway area is unlikely to significantly reduce car traffic on Rochdale Road due to its close proximity to the city centre.</p>
<p>The SRF should include plans for cycle hire facilities, where bikes can be used free of charge which will encourage cycling and discourage car use</p>	<p>The draft SRF sets out the aspiration to create a network of cycle and pedestrian friendly routes across the Northern gateway linking the neighbourhoods within the study area and to the wider area. The provision of cycle hire facilities will be aligned to local and regional initiatives.</p>



<p>Concern about the impact of construction traffic on existing residents, especially in terms of air quality.</p> <p>There are further sources of potential air pollution, including population growth.</p>	<p>All planning applications will be supported by construction management plans which will control the approach to construction to minimise impacts on existing communities. Proposed developments will need to address and where possible prevent or mitigate potential for air pollution issues.</p>
<p>Public transport should be made attractive and affordable, encouraging sustainable modes of transport and discouraging car use</p>	<p>The introduction of an integrated transport hub will provide further opportunity to enhance public transport. This includes opportunities for integrated ticketing, ensuring public transport is an attractive and affordable mode of travel, and core offer for the Northern Gateway in the short, medium and long-term.</p>

Topic 4 - Urbanising Rochdale Road	
Comment	Response
<p>Improvements should not be at the expense of other commuter areas, such as Blackley, Rochdale and Middleton.</p>	<p>Within the draft SRF, there is recognition of the role of Rochdale Road as a key arterial and commuter route into the city, both for private vehicles and buses.</p> <p>The draft SRF references the need to accommodate existing, high-quality bus networks within and close to the Northern Gateway, which provides high frequency services, to the city centre and other key destinations such as Bury, Rochdale and Middleton.</p>
<p>Rochdale road is currently a 'dead zone', used only by traffic and with no redeeming features. Active frontages and retail opportunities are required to rebuild the 'street'.</p>	<p>The draft SRF stresses the need to enable Rochdale Road to evolve into a multi-functional space. Active frontages should be provided at key strategic locations along the road to support an interesting sequence of high street events and features, as the road passes from north to south. This will be particularly encouraged near public transport locations and in proximity to Retail and Service Hubs.</p>
<p>Concern that only people of a certain (higher) income level will be able to afford to live along Rochdale Road.</p>	<p>Rochdale Road connects many different neighbourhoods and will therefore have a variety of housing typologies throughout.</p> <p>The vision is for Rochdale Road to become an 'urban avenue' that connects several neighbourhoods within the Northern Gateway area. This will be achieved in accordance with the commitment to affordable housing and encouraging existing residents to remain in the area.</p>
<p>There should be an aim to reduce congestion on Rochdale Road, which is currently overcrowded.</p> <p>The bus lane has created more congestion on an already busy commuter route.</p>	<p>The Northern Gateway will adopt a new approach to the movement of people along Rochdale Road. Rochdale Road will remain a key link connecting the city centre and North Manchester. Core to its offer will be the</p>

	<p>provision of high-quality public transport alongside safe, legible walking and cycling infrastructure.</p> <p>Public transport will remain a core offer and improvements to bus priority measures will be reviewed to ensure they complement infrastructure that was delivered as part of the Bus Priority Package scheme. There will also be opportunities to improve the movement of cars to reduce congestion and the environmental impacts, such as air quality and noise, arising from the volume of traffic currently using this route.</p>
<p>Suggestion to improve the quality of the paving along Rochdale Road, which is currently in poor condition with potholes that gather water and are hard to navigate at night.</p>	<p>Without compromising its role as part of the Key Route Network, there is an opportunity to improve the street edge and pedestrian experience of Rochdale Road through well considered urban design and landscape interventions.</p> <p>This also includes safe pedestrian crossing at key intersections along Rochdale Road, which will ensure the pedestrian-friendliness of Rochdale Road.</p>

Topic 5 - Providing High Quality Parks and Public Spaces	
Comment	Response
<p>In addition to housing, there should be greater access to high-quality green spaces that are well designed and well maintained. Access to sustainable greenery is essential to any future development.</p>	<p>Access to green spaces and green networks is widely promoted throughout the SRF. This will include housing with access to private gardens, green spaces and green networks.</p> <p>The draft SRF addresses the requirement for clear long-term management agreements and strategies that should be put in place to ensure the quality, condition and uses of proposed green spaces are appropriately maintained. This is reflected in the principle of 'promoting place management and design quality'.</p>
<p>The SRF should include plans for conservation sites, education about nature and public involvement.</p>	<p>The draft SRF includes detail on ecology, stating that there are no statutory or non-statutory nature conservation sites in or in close proximity to the Northern Gateway.</p> <p>The Northern Gateway looks to encourage public involvement in the experience of green spaces. This includes improving habitat connectivity and to contribute to the Greater Manchester Biodiversity Action Plan.</p> <p>The green and blue infrastructure of the Northern Gateway will promote active and healthy lifestyles for residents and visitors.</p>

The SRF should present opportunities for residents/community groups to contribute to the local area, including allotments.	The Northern Gateway looks to create opportunities for existing and new community groups to thrive. Public involvement and experience of green spaces should be encouraged, supporting local conservation groups, neighbourhood conservation areas and species champions.
Support for plans to increase biodiversity and clean up waterways, which are currently neglected.	Biodiversity improvements are a key aim of the draft SRF. A stated ambition is to improve habitat connectivity to contribute to the Greater Manchester Biodiversity Action Plan and relevant national priorities, and to establish the Northern Gateway as an exemplar of best practice in biodiversity sensitive design.
<p>Various comments about Sandhills:</p> <p>a) Support for enhancing green areas such as Sandhills.</p> <p>b) Comments that Sandhills is currently rarely used because people do not feel safe – suggestion for buildings in the park to make it more welcoming.</p> <p>c) Is it an appropriate location for new development and who will fund its remediation as a former landfill site?</p>	<p>The draft SRF proposes that the existing Sandhills Park will be retained and improved as an important feature of the Green and Blue Infrastructure Network, with enhanced pedestrian and cycle connections to increase accessibility to the river valley.</p> <p>The arrangement of buildings lining the valley to the south west of Sandhills Park will create a "park living" residential environment, allowing the landscape to integrate with the park and create attractive, green streets.</p> <p>Areas of historical landfilling at Sand Street, and sources of ground contamination in a limited number of other areas, will require enhanced levels of remediation and design to accommodate redevelopment. Funding and delivery models are being explored through the Joint Venture</p>
Requests to improve lighting, access and pathways to make the area safer for families.	An inclusive design process will be adopted to all public realm enhancements, which will create safe and attractive spaces for all users.
Suggestion to improve pedestrian access to Manchester Fort.	The creation of additional points of pedestrian access to Manchester Fort will be at the determination of the private owners.
Further clarity should be provided on how the new and improved public spaces will be funded (delivery and maintenance).	The delivery and long term maintenance strategy for public realm is recognised to be a key issue. MCC will be exploring innovative funding delivery models. A key principle of development in the Northern Gateway is that no public realm interventions will be made in advance of long-term maintenance and management arrangements being determined.

Topic 6 - Creation and Management of Place	
Comment	Response

<p>The SRF should preserve historic sites within the Northern Gateway, especially in Collyhurst. The history of the area needs to be preserved.</p>	<p>One of the draft SRF's core objectives is to 'build on the best of what is there' – to draw from the existing physical, historic and landscape assets to build a meaningful sense of place.</p> <p>The draft SRF list a number of key historic sites which should be sensitively integrated into new development, including St Patrick's R.C. Church, the Marble Arch Inn and the railway arches on New Allen Street.</p> <p>The draft SRF also promotes the adaptive rejuvenation of underutilised viaducts, arches and other railway infrastructure and their enhancement for compatible commercial and community uses.</p>
<p>The SRF should stress the importance of existing assets within the Northern Gateway, such as the railway arches, viaducts, and support existing businesses that operate from them.</p>	<p>The main aim in relation to the viaducts and railway arches is to rejuvenate them and support the number of breweries and independent businesses operating from them.</p> <p>The elevated park on the Red Bank Viaduct could be the centrepiece of the neighbourhood and a unique destination for the city. It creates a potential linear pedestrian connection between new and established neighbourhoods, and a valuable ecological corridor in the city.</p>
<p>Suggestion to build around well-built family homes and bungalows, rather than demolish and build new.</p>	<p>The draft SRF sets out a series of illustrative masterplan images that provide a guide as to how development may come forward. No decisions have been taken at this stage concerning the demolition of properties. However, the need to remodel the area to increase density and provide better infrastructure is considered to be a priority objective for this part of Manchester.</p>
<p>Building high quality public spaces will be essential in bringing the whole community together, but this must be supported by long term management strategies, potentially including the employment of park wardens/rangers to both manage the public space and educate/inform visitors and locals.</p>	<p>Noted. See response in Topic 5 on the need for long term management.</p>

Topic 7 - Planning for a Low Carbon Future	
Comment	Response

<p>Concern that newly developed buildings of 'high standards' would be very costly to maintain, thus making it hard for certain groups to live there.</p>	<p>Building to high energy efficiency standards should reduce the long-term maintenance costs rather than increase them.</p>
<p>What strategy is to be adopted to address the flood risk problems and protect the investment of both private individuals but also any publicly funded riverside walking routes proposed?</p>	<p>The draft SRF proposes the use of Sustainable Urban Drainage Systems (SuDS) to alleviate flood risk and support the creation of functional landscapes.</p> <p>The draft SRF looks to utilise a range of SuDS features through new street layouts and existing/proposed green spaces.</p> <p>Addressing flood risk is an opportunity to deliver attractive open spaces that increase biodiversity and offer a range of amenities for residents and visitors. The draft SRF provides detail on the existing flooding constraints.</p>
<p>There are a number of opportunities and challenges of the City River Park, with the area currently being highly polluted. There should be a focus on the green character and potential ecological/recreational value of the Irk Valley and mix of land uses including employment.</p>	<p>The SRF recognises the need for environmental improvements along the River Irk. The Northern Gateway looks to address the current poor condition of the river in relation to water quality and pollution and bring it into alignment with the objectives of wider catchment management plans and Council Policy.</p> <p>The enhanced Irk Valley corridor will provide a destination and exemplar green and blue amenity for residents and visitors.</p>
<p>The Collyhurst area currently has a low number of car owners due to economic reasons and proximity to the city. The delivery of the Northern Gateway project could bring a lot of car owners into the area. New houses and flats should be built with bike storage spaces and new retail areas should have bike lockers for shoppers.</p>	<p>Noted. Provision to support sustainable transport choices, including cycle parking and storage, will be promoted through the delivery of the SRF.</p>
<p>Smaller streets should be tree-lined to maintain air quality and any trees removed should be replaced as close as possible which could be achieved with tree-lined streets in Collyhurst where currently grass is a barrier between the road and pavement.</p> <p>New trees should be planted in the ground wherever possible, not in planters which collect rubbish.</p>	<p>Comments noted. The importance of trees is recognised in the SRF-Wide Development Principle on green-blue infrastructure.</p> <p>By promoting planting to all streets and public realm, new trees can assist in the creation of neighbourhood character, improve air quality, provide shade, shelter, drainage and promote urban cooling. Any removal of trees must be mitigated by the planting of replacement trees as part of new public real and green infrastructure.</p>

Miscellaneous comments
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Comment	Response
Request for residents to be kept informed at all major stages of the development.	Noted. MCC are committed to continuing the dialogue with local communities and keeping them updated as the delivery of the SRF moves forward.
Concern that the people who will benefit most from this regeneration will be from outside of Manchester, not the local people.	The Northern Gateway is an opportunity to deliver large-scale regeneration and provide around 15,000 new homes for the benefit of existing residents and the wider Greater Manchester population who may want to move into the area. Existing communities will be supported to remain in the area and continue to contribute to this close-knit area.
The time-frame for specific deliverables is not noted in the SRF e.g. delivery of the green infrastructure elements	At the current stage of the proposals, the long term project timescales have not yet been established. This includes specific deliverables such as the green infrastructure elements.

## 5. Influence of Consultation on Proposals

Feedback from the neighbourhood consultation has been considered by MCC and FEC on an ongoing basis to ensure that the issues raised could be addressed during the refinement of the SRF.

The consultation demonstrated a considerable positive response to the Northern Gateway proposals, with people in general expressing support for the Neighbourhood Development Principles. Of the issues raised during the consultation, respondents highlighted a number of key considerations in the finalisation of the SRF proposals.

A large quantity of feedback related to ongoing management of the Northern Gateway once proposals had been finalised, including neighbourhood issues for MCC to consider. MCC and FEC will take such comments into consideration as the proposals develop further.

MCC and FEC are grateful to members of the local community for contributing their views during the neighbourhood consultation and looks forward to further constructive dialogue throughout the development process.

# Appendices

## Appendix 1 – Consultation letter to residents and businesses



Freepost: Freepost NG Consultation

Email: [contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk)

Telephone: 08081 699993

[www.manchester.gov.uk/consultations](http://www.manchester.gov.uk/consultations)

Date: August 2018

Dear Business Owner,

**Re: Northern Gateway Draft Strategic Regeneration Framework (SRF) Consultation**

In July 2018, Manchester City Council approved a draft version of the Northern Gateway Strategic Regeneration Framework (SRF) at its meeting of the Executive. Following this, the Council is now undertaking a public consultation in your local area.

The Northern Gateway includes the areas of Collyhurst, the Lower Irk Valley and New Cross. The proposed regeneration of the area offers a unique opportunity to deliver approximately 15,000 new homes over the next 15-20 years.

The plans will build on existing and past regeneration initiatives that have sought to deliver improvements in these neighbourhoods and communities. The SRF presents a draft Vision, Core Objectives, and a Development Framework to guide the future regeneration of the Northern Gateway area.

This letter marks the beginning of the public consultation on the Northern Gateway draft SRF.

The full draft SRF document, as well as a shorter Executive Summary, can be found on Manchester City Council's website at <http://www.manchester.gov.uk/consultations> where there is also a link to an electronic version of the consultation questionnaire enclosed with this letter.

As part of the consultation process, we will be holding six public drop-in sessions at the following locations, which we would encourage you to attend:

- **Wednesday 15 August from 11am to 3:30pm** at Yes Community Centre, 35-39 Southchurch Parade, Collyhurst, M40 7GE
- **Thursday 16 August from 2:30pm to 7pm** at PLANT @ NOMA, Redfern Building, Dantzic Street, Manchester, M4 4AH
- **Wednesday 22 August from 2:30pm to 7:30pm** at Church of the Saviour, Eggington Street, Collyhurst, Manchester, M40 7RN
- **Tuesday 4 September from 2:30pm to 7pm** at Abbott Community Primary School, Livesey Street, Manchester, M40 7PR
- **Wednesday 5 September from 11am to 4pm** at The Federation, Federation House, 2 Federation Street, Manchester, M4 4BF

Northern Gateway draft Strategic Regeneration Framework, Manchester  
Summary of Public Consultation

The logo for Counter Context, with "counter" in dark grey and "context" in bright green.



- **Thursday 6 September from 11am to 4pm** at Aldbourne Close Retirement Scheme, 20 Aldbourne Close, Collyhurst, M40 8NE

Please feel free to come along to find out more, speak to council officers and provide your feedback and comments.

You can provide us with your feedback by completing the enclosed questionnaire, which can be sent by post, addressed to **Freepost NG Consultation**, by email to [contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk), or by handing it to a member of the project team at one of our public drop-in sessions. Alternatively, you can complete the electronic version of the consultation questionnaire. We recommend that you read the draft SRF Executive Summary and/or the full draft SRF before completing the form and submitting your feedback.

Please note that the deadline for submitting your comments is **Monday 1 October 2018**.

We hope that you are able to attend one of our public drop-in sessions to discuss these important proposals with us. In the meantime, if you have any questions or queries, please don't hesitate to contact a member of our team using the details provided at the top of this letter.

Following this period of consultation, revisions will be made to the SRF, where appropriate, prior to it being considered in final form by the Council's Executive in the autumn of 2018. Subject to final approval by the Executive, the SRF will be a material consideration in the determination of all future planning applications relevant to the Northern Gateway.

Yours faithfully,

**Eddie Smith**  
**Strategic Director, Development**  
**Manchester City Council**

## Appendix 2 – Consultation letter to landowners



Freepost: Freepost NG Consultation

Email: [contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk)

Telephone: 08081 699993

[www.manchester.gov.uk/consultations](http://www.manchester.gov.uk/consultations)

Date: August 2018

Dear land / property owner,

### Re: Northern Gateway Draft Strategic Regeneration Framework (SRF) Consultation

We are contacting you to make you aware of the approval of a draft version of the Northern Gateway Strategic Regeneration Framework (SRF), which took place at a meeting of Manchester City Council's Executive in July 2018. Our records show that you have a land and / or property interest within the Northern Gateway study area. As a Council, we are committed to consulting with all stakeholders who may be affected by these proposals.

The Northern Gateway includes the areas of Collyhurst, the Lower Irk Valley and New Cross. The proposed regeneration of the area offers a unique opportunity to deliver approximately 15,000 new homes over the next 15-20 years.

The plans will build on existing and past regeneration initiatives that have sought to deliver improvements in these neighbourhoods and communities, which will nurture the area's existing assets. The SRF presents a draft Vision, Core Objectives, and a Development Framework to guide the future regeneration of the Northern Gateway area.

You may be aware of earlier regeneration frameworks which have previously been approved by the Council's Executive. This new SRF will replace the following non-statutory regeneration frameworks:

- Collyhurst Spatial Masterplan (2014);
- The Lower Irk Valley Neighbourhood Development Framework (2016);
- The New Cross Neighbourhood Development Framework (2015) and New Cross Neighbourhood Development Framework Update (2016) (save for the Framework Development and Urban Design Principles relating to Zone A, and all elements of the New Cross Public Realm Strategy (2017)).

As part of the consultation process, we will be holding two breakfast drop-in sessions for land and property owners at the following locations, which we would encourage you to attend:

**Tuesday 4<sup>th</sup> September – 08:00-10:30 – Halle at St Michael's, George Leigh St, Manchester M4 5DG**

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The logo for Counter Context, with "counter" in grey and "context" in green.

**Thursday 20<sup>th</sup> September – 08:00-10:30 - Halle at St Michael's, George Leigh St, Manchester M4 5DG**

Please feel free to come along to find out more, speak to Council Officers and provide your feedback and comments. Additionally, the full draft SRF document and Executive Summary, along with an electronic version of the consultation questionnaire, can be found on Manchester City Council's website at <http://www.manchester.gov.uk/consultations>. Written representations, along with completed consultation questionnaires, can be sent by post - addressed to FREEPOST NG CONSULTATION - or by email to [contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk).

**Please note that the deadline for submitting your comments is Monday 1 October 2018.**

We hope that you are able to attend one of our public drop-in sessions. In the meantime, if you have any questions or queries, please don't hesitate to contact a member of the project team using the contact details provided at the top of this letter.

Following this period of consultation, revisions will be made to the SRF, where appropriate, prior to its adoption. Once adopted, the SRF will be a material consideration in the determination of all future planning applications relevant to the Northern Gateway.

Yours faithfully,

**Eddie Smith**  
**Strategic Director, Development**  
**Manchester City Council**

## Appendix 3 – Consultation Questionnaire

## NORTHERN GATEWAY DRAFT SRF CONSULTATION QUESTIONNAIRE



The draft Northern Gateway Strategic Regeneration Framework (SRF) presents a draft Vision, Core Objectives, and a Development Framework to guide the future regeneration of the Northern Gateway area. The full draft SRF document, as well as a shorter Executive Summary, can be found on Manchester City Council's website at <http://www.manchester.gov.uk/consultations>. These documents will also be available to view at a series of public consultation events running over the summer.

We want to hear your thoughts on the development principles identified in the draft Strategic Regeneration Framework (SRF), which will guide the future development of the Northern Gateway area over the next 15 to 20 years.

It is recommended that the draft SRF Executive Summary document and/or the full SRF is read before completing this questionnaire.

### Equality Questions

1. What is the first part of your postcode?

2. In what capacity are you replying to this consultation ?

Local resident       Local business owner       Landowner       Statutory body

I belong to a local interest group (if so, please provide name)

I work in the local area       I regularly visit the local area       Other, please specify

3. Age?     Under 18     18-24     25-34     35-44     45-54     55+

4. Gender?     Male     Female     Prefer not to say

5. Do you identify with the gender you were assigned at birth? (e.g. male or female)     Yes     No  
 Prefer not to say

6. What is your ethnic background?

Ethnic background refers to members of an ethnic group who share the same cultural identity. This does not mean country of birth or nationality.

- |                                                           |                                                              |
|-----------------------------------------------------------|--------------------------------------------------------------|
| <input type="checkbox"/> White: British                   | <input type="checkbox"/> Asian or Asian British: Indian      |
| <input type="checkbox"/> White: English                   | <input type="checkbox"/> Asian or Asian British: Pakistani   |
| <input type="checkbox"/> White: Welsh                     | <input type="checkbox"/> Asian or Asian British: Bangladeshi |
| <input type="checkbox"/> White: Scottish                  | <input type="checkbox"/> Asian or Asian British: Chinese     |
| <input type="checkbox"/> White: Northern Irish            | <input type="checkbox"/> Asian: Other                        |
| <input type="checkbox"/> White: Irish                     | <input type="checkbox"/> Black or Black British: African     |
| <input type="checkbox"/> White: Gypsy or Irish Traveller  | <input type="checkbox"/> Black or Black British: Caribbean   |
| <input type="checkbox"/> White: Other                     | <input type="checkbox"/> Black: Other                        |
| <input type="checkbox"/> Mixed: White and Black Caribbean | <input type="checkbox"/> Arab                                |
| <input type="checkbox"/> Mixed: White and Black African   | <input type="checkbox"/> Other                               |
| <input type="checkbox"/> Mixed: White and Asian           | <input type="checkbox"/> Prefer not to say                   |
| <input type="checkbox"/> Mixed: White and Asian           | <input type="checkbox"/> Other, please specify               |
| <input type="checkbox"/> Mixed: Other                     | <input type="text"/>                                         |

7. Do you identify yourself as a disabled person?     Yes     No

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**1. Delivering a Unique and High Quality Residential-led Regeneration Scheme**

The SRF sets out a proposal for delivering a unique and high quality residential-led regeneration scheme that includes the following key principles:

- Providing a balanced mix of housing types
- Providing housing that is affordable
- Providing a desirable place for families to live
- Improving connections between neighbourhoods
- Building at higher densities to support sustainability
- Providing complementary non-residential uses to support vibrant neighbourhoods
- Delivering high quality, well designed places

Do you agree or disagree with this proposal?

Strongly agree     
  Agree     
  Neither agree nor disagree     
  Disagree     
  Strongly disagree

What is important to you in your neighbourhood, and how do you think your neighbourhood could be improved?

**2. Delivering Social and Community Facilities**

Social and community infrastructure will enable local employment opportunities and provide facilities for wider community benefit throughout the Northern Gateway. Within the Northern Gateway we're proposing to carefully plan and develop social and community facilities such as:

- New schools
- Leisure facilities
- Nurseries
- New shops
- Health facilities
- Active public spaces for social interaction

These facilities will create vibrant places to live and will help to improve the health and well-being of local residents. Where possible, the co-location and sharing of facilities with other uses will be explored and facilities will be planned in areas which are easily accessible by walking and cycling or are close to public transport.

Do you agree or disagree with this proposal?

Strongly agree     
  Agree     
  Neither agree nor disagree     
  Disagree     
  Strongly disagree

What type of provision do you feel would make the Northern Gateway a more sustainable place to live? (E.g. schools, shops, health facilities)

### 3. Strengthening Transport Connectivity and Sustainable Travel

The regeneration of the Northern Gateway provides opportunities for improving the way people travel between new and existing neighbourhoods. The SRF sets out an aim for the Northern Gateway to be a walkable, cycle-friendly environment with a range of sustainable transport options that minimises the reliance on private cars.

To achieve this aim, the SRF sets out the following key principles:

- High quality public realm design to make walking a more attractive option
- Enhancing the on and off-road cycling network to make cycling a safer and more attractive mode of transport
- Improved crossing points for pedestrians
- Restricted car access on certain routes to give priority to pedestrian movement
- Improved public transport links, including improvements to the bus network and the potential for a new Metrolink stop
- Consideration of how emerging technologies could be integrated into the development of the area
- Controlling on-street parking and ensuring there are sufficient levels of parking provision available

Do you agree or disagree with this proposal?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please provide further comments to support your answer:

### 4. Urbanising Rochdale Road

We're proposing to improve the pedestrian experience and local amenities on Rochdale Road which is a main transport route into and out of Manchester. The SRF sets out a proposal to transform Rochdale Road into an urban avenue that connects several neighbourhoods, green spaces and public squares. The principles set out in the SRF aim to make Rochdale Road:

- Easily accessible with safe crossing points
- A more welcoming pedestrian environment with seating, paving and trees
- A vibrant street scene with a mix of shops, businesses and community facilities
- Cycle-friendly
- Better connected to public transport
- Support a more varied mix of building types along its edge

Do you agree or disagree with this proposal?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

What is your current experience of Rochdale Road and how do you think it could be improved?

3

### 5. Providing High Quality Parks and Public Spaces

The SRF aims to capitalise on the presence of the River Irk and the Irk Valley, making this the green heart of the area and linking it to a network of parks and green spaces that run through the Northern Gateway neighbourhoods.

The SRF sets out the following proposals to support this aim:

- Delivery of a City River Park
- High quality public, green and open spaces
- Providing spaces for people to meet, play, and experience nature
- Using green spaces to support healthy living, activity and fitness
- Enhancing the ecology and biodiversity of the Northern Gateway

Do you agree or disagree with this proposal?

Strongly agree     
  Agree     
  Neither agree nor disagree     
  Disagree     
  Strongly disagree

What are your views on the River Irk and green spaces in the area? What improvements would you like to see?

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### 6. Creation and Management of the Place

The creation of the place as set out in the SRF has been conceived by incorporating the existing characteristics such as the railway architecture, the valley topography and the listed buildings and structures to generate a distinct character for the area as a whole and for each of the neighbourhoods. The delivery of high quality public realm, and ensuring its long-term management, will play a pivotal role in the area's regeneration.

The SRF proposes the following key principles:

- Retention and enhancement of the railway infrastructure
- A sensitive approach to heritage buildings and structures
- Preserving key viewpoints
- Active utilisation of the Red Bank Viaduct for recreational use
- Enabling access for all and safe and secure environments
- Providing and facilitating effective management of new green spaces and public realm
- Adopting a higher density of development

Do you agree or disagree with this proposal?

Strongly agree     
  Agree     
  Neither agree nor disagree     
  Disagree     
  Strongly disagree

Please provide further comments to support your answer:

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4

**7. Planning for a Low Carbon Future**

Our proposed development of the Northern Gateway fully supports Manchester’s carbon emissions reduction plan. Our plans include:

- High standards of building design to minimise energy consumption
- Improving public spaces to encourage walking or cycling
- Identifying opportunities for using renewable energy sources
- Providing charging points for electric vehicles

Do you agree or disagree with this proposal?

Strongly agree     
  Agree     
  Neither agree nor disagree     
  Disagree     
  Strongly disagree

Do you have any further comments or suggestions on this proposal?

Are there any other issues or topics that you think haven’t been addressed within the draft SRF or have you got any further comments?

Please return this feedback form to us in person at one of our events, via post, email or through our online questionnaire. **To provide your views via post, put this questionnaire in an envelope and address it to Freepost NG Consultation. You will not need a stamp.**

**Contact Details**

You do not have to supply personal details; however, we would like to keep you updated on news and activity for the Northern Gateway. Your personal details will be stored in compliance with the GDPR and will not be shared with third parties.

If you agree to being contacted via email, please provide the following details:

**Name:**  **Email:**

**Write to us at:** Freepost NG Consultation     
 **Email us at:** [contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk)  
**Call our Freephone information line:** 08081 699993     
 **Visit our website at:** [www.northerngatewaymanchester.co.uk](http://www.northerngatewaymanchester.co.uk)





## Appendix 4 – Consultation Postcard

**HAVE YOUR SAY**Northern Gateway Draft Strategic  
Regeneration Framework ConsultationMANCHESTER  
CITY COUNCILFar East  
Consortium**HAVE YOUR SAY AND FIND OUT MORE**

MANCHESTER CITY COUNCIL IS CURRENTLY UNDERTAKING CONSULTATION ON THE NORTHERN GATEWAY DRAFT STRATEGIC REGENERATION FRAMEWORK (SRF).

The Northern Gateway includes the areas of Collyhurst, the Lower Irk Valley and New Cross. The regeneration of the area offers an opportunity to deliver approximately 15,000 new homes over the next 15-20 years.

The Council and its partner, Far East Consortium, are holding a number of public drop-in sessions where people who live and work in the local area can come along to find out more and discuss the Northern Gateway project with members of the team:

LOCATION	ADDRESS	DATE	TIME
Yes Community Centre	35-39 Southchurch Parade, Collyhurst, M40 7GE	Wednesday 15 August	11am to 3:30pm
PLANT @ NOMA	Redfern Building, Dantzic Street, Manchester, M4 4AH	Thursday 16 August	2:30pm to 7pm
Church of the Saviour	Eggington Street, Collyhurst, Manchester, M40 7RN	Wednesday 22 August	2:30pm to 7:30pm
Abbott Community Primary School	Livesey Street, Manchester, M40 7PR	Tuesday 4 September	2:30pm to 7pm
The Federation	Federation House, 2 Federation Street, Manchester, M4 4BF	Wednesday 5 September	11am to 4pm
Aldbourne Close Retirement Scheme	20 Aldbourne Close, Collyhurst, M40 8NE	Thursday 6 September	11am to 4pm

If you're unable to join us, you can find out more by visiting [www.manchester.gov.uk/consultations](http://www.manchester.gov.uk/consultations) or get in touch using the details below. The deadline for feedback is Monday 1 October 2018.

**WRITE TO US AT:** FREEPOST NG CONSULTATION  
**CALL OUR FREEPHONE INFORMATION LINE ON:** 08081 699993

**EMAIL US AT:** [contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk)  
**VISIT OUR WEBSITE AT:** [www.northerngatewaymanchester.co.uk](http://www.northerngatewaymanchester.co.uk)

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context**

## Appendix 5 – Consultation Poster

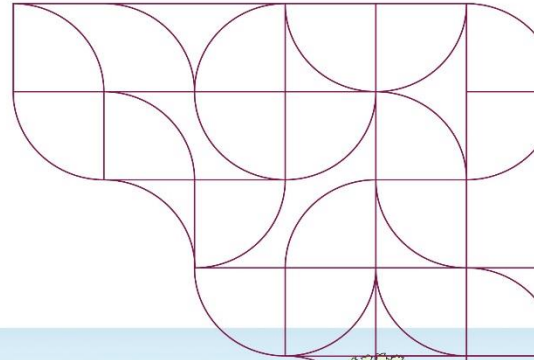


# HAVE YOUR SAY

Northern Gateway Draft Strategic Regeneration Framework Consultation

MANCHESTER CITY COUNCIL AND ITS PARTNER, FAR EAST CONSORTIUM, ARE HOLDING A NUMBER OF PUBLIC DROP-IN SESSIONS PROVIDING INFORMATION ON THE NORTHERN GATEWAY DRAFT STRATEGIC REGENERATION FRAMEWORK (SRF).

We invite people who live and work in the local to come along to find out more and discuss the Northern Gateway project with members of the team:



LOCATION	ADDRESS	DATE	TIME
Yes Community Centre	35-39 Southchurch Parade, Collyhurst, M40 7GE	Wednesday 15 August	11am to 3:30pm
PLANT @ NOMA	Redfern Building, Dantzic Street, Manchester, M4 4AH	Thursday 16 August	2:30pm to 7pm
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If you're unable to join us, you can find out more by visiting [www.manchester.gov.uk/consultations](http://www.manchester.gov.uk/consultations) or get in touch using the details below. **The deadline for feedback is Monday 1 October 2018.**

**WRITE TO US AT:** FREEPOST NG CONSULTATION  
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**EMAIL US AT:** [contact@ng-consultation.co.uk](mailto:contact@ng-consultation.co.uk)  
**VISIT OUR WEBSITE AT:** [www.northerngatewaymanchester.co.uk](http://www.northerngatewaymanchester.co.uk)

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Appendix 6 – Northwards Newsletter

# Collyhurst Update

## Summer 2018

**New homes for Collyhurst!**  
Read more inside

 **Northwards Housing**  
North Manchester's Council Homes

 **MANCHESTER CITY COUNCIL**

Northern Gateway draft Strategic Regeneration Framework, Manchester  
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context**

## The Northern Gateway and what it means for Collyhurst

The Northern Gateway is an area that goes from Manchester Victoria station up to Queens Park, including the Irk Valley and all of Collyhurst.

Manchester City Council plan to create lots of new homes in the area and have formed a partnership with the Far East Consortium (FEC) to make this happen. It will be a long-term project, over 15-20 years.

### Quality new council homes for Collyhurst

One of the first things the partnership will do is build new council homes for social rent in Collyhurst, so that local people benefit from the project as soon as possible.

£10.25m of government funding will go towards building around 110 high-quality, modern homes that will be managed by Northwards Housing.

These will be followed by around 250 further new homes for sale and private rent.

The idea behind the plans is to support the local community into the future whilst also bringing new residents to the area.

In a separate project, 40 new homes are being built across north Manchester, including some in Collyhurst. Work has already begun on these (see front cover photo).

### Have your say and find out more

The City Council wants to make sure that people in Collyhurst understand the plans and have a say on what happens.

You can find out more, take a look at designs, ask questions and speak to people from the partnership in person at these events:

#### yes office

35-39 Southchurch Parade  
Wednesday 15 August  
11am – 3:30pm

Church of the Saviour  
Eggington Street  
Wednesday 22 August  
2:30pm – 7:30pm

Abbott Primary School  
Livesey Street  
Tuesday 4 September  
2:30pm – 7pm

Aldbourne Close Retirement Scheme  
Aldbourne Close  
Thursday 6 September  
11am – 4pm

For more information, visit  
[www.northerngatewaymanchester.co.uk/framework](http://www.northerngatewaymanchester.co.uk/framework)



Appendix 7 – Northern Gateway display boards

## INTRODUCTION

The vision for the Northern Gateway is to deliver a series of vibrant, sustainable and integrated residential neighbourhoods within the extended city centre of Manchester. This will include the delivery of affordable housing to ensure that residents on a range of incomes are accommodated in the Northern Gateway.

The Northern Gateway will provide a mix of housing options in a high quality, well managed environment, with high levels of connectivity that link the growth of the city centre with surrounding Manchester communities.



The overall delivery of the Northern Gateway will be led by Manchester City Council, in partnership with Far East Consortium International Limited (FEC) which was appointed as its investment and delivery partner in April 2017.



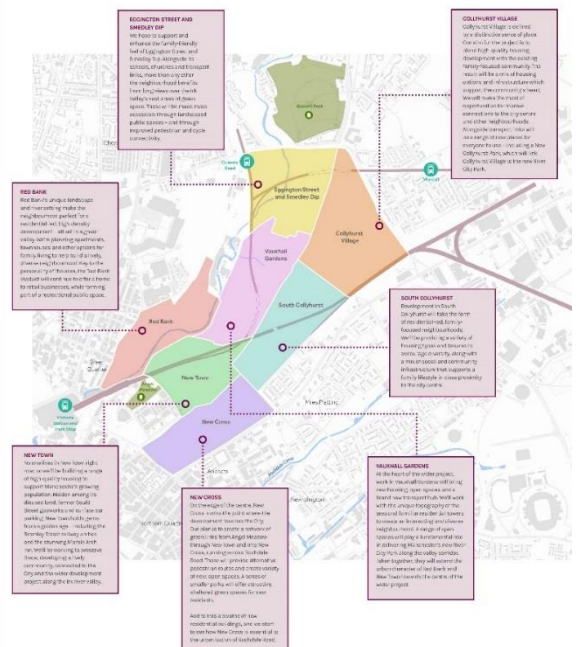
**MANCHESTER CITY COUNCIL**



**Far East Consortium**

## DELIVERING A UNIQUE AND HIGH QUALITY RESIDENTIAL-LED REGENERATION SCHEME

The Northern Gateway is home to a number of existing communities and characterful neighbourhoods that reflect the area's rich industrial heritage and unique natural assets. New development will re-enforce existing neighbourhoods and establish a series of dynamic, sustainable and integrated neighbourhoods within Manchester's extended city centre.



## DELIVERING SOCIAL AND COMMUNITY FACILITIES

Carefully planned social and community infrastructure will be needed to deliver sustainable and liveable neighbourhoods.

Social and community infrastructure will contribute to the overall health and well-being of residents and will need to be strategically located.

Social and community infrastructure will enable local employment opportunities and provide facilities for wider community benefit throughout the Northern Gateway.

We are proposing to develop facilities such as:

- » New schools
- » Nurseries
- » Health centres
- » Community centres
- » Leisure centres
- » New shops



Image courtesy of the Northern Gateway Regeneration Framework



Image courtesy of the Northern Gateway Regeneration Framework

## STRENGTHENING TRANSPORT CONNECTIVITY AND SUSTAINABLE TRAVEL



Image courtesy of the Northern Gateway Regeneration Framework

The regeneration of the Northern Gateway provides opportunities for improving the way people travel between new and existing neighbourhoods. The SRF sets out an aim for the Northern Gateway to be a walkable, cycle-friendly environment with a range of sustainable transport options that minimises the reliance on private cars. This includes the potential for an integrated transport hub, which could include a Metro stop.

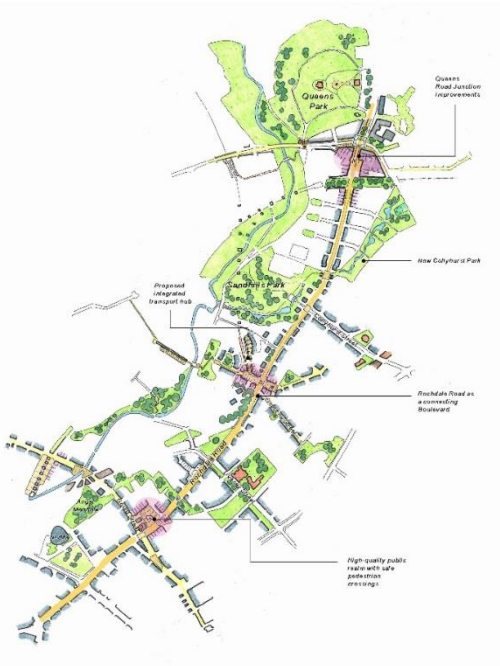


Image courtesy of the Northern Gateway Regeneration Framework

## URBANISING ROCHDALE ROAD

The ambition is for Rochdale Road to be transformed from a vehicle-oriented route into a lively and diverse urban avenue that provides a welcoming, interesting and pedestrian/ cycle-friendly environment.

Rochdale Road will become a multi-functional space, which is easily accessible for all users, and places public transport, pedestrian and cycle routes at the heart of its design.



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## ENHANCING THE GREEN-BLUE INFRASTRUCTURE AND PUBLIC REALM

The creation of a City River Park will be an essential aspect of the regeneration of the Northern Gateway. It will form a green heart to the area and a unique destination for the city, promoting cycling, walking and healthy living, and providing a point of reference around which the regeneration of the Northern Gateway is anchored.

The City River Park will not only provide a natural refuge for residents and visitors, drawing people from the city centre, but will offer a glimpse into a landscape that once was and will be a place to appreciate the rich industrial heritage that shaped it.



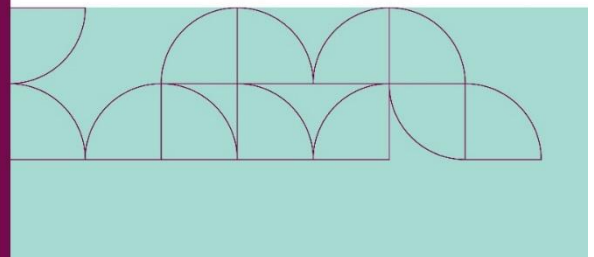
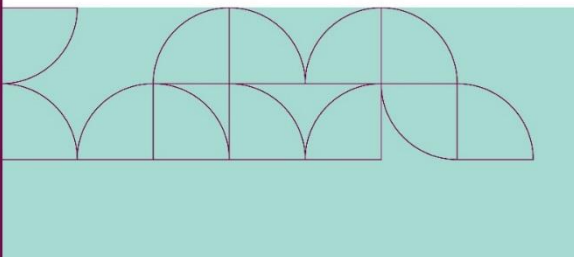
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## THE CREATION OF PLACE AND DIFFERENT BUILDING DENSITIES

The creation of the place as set out in the SRF has been conceived by incorporating the existing characteristics such as the railway architecture, the valley topography and the listed buildings and structures, to generate a distinct character for the area as a whole and for each of the neighbourhoods.

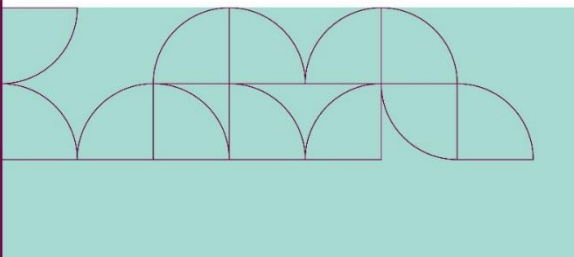
The delivery of high quality public realm, and ensuring its long-term management, will play a pivotal role in the area's regeneration.

There will be opportunities to deliver different densities in each individual neighbourhood across the Northern Gateway, which includes:

- » High-density development and taller, landmark buildings in key locations, such as next to transport nodes and public spaces.
- » Lower-rise, yet sensitively designed, low-medium density dwellings in neighbourhoods further north of the city centre.
- » A more balanced residential mix, including townhouses and apartments than cater towards urban family living toward the south of the area.



The focus for the Northern Gateway is to deliver a series of vibrant, accessible and integrated residential neighbourhoods in a sustainable environment.



## LONG TERM MANAGEMENT AND PLANNING FOR A LOW CARBON FUTURE

Our proposed development of the Northern Gateway fully supports Manchester's carbon emissions reduction plan. Our plans include:

- » High standards of building design to minimise energy consumption
- » Improving public spaces to encourage walking or cycling
- » Identifying opportunities for using renewable energy sources
- » Providing charging points for electric vehicles



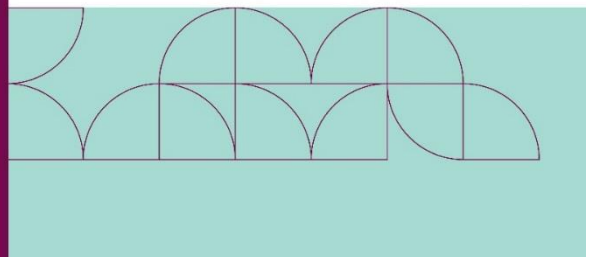
The focus of the Northern Gateway is to deliver a series of vibrant, accessible and integrated residential neighbourhoods in a sustainable environment.

The neighbourhoods of the Northern Gateway will form an active part of the extended city centre, with each reflecting their own distinct character and identity, and high quality public realm.

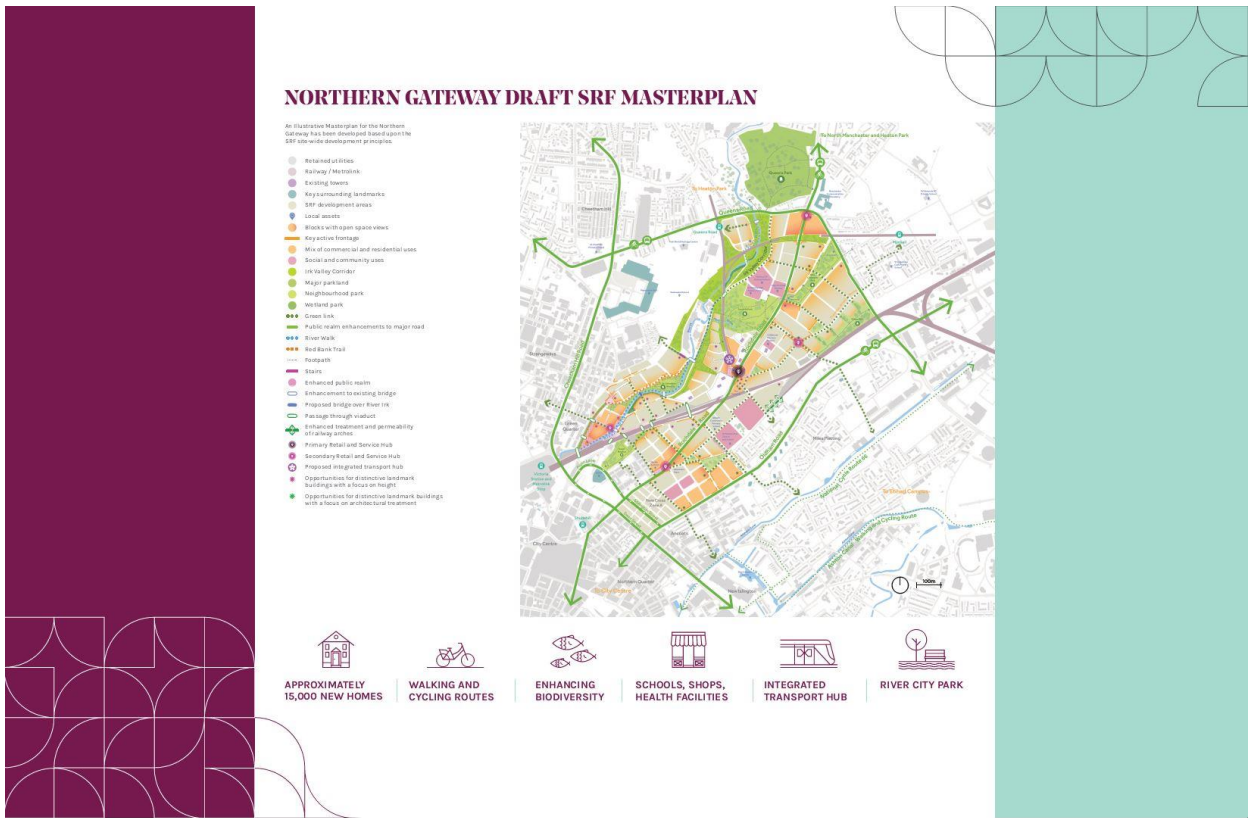
Clear long-term management arrangements will be developed and put in place to ensure the quality, condition and uses of proposed public spaces are appropriately maintained.



Supporting Manchester's carbon emissions reduction plan.

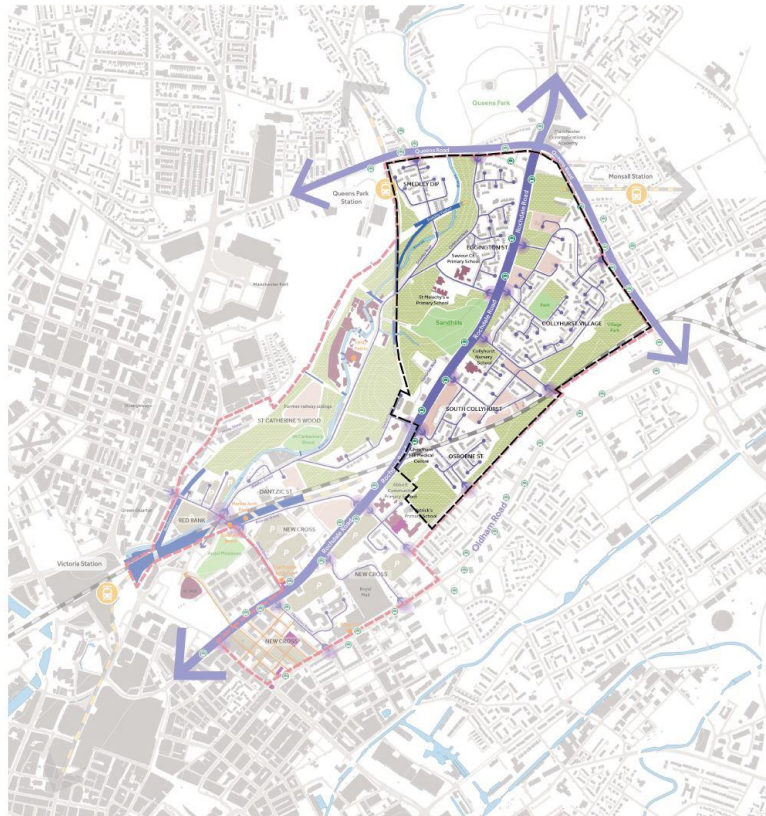






### COLLYHURST EXISTING

- Parks / Green Space
- Unmanaged / Residual Green Space
- Cleared Areas
- Viaducts
- Significant Buildings
- Parking
- Tram Stops
- Bus Stops
- Cul-de-sacs
- Gateways



### COLLYHURST VILLAGE SPATIAL FRAMEWORK

- Retained utilities
- Railway / Metrolink
- Existing towers
- Key surrounding landmarks
- SIF development areas
- Local assets
- Blocks with open space views
- Key active frontages
- Social and community uses
- Major parkland
- Neighbourhood park
- Green link
- Public realm enhancements to major road
- Footpath
- Gateway Square
- Neighbourhood Square
- Primary Retail and Service Hub
- Secondary Retail and Service Hub
- Proposed integrated transport hub
- Opportunities for distinctive landmark buildings with a focus on height
- Opportunities for distinctive landmark buildings with a focus on architectural treatment



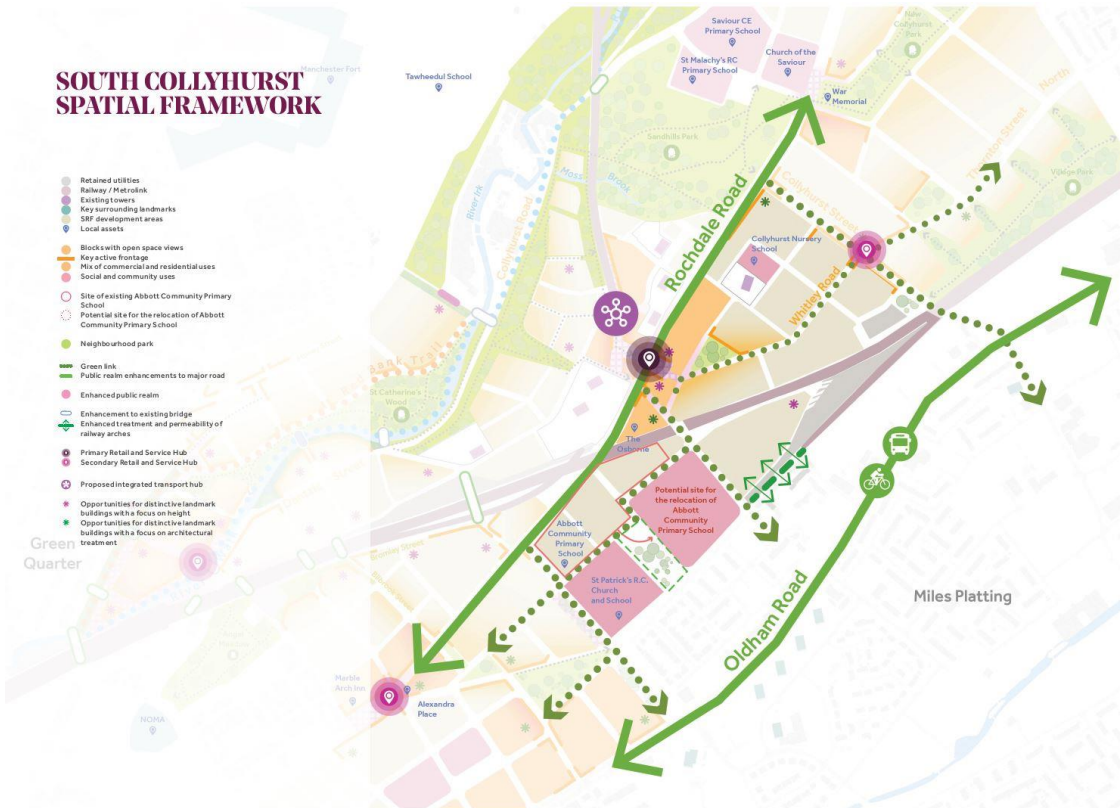
### INDICATIVE MASSING

- Retained utilities
- Railway / Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Up to 4 storeys
- Up to 6 storeys
- Up to 8 storeys
- Up to 12 storeys
- Up to 16 storeys
- Opportunities for distinctive landmark buildings with a focus on height



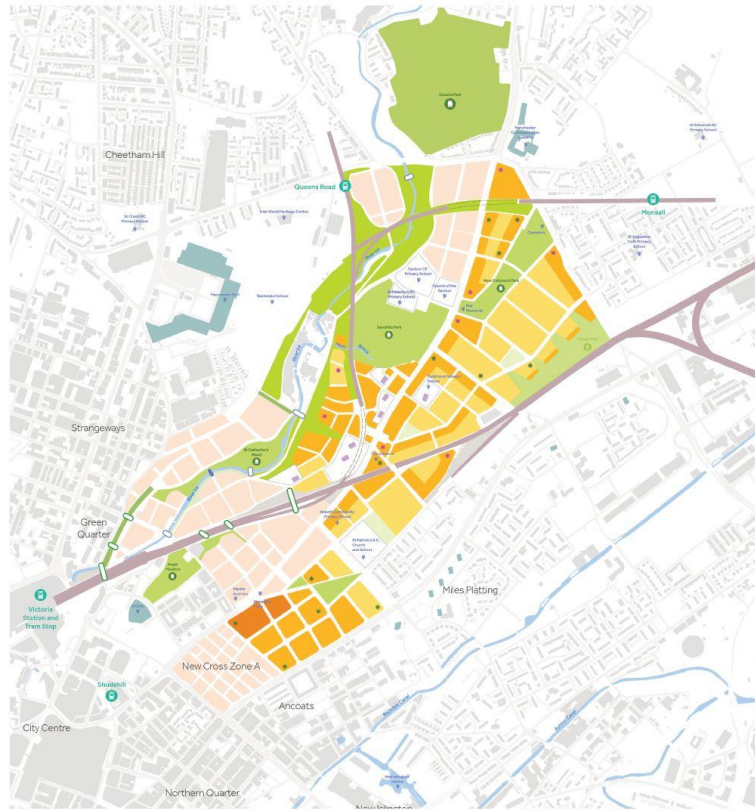
### SOUTH COLLYHURST SPATIAL FRAMEWORK

- Retained utilities
- Railway / Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Blocks with open space views
- Key active frontage
- Mix of commercial and residential uses
- Social and community uses
- Site of existing Abbott Community Primary School
- Potential site for the relocation of Abbott Community Primary School
- Neighbourhood park
- Green link
- Public realm enhancements to major road
- Enhanced public realm
- Enhancement to existing bridge
- Enhanced treatment and permeability of railway arches
- Primary Retail and Service Hub
- Secondary Retail and Service Hub
- Proposed integrated transport hub
- Opportunities for distinctive landmark buildings with a focus on height
- Opportunities for distinctive landmark buildings with a focus on architectural treatment



**INDICATIVE BUILDING DENSITIES**

-  Retained utilities
-  Railway / Metrolink
-  Existing towers
-  Key surrounding landmarks
-  EBF development areas
-  Local assets
-  Medium density
-  Medium / high density
-  High density
-  Opportunities for distinctive landmark buildings with a focus on height
-  Opportunities for distinctive landmark buildings with a focus on architectural treatment



## Appendix 8 – Consultation feedback

### 8.1 Questionnaire feedback

Topic 1: Delivering a Unique and High Quality Residential-led Regeneration Scheme			
Stakeholder ID	Feedback	Do you agree or disagree with this proposal?	What is important to you in your neighbourhood, and how do you think your neighbourhood could be improved?
FF_SRF_001	Questionnaire	Strongly agree	Communication.
FF_SRF_002	Questionnaire	Strongly agree	Less roads, more walkways.
FF_SRF_003	Questionnaire	Strongly agree	Good neighbours.
FF_SRF_004	Questionnaire	Agree	Security in the area: Making sure that people visiting the area have legitimate business there and not committing anti-social behaviour/disturbance there and monitoring peoples' movements.
FF_SRF_005	Questionnaire	Agree	
FF_SRF_006	Questionnaire	Agree	
FF_SRF_007	Questionnaire	Strongly agree	More one bed flats.
FF_SRF_008	Questionnaire	Agree	
FF_SRF_009	Questionnaire	Strongly disagree	Peace and quiet, please stop throwing litter and fly tipping everywhere, close noisy pubs.
FF_SRF_010	Questionnaire	Agree	Littering/fly tipping, provide bins around the area. Bigger community centre and more speed by MPs. Keep tenants with gardens.
FF_SRF_011	Questionnaire		

FF_SRF_012	Questionnaire	Strongly agree	Stop anti-social behaviour.
FF_SRF_013	Questionnaire	Strongly agree	
FF_SRF_014	Questionnaire	Agree	
FF_SRF_015	Questionnaire	Strongly disagree	
FF_SRF_016	Questionnaire	Neither agree nor disagree	
FF_SRF_017	Questionnaire	Strongly agree	Decent housing.
FF_SRF_018	Questionnaire	Strongly agree	More local shops.
FF_SRF_019	Questionnaire	Agree	
FF_SRF_020	Questionnaire	Strongly agree	Lots of new houses. New shopping centre in the area for people who can't travel.
FF_SRF_021	Questionnaire	Agree	Collyhurst is becoming more diverse, we need a community hub to meet up in - Re-education keeping the area clean/littering/fly tipping imposed - community spirit and pride needed. Communication addressed - to be kept informed of what is going on in the area.
FF_SRF_022	Questionnaire	Neither agree nor disagree	
FF_SRF_023	Questionnaire	Strongly agree	Improved quality of residential housing. Better use of vacant buildings and other empty brownfield sites. Greater presence of local amenities. Improved incentives for businesses (small)/more commercial property.
FF_SRF_024	Questionnaire	Agree	Good neighbours, areas and grass verges kept clean and tidy.
FF_SRF_025	Questionnaire	Strongly agree	
FF_SRF_026	Questionnaire	Strongly agree	Littering/fly tipping, waste rubbish, excess water and potholes everywhere in the Collyhurst area.

FF_SRF_027	Questionnaire	Strongly agree	Over 55's accommodation/bungalows/sheltered accommodation, as well as much needed family housing, to reflect all aspects and needs in our community, keeping all members of our community together, as in different stages in our lives suitable accommodation needs to be met. Currently I feel this is not being met.
FF_SRF_028	Questionnaire	Strongly agree	A wide selection of local shops would be nice. Better transport links like the Metrolink stop in Kentford Drive area.
FF_SRF_029	Questionnaire	Strongly agree	Cycle infrastructure Removal of cars Public realm. Cycle infrastructure Removal of cars Improve streetscape
FF_SRF_030	Questionnaire	Strongly agree	
FF_SRF_031	Questionnaire	Agree	
FF_SRF_032	Questionnaire	Neither agree nor disagree	Community, green spaces, good public transport. Better streetscape, more useful green spaces, better tram access, better local retail (chains not overpriced local stores).
FF_SRF_033	Questionnaire	Strongly agree	
FF_SRF_034	Questionnaire	Agree	Safety.

FF_SRF_035	Questionnaire	Agree	Access to high-quality green spaces is essential. Not simply grass and green areas like we already have in the city centre - but high-quality, well designed and well maintained green spaces. Without these, our friends and families will not be able to live full and fruitful lives. Access to sustainable greenery is essential to any future development. There is no sense of community within city centre residents. Our industrial vernacular and modern low-cost architecture don't encourage it. This exciting development offers a real opportunity to create community links between residents, the city and the landscape around us. But if the development is delivered on the cheap, with budget and profit in mind, rather than the needs of the community, then it will not succeed. It has the potential to become another crime and deprivation hotspot on the edge of the city centre. Please, please, please don't allow this to happen - if it does, you will have failed in your task to build something great.
FF_SRF_036	Questionnaire	Neither agree nor disagree	Build houses not flats.
FF_SRF_037	Questionnaire	Strongly agree	
FF_SRF_038	Questionnaire	Strongly agree	Balanced mix of housing types. Providing a desirable place for people to live. Complementary non-residential facilities.
FF_SRF_039	Questionnaire	Agree	That similar schemes north of the city are also pursued. Investment in Boggart Hole Clough and remodelling Moston Lane to attract new, more viable businesses.
FF_SRF_040	Questionnaire	Neither agree nor disagree	The street I live in is nice, peaceful and the residents stay for long periods.
FF_SRF_041	Questionnaire	Agree	
FF_SRF_042	Questionnaire	Strongly agree	
FF_SRF_043	Questionnaire	Agree	
FF_SRF_044	Questionnaire	Agree	To maintain open spaces, not to overcrowd the area.



FF_SRF_045	Questionnaire	Strongly disagree	How these changes affect our community.
FF_SRF_046	Questionnaire	Strongly disagree	I am a home owner and won't be happy moving or letting my home go and won't be happy owning part of my new house.
FF_SRF_047	Questionnaire	Agree	Better roads, speed bumps.
FF_SRF_048	Questionnaire	Agree	
FF_SRF_049	Questionnaire	Strongly agree	Collyhurst Village needs big change.
FF_SRF_050	Questionnaire	Strongly agree	Safety and Security, health services, schools, Eco-modern housing.
FF_SRF_051	Questionnaire	Neither agree nor disagree	Building houses that will attract working class people. A list of behavioural issues that needs addressing, such as disturbance, Littering/fly tipping, Crime/Drugs, noises, damages/vandalism to properties. Kids need to be held accountable for their actions.
FF_SRF_052	Questionnaire	Strongly disagree	That it is a quiet area. I wouldn't recommend anything to be improved other than roads.
FF_SRF_053	Questionnaire	Agree	Safety. More resources/support for the homeless.
FF_SRF_054	Questionnaire	Neither agree nor disagree	I think there should be more facilities for the youths.
FF_SRF_055	Questionnaire	Agree	More shops. Kids club.
FF_SRF_056	Questionnaire	Strongly agree	
FF_SRF_057	Questionnaire	Strongly agree	
FF_SRF_058	Questionnaire	Agree	More child and family facilities available to bring community together more. Decent size properties with nice size back and front gardens.
FF_SRF_059	Questionnaire	Agree	I think we need more community based facilities for our young children and for the community as a whole.
FF_SRF_060	Questionnaire	Agree	
FF_SRF_061	Questionnaire		
FF_SRF_062	Questionnaire	Strongly agree	

FF_SRF_063	Questionnaire	Agree	The overall look does need to be improved. The importance to me is the community as a whole.
FF_SRF_064	Questionnaire	Strongly agree	The cleanliness of the area. The teenagers need somewhere to go. At the moment its mayhem - fires, stealing etc are rife in this area. Unsafe!
FF_SRF_065	Questionnaire	Agree	More shops, more Bus routes/services, more pubs.
FF_SRF_066	Questionnaire	Strongly agree	Provision of more litter bins, more frequently emptied, especially near shops and parks. More frequent collection of dumped rubbish and litter. Enforcement of anti-fly tipping.
FF_SRF_067	Questionnaire	Neither agree nor disagree	Better housing, better travel, better retail opportunities.
FF_SRF_068	Questionnaire	Strongly agree	Street sense viability.
FF_SRF_069	Questionnaire	Neither agree nor disagree	Neighbours.
FF_SRF_070	Questionnaire	Agree	Transportation links - preferable Metrolink stop and improvements to Rochdale Road.
FF_SRF_071	Questionnaire	Agree	
FF_SRF_072	Questionnaire	Neither agree nor disagree	The community and the people there.
FF_SRF_073	Questionnaire	Neither agree nor disagree	Good neighbours and friends.
FF_SRF_074	Questionnaire	Strongly agree	Yes I agree but do not want smaller house than I am already in.
FF_SRF_075	Questionnaire	Strongly agree	
FF_SRF_076	Questionnaire	Strongly agree	
FF_SRF_077	Questionnaire	Neither agree nor disagree	The important thing for me is my business and keeping the local community together. It is important to me that the community and my business does not suffer and get destroyed due to developments. It can be improved by developments of new homes, schools, and roads, only if my business and community remain after the developments are completed.

FF_SRF_078	Questionnaire	Neither agree nor disagree	The thing that is important to me in the neighbourhood, is the community and my job. The neighbourhood can be improved by building new homes and facilities but the old community and my work should stay. Developments are good if we are not replaced.
FF_SRF_079	Questionnaire	Strongly disagree	No to demolition of Collyhurst houses.
FF_SRF_080	Questionnaire	Agree	Use wasteland. Areas aren't been kept clean. Roads are poor (not smooth). Areas don't feel safe from verbal abuse.
FF_SRF_081	Questionnaire	Strongly agree	The houses we live in are a dump and mould grows on the walls especially in the bathroom and on all the furniture in the house. On the ceilings and in all my bedrooms and on the wall in the living room. We need better homes that are damp-free.
FF_SRF_082	Questionnaire	Agree	More maintenance. Pathways, communal lawns, would benefit from off road parking or front drives and tackling anti-social behaviour/disturbance more.
FF_SRF_083	Questionnaire	Strongly disagree	Leave the houses that are there. No more demolition of local residents' homes. Shortages of homes.
FF_SRF_084	Questionnaire	Agree	Cleaner and tidier please. Bigger, nicer houses and people with money in the area.
FF_SRF_085	Questionnaire	Strongly agree	Green character and ecological/potential recreational value of Irk Valley and mix of land uses including employment. Area enables small businesses to start-up and thrive due to low rents and flexible space and it is creating community as a result. History also of value.
FF_SRF_086	Questionnaire	Neither agree nor disagree	Think the concept behind the proposal is great however it disregards the ethics aspect towards the people that are currently living in the proposed area. As it will cause financial crisis for many families. It would be better to regenerate the area which does not compromise the shifting of houses and quality of life for others.
FF_SRF_087	Questionnaire	Neither agree nor disagree	
FF_SRF_088	Questionnaire	Agree	

FF_SRF_089	Questionnaire	Strongly disagree	
FF_SRF_090	Questionnaire	Disagree	
FF_SRF_091	Questionnaire	Neither agree nor disagree	
FF_SRF_092	Questionnaire	Disagree	
FF_SRF_093	Questionnaire	Strongly disagree	
FF_SRF_094	Questionnaire	Strongly disagree	
FF_SRF_095	Questionnaire	Agree	The Irk Valley and the River. Positive management of the Irk Valley for biodiversity and green infrastructure. We need an off-road route for cyclists between Queens Road and City Centre.
FF_SRF_096	Questionnaire	Agree	No litter. Not too much traffic/safe to walk around. Places for kids. Places to cycle safely. Good cheap public transport. Cheap housing in every way! There is nothing good about it. It's filthy with litter. There are kids running wild. Nothing for them to do unless you have a car and can take them. The traffic is bad with no road crossing. The buses are expensive and unreliable. Cycling is treacherous. Drivers are speeding and dangerous. The housing is poor. Everyone is moving away and then international new arrivals move in who do not integrate always too well.

Topic 2 - Delivering Social and Community Facilities			
Stakeholder ID	Feedback	Do you agree or disagree with this proposal?	What type of provision do you feel would make the Northern Gateway a more sustainable place to live?
FF_SRF_001	Questionnaire	Strongly agree	Shops.
FF_SRF_002	Questionnaire	Strongly agree	Health Facilities, New Shops, Active Public Spaces.

FF_SRF_003	Questionnaire	Strongly agree	Health
FF_SRF_004	Questionnaire	Agree	An improved transport system will help. Introduction of metro line around here and reliable bus service.
FF_SRF_005	Questionnaire	Strongly agree	A sense of community.
FF_SRF_006	Questionnaire	Agree	
FF_SRF_007	Questionnaire	Strongly agree	More choice of shops.
FF_SRF_008	Questionnaire	Agree	Shops, local pubs, recreation areas.
FF_SRF_009	Questionnaire	Strongly disagree	We have enough schools, two are built opposite Queens Park in the last 5 years already. Leisure facilities - the council should better maintain. Queens Park etc. We already have such leisure facilities near north city shopping centre.
FF_SRF_010	Questionnaire	Agree	Better and more play areas, community centre, youth club, more shops.
FF_SRF_011	Questionnaire		
FF_SRF_012	Questionnaire	Strongly agree	Jobs for local people.
FF_SRF_013	Questionnaire	Strongly agree	
FF_SRF_014	Questionnaire	Agree	
FF_SRF_015	Questionnaire	Strongly disagree	
FF_SRF_016	Questionnaire	Agree	
FF_SRF_017	Questionnaire	Strongly agree	
FF_SRF_018	Questionnaire	Strongly agree	Shops, health facilities.
FF_SRF_019	Questionnaire	Strongly agree	
FF_SRF_020	Questionnaire	Strongly agree	
FF_SRF_021	Questionnaire	Agree	

FF_SRF_022	Questionnaire	Neither agree nor disagree	
FF_SRF_023	Questionnaire	Strongly agree	Shops, local (small) office buildings, better use of vacant brownfield land, renovation of abandoned buildings.
FF_SRF_024	Questionnaire	Agree	Shops and health facilities.
FF_SRF_025	Questionnaire	Strongly agree	Community Centre.
FF_SRF_026	Questionnaire	Strongly agree	Keep the place clean and tidy. Littering/fly tipping-free no excess pools of water especially at bus stops. For example, Rochdale Road from Collyhurst street to the city centre. A downfall of rain results in excess water pools!
FF_SRF_027	Questionnaire	Strongly agree	A shopping centre to 'North City' in Harpurhey would be handy, currently we have to travel out of the area to access decent shops/stores/supermarkets, and also the youth could benefit from a facility similar to the 'Youth Factory Zone' in Harpurhey. To encourage exercise, maybe sports facilities such as a running track, football pitches etc.
FF_SRF_028	Questionnaire	Strongly agree	More shops and perhaps a better social scene more things for the youth also.
FF_SRF_029	Questionnaire	Strongly agree	Schools, Cycle infrastructure.
FF_SRF_030	Questionnaire	Strongly agree	Good public transport, walkable public squares, cycle routes.
FF_SRF_031	Questionnaire	Strongly agree	A large supermarket is vital if you are going to put in so many more houses/flats.
FF_SRF_032	Questionnaire	Strongly agree	Better retail such as a Tesco express as local stores currently are overpriced and sell a lot of alcohol which isn't good.
FF_SRF_033	Questionnaire	Strongly agree	Better retail, integrated services.
FF_SRF_034	Questionnaire	Strongly agree	
FF_SRF_035	Questionnaire	Strongly agree	GP surgeries and drop-in centres are important. Safe spaces are also essential. How will you ensure that the spaces you build are safe and secure for everyone to use?

FF_SRF_036	Questionnaire	Agree	All
FF_SRF_037	Questionnaire	Strongly agree	
FF_SRF_038	Questionnaire	Strongly agree	Leisure facilities, active public spaces for social interaction.
FF_SRF_039	Questionnaire	Agree	Links to other suburban areas north of city centre.
FF_SRF_040	Questionnaire	Strongly Agree	A safe, secure place for children to play that is maintained daily.
FF_SRF_041	Questionnaire	Agree	
FF_SRF_042	Questionnaire	Strongly agree	
FF_SRF_043	Questionnaire	Agree	
FF_SRF_044	Questionnaire	Strongly agree	
FF_SRF_045	Questionnaire	Agree	Shops, health facilities.
FF_SRF_046	Questionnaire	Strongly disagree	
FF_SRF_047	Questionnaire	Agree	We need a petrol station.
FF_SRF_048	Questionnaire	Agree	
FF_SRF_049	Questionnaire	Strongly agree	
FF_SRF_050	Questionnaire	Strongly agree	Schools, health facilities, gyms and shops.
FF_SRF_051	Questionnaire	Agree	Collyhurst could benefit from a bigger community centre that can address a lot of social issues from idle teenagers/kids. A leisure centre and supermarkets can improve the area.
FF_SRF_052	Questionnaire	Agree	More shops and facilities would be beneficial.
FF_SRF_053	Questionnaire	Agree	Schools, health/leisure facilities and more parks/public places.
FF_SRF_054	Questionnaire	Agree	
FF_SRF_055	Questionnaire	Strongly agree	
FF_SRF_056	Questionnaire	Strongly agree	
FF_SRF_057	Questionnaire	Strongly agree	
FF_SRF_058	Questionnaire	Agree	
FF_SRF_059	Questionnaire	Agree	All of the above.

FF_SRF_060	Questionnaire	Agree	Health and Shopping facilities.
FF_SRF_061	Questionnaire		
FF_SRF_062	Questionnaire	Strongly agree	
FF_SRF_063	Questionnaire	Strongly agree	
FF_SRF_064	Questionnaire	Strongly agree	Youth centres - Collyhurst is already accessible to the city etc.
FF_SRF_065	Questionnaire	Agree	As above.
FF_SRF_066	Questionnaire	Strongly agree	More small shops, cafes, meeting places for children and young adults.
FF_SRF_067	Questionnaire	Agree	The answers are in the questions!
FF_SRF_068	Questionnaire	Strongly agree	All of the above, need to improve mental health and well-being use of public space, state parks, outside signs.
FF_SRF_069	Questionnaire	Agree	
FF_SRF_070	Questionnaire	Agree	Leisure / shops / schools - mixture of diversity in schools but improvements to existing schools.
FF_SRF_071	Questionnaire	Agree	
FF_SRF_072	Questionnaire	Agree	Nothing
FF_SRF_073	Questionnaire	Disagree	Leave the tenants alone it is a nice place to live most get on together.
FF_SRF_074	Questionnaire	Strongly agree	
FF_SRF_075	Questionnaire	Strongly agree	
FF_SRF_076	Questionnaire	Strongly agree	
FF_SRF_077	Questionnaire	Neither agree nor disagree	I think we need more schools, easy access to public transport, spaces for social interactions, as well as health facilities. We have enough shops in the area, what we need most is spaces for youth to socialise and play.



FF_SRF_078	Questionnaire	Agree	
FF_SRF_079	Questionnaire	Strongly disagree	Why have Collyhurst residents never had any facilities provided? To work alongside the schools, shops and youth club. Collyhurst youth club demolished.
FF_SRF_080	Questionnaire	Strongly agree	Parks. No psychiatric facilities. Health facilities.
FF_SRF_081	Questionnaire	Strongly agree	Better homes (new houses) demolish all old.
FF_SRF_082	Questionnaire	Agree	There are already plenty of shops, schools, local bus routes, trams into the city centre and health facilities.
FF_SRF_083	Questionnaire	Strongly disagree	Work with local facilities. No demolition of local shops and takeaways.
FF_SRF_084	Questionnaire	Strongly agree	Better pubs and restaurants along Rochdale Road. Places where people from all around will visit and spend money.
FF_SRF_085	Questionnaire	Agree	Employment! History of manufacturing within valley and whilst we recognise market pressure of residential and retail, a miss with some light industrial e.g. breweries/bakeries/producers etc helps create vibrant and productive environment. Real life!
FF_SRF_086	Questionnaire	Disagree	For my given area, there are sufficient amount of schools (with MCA just opposite) and multiple primary schools, 3 leisure facilities nearby, shops by Manchester Fort, and only an approximately 15 minutes bus journey to town. There are all the facilities proposed available at decent proximity. Adding more could only backfire and further congest the area - from my observation having lived in the area for 29 years.
FF_SRF_087	Questionnaire	Disagree	
FF_SRF_088	Questionnaire	Agree	Shops - Supermarket near to houses
FF_SRF_089	Questionnaire	Strongly disagree	
FF_SRF_090	Questionnaire	Disagree	
FF_SRF_091	Questionnaire	Disagree	
FF_SRF_092	Questionnaire	Disagree	

FF_SRF_093	Questionnaire	Strongly disagree	
FF_SRF_094	Questionnaire	Strongly disagree	
FF_SRF_095	Questionnaire	Agree	Direct and safe routes for pedestrians and cyclists to city centre. A road layout that discourages car usage to the city centre or neighbourhood centres. The use of soft landscaping such as SUDs, not technical fixes. Provision of allotments/food growing areas to encourage healthy living. Maximising ecosystems services potential of the River Irk.
FF_SRF_096	Questionnaire	Agree	Yeah all these are good. But let's be honest we have seen all of this. But still isn't quite working there. Super-fast super cheap public transport and safe cycling are key and people to stop it becoming a dumping ground for litter.

Topic 3 - Strengthening Transport Connectivity and Sustainable Travel			
Stakeholder ID	Feedback	Do you agree or disagree with this proposal?	Please provide further comments:
FF_SRF_001	Questionnaire	Strongly agree	
FF_SRF_002	Questionnaire	Strongly agree	I strongly agree that technologies should be integrated into the development of the areas for the younger generation that's growing.
FF_SRF_003	Questionnaire	Strongly agree	
FF_SRF_004	Questionnaire	Agree	
FF_SRF_005	Questionnaire	Strongly agree	
FF_SRF_006	Questionnaire	Agree	
FF_SRF_007	Questionnaire	Strongly agree	More speed cameras - Tram route in to town.
FF_SRF_008	Questionnaire	Agree	A metro link, to enable great Greater Manchester Connectivity.

FF_SRF_009	Questionnaire	Neither agree nor disagree	People who already drive cars are too lazy to give them up. Better buses, trains, trams for us who use them (and cleaner ones i.e. buses etc).
FF_SRF_010	Questionnaire	Agree	Better routes.
FF_SRF_011	Questionnaire	Agree	Good.
FF_SRF_012	Questionnaire	Agree	
FF_SRF_013	Questionnaire	Strongly agree	
FF_SRF_014	Questionnaire	Agree	
FF_SRF_015	Questionnaire	Strongly disagree	
FF_SRF_016	Questionnaire	Strongly agree	
FF_SRF_017	Questionnaire	Strongly agree	
FF_SRF_018	Questionnaire	Strongly agree	More Metrolink stations where possible.
FF_SRF_019	Questionnaire	Agree	No comment.
FF_SRF_020	Questionnaire	Strongly agree	
FF_SRF_021	Questionnaire	Agree	Consideration has to be taken into account for car uses also - restricted parking. More parking bays available - park and walk options.
FF_SRF_022	Questionnaire	Neither agree nor disagree	
FF_SRF_023	Questionnaire	Strongly agree	
FF_SRF_024	Questionnaire	Agree	Restricted car access on small roads.
FF_SRF_025	Questionnaire	Neither agree nor disagree	
FF_SRF_026	Questionnaire	Strongly agree	
FF_SRF_027	Questionnaire	Agree	A Metrolink would be an advantage. However as a car user, I have found the existing bus lane on Rochdale Road has restricted traffic flow causing more congestion. As a mobile hairdresser, I need my car for work, I would be concerned with restricted car access.

FF_SRF_028	Questionnaire	Agree	
FF_SRF_029	Questionnaire	Strongly agree	Anything to restrict car access and improve walking and cycling will improve the local environment.
FF_SRF_030	Questionnaire	Agree	Parking should be controlled as one method of reducing air pollution.
FF_SRF_031	Questionnaire	Strongly agree	
FF_SRF_032	Questionnaire	Agree	I partly agree but I do not think that high quality public realm design will make walking a more attractive option. Not sure it will increase walking, lower crime, with less cars racing around.
FF_SRF_033	Questionnaire	Strongly agree	
FF_SRF_034	Questionnaire	Strongly agree	
FF_SRF_035	Questionnaire	Strongly agree	Please keep the pedestrian in mind when building this project. Walking is an important part of life and we need to encourage more people to get up and get walking. The proximity to all the wonderful resources in the city centre is a great reason to get people walking. It is important to keep in mind what happens to pedestrians as they leave the new development area and enter the city centre - how will that transition take place? Do they simply have to cross the ring road at the new Co-op building and hope for the best? Or will there be integrated walking routes into the city centre?
FF_SRF_036	Questionnaire	Neither agree nor disagree	
FF_SRF_037	Questionnaire	Strongly agree	
FF_SRF_038	Questionnaire	Strongly agree	Need cycle lanes to make cycling a safer and more attractive option.
FF_SRF_039	Questionnaire	Agree	If transport routes through the area are not improved it will slow commuting times for people who live around Northern Gateway but travel THROUGH it.
FF_SRF_040	Questionnaire	Neither agree nor disagree	Some of us have to use a vehicle and therefore should not be penalised by restricted access.
FF_SRF_041	Questionnaire	Agree	
FF_SRF_042	Questionnaire	Strongly agree	

FF_SRF_043	Questionnaire	Agree	
FF_SRF_044	Questionnaire	Strongly agree	
FF_SRF_045	Questionnaire	Strongly disagree	
FF_SRF_046	Questionnaire	Strongly disagree	
FF_SRF_047	Questionnaire	Agree	Bikes should be available to use at no cost.
FF_SRF_048	Questionnaire	Agree	
FF_SRF_049	Questionnaire	Strongly agree	
FF_SRF_050	Questionnaire	Strongly agree	Street parking should remain free and not heavily regulated as we do not have a problem with that aspect of living in the area.
FF_SRF_051	Questionnaire	Strongly agree	The area was badly planned that you don't feel safe to even take a walk around. Cameras are supposed to monitor crime and keep residents safe.
FF_SRF_052	Questionnaire	Disagree	N/A
FF_SRF_053	Questionnaire	Agree	
FF_SRF_054	Questionnaire	Neither agree nor disagree	To have road or pavement usage for disabled scooters and wheelchairs.
FF_SRF_055	Questionnaire	Agree	
FF_SRF_056	Questionnaire	Strongly agree	
FF_SRF_057	Questionnaire	Agree	
FF_SRF_058	Questionnaire	Agree	
FF_SRF_059	Questionnaire	Agree	
FF_SRF_060	Questionnaire	Strongly agree	
FF_SRF_061	Questionnaire	Strongly agree	
FF_SRF_062	Questionnaire	Strongly agree	
FF_SRF_063	Questionnaire	Strongly agree	
FF_SRF_064	Questionnaire	Strongly agree	Cycle networks could reduce CO2 emissions hopefully encouraging people to leave their cars at home.

FF_SRF_065	Questionnaire	Agree	
FF_SRF_066	Questionnaire	Strongly agree	Where residents have off street parking, enforce its use. Suggest a large car park near the motorway junction and introduce and park and ride system to reduce car traffic on Rochdale Road.
FF_SRF_067	Questionnaire	Agree	
FF_SRF_068	Questionnaire	Strongly agree	
FF_SRF_069	Questionnaire	Neither agree nor disagree	
FF_SRF_070	Questionnaire	Disagree	Rochdale road is a main artery into the city centre and north Greater Manchester. Improvements but not at the expense of other areas such as Blackley and Rochdale (i.e. Middleton) - only access to Middleton is Rochdale Road.
FF_SRF_071	Questionnaire	Agree	Would like better transport links with Red Bank/Green Quarter. Because every tram/bus/train stop is a walk away. I often just get taxis everywhere.
FF_SRF_072	Questionnaire	Neither agree nor disagree	
FF_SRF_073	Questionnaire	Neither agree nor disagree	These things number 3, could be done without pulling decent houses down.
FF_SRF_074	Questionnaire	Strongly agree	
FF_SRF_075	Questionnaire	Strongly agree	
FF_SRF_076	Questionnaire	Strongly agree	
FF_SRF_077	Questionnaire	Agree	The community needs easy access to public transport, like buses, and a Metro stop/tram network/integrated transport hub would also be needed for the area.
FF_SRF_078	Questionnaire	Agree	Easier routes to the area would make it easier for me to get to and from work and home.
FF_SRF_079	Questionnaire	Strongly disagree	Not at the cost of family homes. Major shortage of housing.
FF_SRF_080	Questionnaire	Strongly agree	Too many cars now - we need to look at other options.
FF_SRF_081	Questionnaire	Neither agree nor disagree	I do not see the reason of improvement on road crossings when houses are in a very poor state. The front and back of the gardens need renovating.

FF_SRF_082	Questionnaire	Neither agree nor disagree	
FF_SRF_083	Questionnaire	Strongly disagree	No need for demolition of homes to make way there is enough land available.
FF_SRF_084	Questionnaire	Strongly agree	Connect Moston Vale, Queens Park, Sandhills, and Angel Meadow so people can walk/cycle in out of town. Make whole length of Rochdale Road have a pavement cycle lane not a cycle lanes on ten road.
FF_SRF_085	Questionnaire	Strongly agree	The green infrastructure is already there and provides opportunity for unique green corridor linking the city with surrounding countryside. Make the most of this opportunity please!
FF_SRF_086	Questionnaire	Neither agree nor disagree	Good idea however without the proposed transport routes being provided it is difficult to judge how much better it will be. And will it compromise the current ease of heading to other areas like town with the more pedestrianised scheme and restricted car accessibilities and diversion of public transports.
FF_SRF_087	Questionnaire	Neither agree nor disagree	
FF_SRF_088	Questionnaire	Agree	Affordable public transport - free car parks to encourage use of public transport.
FF_SRF_089	Questionnaire	Agree	No to tram station in Collyhurst.
FF_SRF_090	Questionnaire	Disagree	
FF_SRF_091	Questionnaire	Disagree	
FF_SRF_092	Questionnaire	Disagree	
FF_SRF_093	Questionnaire	Strongly disagree	
FF_SRF_094	Questionnaire	Strongly disagree	
FF_SRF_095	Questionnaire	Agree	Not convinced that Rochdale Road can accommodate all the aspirations within the strategic framework document.
FF_SRF_096	Questionnaire	Agree	It could go further. Look at other countries. Kids in Holland cycle to school on the road from age 5. You'd never do that in Manchester there are too many bad drivers and buses etc. Make driving and parking unattractive and buses and bikes attractive.

Topic 4 - Urbanising Rochdale road			
Stakeholder ID	Feedback	Do you agree or disagree with this proposal?	What is your current experience of Rochdale road and how do you think it could be improved?
FF_SRF_001	Questionnaire	Strongly agree	
FF_SRF_002	Questionnaire	Strongly agree	Rochdale Road is a very busy road and is also very dangerous to cross even at the crossings it is easy to mistake where and which direction vehicles are approaching from.
FF_SRF_003	Questionnaire	Strongly agree	More safety.
FF_SRF_004	Questionnaire	Agree	But there is need to improve/remove the congestion on this road, especially at Harpurhey.
FF_SRF_005	Questionnaire	Strongly agree	
FF_SRF_006	Questionnaire	Agree	
FF_SRF_007	Questionnaire	Strongly agree	
FF_SRF_008	Questionnaire	Agree	
FF_SRF_009	Questionnaire	Strongly disagree	Improve Queens Park and other current space that are green. You say you want green spaces and yet you plan to build houses anywhere you can.
FF_SRF_010	Questionnaire		I cross Rochdale Road every day to care for my father over the other side. I cross at the crossing.
FF_SRF_011	Questionnaire	Agree	
FF_SRF_012	Questionnaire	Strongly agree	Rochdale road is very dismal. Any of the above would be an improvement.
FF_SRF_013	Questionnaire	Strongly agree	
FF_SRF_014	Questionnaire	Strongly agree	
FF_SRF_015	Questionnaire	Strongly disagree	
FF_SRF_016	Questionnaire	Agree	
FF_SRF_017	Questionnaire	Strongly agree	



FF_SRF_018	Questionnaire	Strongly agree	
FF_SRF_019	Questionnaire	Agree	
FF_SRF_020	Questionnaire	Strongly agree	
FF_SRF_021	Questionnaire	Agree	All the above.
FF_SRF_022	Questionnaire	Neither agree nor disagree	
FF_SRF_023	Questionnaire	Strongly agree	More shops, filling of empty brownfield sites. Renovation of abandoned buildings.
FF_SRF_024	Questionnaire	Agree	Speed, cleaner areas.
FF_SRF_025	Questionnaire	Strongly agree	
FF_SRF_026	Questionnaire	Strongly agree	Overcrowding car traffic problems, inadequate Bus routes/services, pedestrian sidewalks in poor condition, potholes, water dispersal facilities make walking difficult. Repair it and maintain regularly.
FF_SRF_027	Questionnaire	Agree	Currently Rochdale Road is very busy, can be treacherous to cross, more safe pedestrian crossings are needed, I feel the bus lane is more of a hindrance than a help, it has created more congestion on an already busy commuter route.
FF_SRF_028	Questionnaire	Strongly agree	Slow dirty and a total mess.
FF_SRF_029	Questionnaire	Strongly agree	I only go to get to Heaton Park but it's unsafe to cycle so I tend not to go to the park. Cycle infrastructure and removal of cars would address this.
FF_SRF_030	Questionnaire	Strongly agree	
FF_SRF_031	Questionnaire	Strongly agree	Remove all the car parks, make traffic slow down.
FF_SRF_032	Questionnaire	Strongly agree	It is a barrier and rather dull as a walking route when going to and from town. Some areas have poor paving and at night while well-lit around Collyhurst some areas closer to the city have poor street lighting. More retail and active frontage such as houses/flats will make it feel safer.
FF_SRF_033	Questionnaire	Strongly agree	Divides Collyhurst; not very good for walking down; bland.

FF_SRF_034	Questionnaire	Strongly agree	
FF_SRF_035	Questionnaire	Strongly agree	I like that it never has cars parked along it. Please keep this!
FF_SRF_036	Questionnaire	Disagree	Pedestrianised areas attract the undesirables of all ages.
FF_SRF_037	Questionnaire	Strongly agree	
FF_SRF_038	Questionnaire	Agree	
FF_SRF_039	Questionnaire	Strongly agree	It's a disgusting Littering/fly tipping infested street.
FF_SRF_040	Questionnaire	Agree	It would be nice for a period of time but will soon become untidy and unlooked after.
FF_SRF_041	Questionnaire	Agree	
FF_SRF_042	Questionnaire	Strongly agree	
FF_SRF_043	Questionnaire	Agree	
FF_SRF_044	Questionnaire	Strongly agree	
FF_SRF_045	Questionnaire	Strongly disagree	
FF_SRF_046	Questionnaire	Strongly disagree	
FF_SRF_047	Questionnaire	Agree	As a walker I would like to see better street lighting.
FF_SRF_048	Questionnaire	Agree	
FF_SRF_049	Questionnaire	Strongly agree	
FF_SRF_050	Questionnaire	Strongly agree	Its fine at the moment with less traffic but bicycle paths could be helpful.
FF_SRF_051	Questionnaire	Strongly agree	Road expansion and cycle friendly.
FF_SRF_052	Questionnaire	Disagree	I agree that nothing more could be improved to Rochdale Road as it is already a safe and easy access to routes.
FF_SRF_053	Questionnaire	Agree	Nothing there.
FF_SRF_054	Questionnaire	Neither agree nor disagree	
FF_SRF_055	Questionnaire	Agree	Covered in bus stops. More seats.
FF_SRF_056	Questionnaire	Strongly agree	

FF_SRF_057	Questionnaire	Agree	
FF_SRF_058	Questionnaire	Agree	
FF_SRF_059	Questionnaire	Agree	
FF_SRF_060	Questionnaire	Strongly agree	Easy paths for wheelchairs and scooters.
FF_SRF_061	Questionnaire	Strongly agree	
FF_SRF_062	Questionnaire	Strongly agree	
FF_SRF_063	Questionnaire	Strongly agree	
FF_SRF_064	Questionnaire	Strongly agree	I use Rochdale Road quite a bit and have had no problems with it.
FF_SRF_065	Questionnaire	Agree	No proper lighting.
FF_SRF_066	Questionnaire	Strongly agree	Plant more native hardwood trees, creative wildflower meadows on spare land, to increase biodiversity and encourage locals to conserve these areas.
FF_SRF_067	Questionnaire	Agree	The road itself is awfully potholed and lacks crossing points.
FF_SRF_068	Questionnaire	Strongly agree	
FF_SRF_069	Questionnaire	Agree	Roads not wide enough because of bus lanes.
FF_SRF_070	Questionnaire	Agree	But need to improve transport (public) in commuter areas such as Middleton - not serviced by metro or train, only bus or car at present.
FF_SRF_071	Questionnaire	Strongly agree	
FF_SRF_072	Questionnaire	Agree	
FF_SRF_073	Questionnaire		Number 4 as above why haven't down any of the above years ago.
FF_SRF_074	Questionnaire	Strongly agree	
FF_SRF_075	Questionnaire	Agree	
FF_SRF_076	Questionnaire	Strongly agree	
FF_SRF_077	Questionnaire	Neither agree nor disagree	We do need more safe crossings but also, we have to keep in mind the traffic and how to reduce it.
FF_SRF_078	Questionnaire	Agree	

FF_SRF_079	Questionnaire	Strongly disagree	Many green spaces all around Collyhurst. Do not need to demolish houses to provide more. Enough empty land. Don't demolish houses.
FF_SRF_080	Questionnaire	Strongly agree	Dangerous to cycle down - road quality im not sure about the need for the other points other than cycle friendly.
FF_SRF_081	Questionnaire	Strongly agree	
FF_SRF_082	Questionnaire	Neither agree nor disagree	
FF_SRF_083	Questionnaire	Strongly disagree	Safe places for new and old residents.
FF_SRF_084	Questionnaire	Strongly agree	Traffic is okay, but you must not make it worse. The food and shops are bad. Put nice pubs and restaurants along the road up to Asda Harpurhey. Want the area to be better not just bigger.
FF_SRF_085	Questionnaire	Strongly agree	Active frontages, retail opportunities required to re-build the 'street'. Currently a dead zone, used only by traffic. Very unwelcome pedestrian and cycle environment at the moment, with no redeeming features.
FF_SRF_086	Questionnaire	Disagree	By urbanising the area with buildings of various typologies, it would mean only people of a certain band of wealth are able to afford to live there/own a building especially with the envisioned promenade of Rochdale Road or mixed shops/businesses. This will consequently cause a natural segregation of classes and push people of certain classes to move away, which will go against diversifying the area and integrating them together.
FF_SRF_087	Questionnaire	Disagree	
FF_SRF_088	Questionnaire	Agree	Looks a mess - Bus lane is a waste of time coming out of town - any improvements welcome.
FF_SRF_089	Questionnaire	Strongly disagree	Fine as it is.
FF_SRF_090	Questionnaire	Disagree	
FF_SRF_091	Questionnaire	Strongly disagree	
FF_SRF_092	Questionnaire	Strongly disagree	

FF_SRF_093	Questionnaire	Strongly disagree	
FF_SRF_094	Questionnaire	Strongly disagree	
FF_SRF_095	Questionnaire	Agree	Currently defined by car usage.
FF_SRF_096	Questionnaire	Neither agree nor disagree	It's very ugly and quite intimidating. It's busy. I feel it will just attract cheap shops, bookies and halal meat shops. Like everywhere in Manchester. The problem we have here is that decent working people are not going to move to this area. It will be people from abroad and poor people. So it's not going to be the new Chorlton. All of the above sounds nice but it will still be mainly for cars.

Topic 5 - Providing High Quality Parks and Public Spaces			
Stakeholder ID	Feedback	Do you agree or disagree with this proposal?	What are your views on the River Irk and green spaces in the area? What improvements would you like to see?
FF_SRF_001	Questionnaire	Strongly agree	
FF_SRF_002	Questionnaire	Strongly agree	I would like to see the grass cut in the green spaces, more flowers, and new openings to get you through to other areas.
FF_SRF_003	Questionnaire	Strongly agree	Keep it clean.
FF_SRF_004	Questionnaire	Agree	
FF_SRF_005	Questionnaire	Strongly agree	
FF_SRF_006	Questionnaire	Agree	I don't have a particular view on this because I live on the other side of Rochdale Road. But changes you are planning can only be for the better.
FF_SRF_007	Questionnaire	Strongly agree	
FF_SRF_008	Questionnaire	Agree	
FF_SRF_009	Questionnaire	Neither agree nor disagree	Clean the Irk up. Punish people who fly tip.
FF_SRF_010	Questionnaire		Litter bins, benches to enjoy scenery, Manchester Bees.

FF_SRF_011	Questionnaire	Agree	
FF_SRF_012	Questionnaire	Strongly agree	I hope you will keep some of the landmarks.
FF_SRF_013	Questionnaire	Strongly agree	
FF_SRF_014	Questionnaire	Strongly agree	
FF_SRF_015	Questionnaire	Strongly disagree	
FF_SRF_016	Questionnaire	Strongly agree	
FF_SRF_017	Questionnaire	Strongly agree	
FF_SRF_018	Questionnaire	Strongly agree	Cleaner rivers and places to visit.
FF_SRF_019	Questionnaire	Agree	
FF_SRF_020	Questionnaire	Agree	
FF_SRF_021	Questionnaire	Agree	More monitoring needed - park supervision.
FF_SRF_022	Questionnaire	Neither agree nor disagree	
FF_SRF_023	Questionnaire	Strongly agree	Renovation work for the Sandhills park area and Queens Park.
FF_SRF_024	Questionnaire	Agree	Bushes, and edges cut small, more lights, bins and dog bins.
FF_SRF_025	Questionnaire	Strongly agree	
FF_SRF_026	Questionnaire	Strongly agree	Disgraceful at the moment. Gradual improvements could be accelerated, Littering/fly tipping and rubbish etc. It can be attained? Maybe a pipedream.
FF_SRF_027	Questionnaire	Strongly agree	Enhancing the area would be an advantage, as Manchester City Centre has little or no real green areas, a nature reserve area would be fantastic if possible, and also could allotments be included? Would be nice for residents especially in the apartments to have the chance to grow vegetables etc or roof top gardens, bee hives?
FF_SRF_028	Questionnaire	Strongly agree	Full of Rubbish. Clean and a part of the community.
FF_SRF_029	Questionnaire	Strongly agree	Never seen them, Would like cycle infrastructure.
FF_SRF_030	Questionnaire	Strongly agree	Good access to the park using active transport methods, including more bike shelters.

FF_SRF_031	Questionnaire	Strongly agree	
FF_SRF_032	Questionnaire	Agree	It will be good to see it cleaned up as it's not that clean and often just looks like a stream where people dump waste. Some children's play areas and more community space which gets people out and about. Sandhills is rarely used as people do not feel it is safe, a building in the park such as community centre or park on the top end near the road may make it more welcoming.
FF_SRF_033	Questionnaire	Strongly agree	Need improving. Connectivity to existing green spaces, etc.
FF_SRF_034	Questionnaire	Strongly agree	
FF_SRF_035	Questionnaire	Strongly agree	The green spaces need to be maintained and, if possible, expanded. The sheer numbers of people you intend to house here will need a LOT of greenery around them, if this project is to succeed. The river runs well at the moment. It could do with a good dredge and some more crossing points.
FF_SRF_036	Questionnaire	Neither agree nor disagree	
FF_SRF_037	Questionnaire	Strongly agree	
FF_SRF_038	Questionnaire	Strongly agree	Currently largely in a state of disuse. Improve lighting, access, and pathways to make it safer for families.
FF_SRF_039	Questionnaire	Strongly agree	Need to have a massive littering/fly tipping clearance of all North Manchester waterways and parks. Lots of potential to be decent but woefully neglected. Tidier, decent restaurants and pubs.
FF_SRF_040	Questionnaire	Agree	
FF_SRF_041	Questionnaire	Agree	
FF_SRF_042	Questionnaire	Strongly agree	
FF_SRF_043	Questionnaire	Strongly agree	
FF_SRF_044	Questionnaire	Strongly agree	
FF_SRF_045	Questionnaire	Strongly disagree	
FF_SRF_046	Questionnaire	Strongly disagree	

FF_SRF_047	Questionnaire	Neither agree nor disagree	I worry about the crowds that will be noisy. Teenagers will congregate.
FF_SRF_048	Questionnaire	Agree	
FF_SRF_049	Questionnaire	Strongly agree	
FF_SRF_050	Questionnaire	Strongly agree	
FF_SRF_051	Questionnaire	Neither agree nor disagree	The focus of the development shall not only be concentrated in one area. It needs to be centralised to make the area attractive.
FF_SRF_052	Questionnaire	Neither agree nor disagree	
FF_SRF_053	Questionnaire	Agree	Regeneration of these areas will be great. We have a great city but when it comes to city centre living, compared to other cities in the country/around the world, we are way behind. Currently homeless tents result unfortunately in drug paraphernalia being left in Angel Meadow. Once late nights approach the park doesn't feel safe due to in adequate lighting, drug dealing and homelessness.
FF_SRF_054	Questionnaire	Neither agree nor disagree	
FF_SRF_055	Questionnaire	Agree	Picnic seating, flowers.
FF_SRF_056	Questionnaire	Strongly agree	
FF_SRF_057	Questionnaire	Strongly agree	
FF_SRF_058	Questionnaire	Agree	Need to be maintained and kept to clean standards.
FF_SRF_059	Questionnaire	Agree	
FF_SRF_060	Questionnaire	Strongly agree	
FF_SRF_061	Questionnaire		
FF_SRF_062	Questionnaire	Agree	
FF_SRF_063	Questionnaire	Strongly agree	The Irk does need regeneration and will be pleasant to see this happen.
FF_SRF_064	Questionnaire	Strongly agree	I would like to see the history of Collyhurst and Angel Meadow kept for all to remember.
FF_SRF_065	Questionnaire	Agree	



FF_SRF_066	Questionnaire	Strongly agree	Include a botanical garden and information signs about the trees and plants.
FF_SRF_067	Questionnaire	Strongly agree	
FF_SRF_068	Questionnaire	Strongly agree	
FF_SRF_069	Questionnaire	Agree	
FF_SRF_070	Questionnaire	Agree	Will these spaces be safe, attractive to families unlike now?
FF_SRF_071	Questionnaire	Strongly agree	
FF_SRF_072	Questionnaire	Neither agree nor disagree	
FF_SRF_073	Questionnaire		I have lived here for twenty years plus. Why couldn't you do these things (enhancing the ecology and biodiversity) before?
FF_SRF_074	Questionnaire	Strongly agree	
FF_SRF_075	Questionnaire	Strongly agree	It would be annoying to see a New York style high line in Manchester. Please try and make it happen.
FF_SRF_076	Questionnaire	Strongly agree	
FF_SRF_077	Questionnaire	Agree	The River Irk is not next to my area, but green spaces and views of the river Irk sound good. The improvements I would like to see is more spaces for youth and elderly to interact and socialise as well for dog walkers.
FF_SRF_078	Questionnaire	Agree	
FF_SRF_079	Questionnaire	Strongly disagree	Not providing disabled people any property. This is discrimination towards many Collyhurst residents.
FF_SRF_080	Questionnaire	Strongly agree	Don't know it so can't say.
FF_SRF_081	Questionnaire	Strongly agree	Put street lights. Put up some benches and create a park for children to play. Cut some trees.
FF_SRF_082	Questionnaire	Agree	
FF_SRF_083	Questionnaire	Strongly disagree	There is enough green space. Queens park, irk Valley and Village Park.
FF_SRF_084	Questionnaire	Agree	Littering/fly tipping is bad. Littering/fly tipping payrolls and fines for people who do so. A nice cafe.

FF_SRF_085	Questionnaire	Strongly agree	About time! Ongoing management and maintenance is critical. If privately funded, must ensure these spaces remain public! A series of gated communities is not what we want or need!
FF_SRF_086	Questionnaire	Agree	More flowers and greenery in the area, with, of course, more maintenance of the area. Dedicated areas/zones for the community to hold the 'health and fitness related classes' with pretty pavilions for rainy days, which will bring nature and the urbanised areas together.
FF_SRF_087	Questionnaire	Agree	
FF_SRF_088	Questionnaire	Agree	Good idea. Any improvements welcome that can be maintained and looked after.
FF_SRF_089	Questionnaire	Disagree	
FF_SRF_090	Questionnaire	Disagree	
FF_SRF_091	Questionnaire	Disagree	
FF_SRF_092	Questionnaire	Strongly disagree	
FF_SRF_093	Questionnaire	Strongly disagree	
FF_SRF_094	Questionnaire	Strongly disagree	
FF_SRF_095	Questionnaire	Strongly agree	Currently generally not inviting or utilized but with high potential if managed positively for wildlife and recreation. St Catherine's Wood does currently does not feel a safe place to visit, poorly management with poor visibility, with homeless people camping. Thinking of plantations opening and opening up of site lines required combined with provision of housing for the homeless.
FF_SRF_096	Questionnaire	Neither agree nor disagree	Maybe look at being a bit more creative. Have places where children can play in nature e.g with water and climbing etc. Have a look at what nature play kids get in Holland it's amazing. This would attract families. If it's just plants and benches it will attract homeless and litter. Something really good. Something for kids that is so good people will come there from out of the area. The way people travel to Longford park or Tatton park.

Topic 6 - Creation and Management of Place			
Stakeholder ID	Feedback	Do you agree or disagree with this proposal?	Please provide further comments:
FF_SRF_001	Questionnaire	Strongly agree	
FF_SRF_002	Questionnaire	Strongly agree	I agree with preserving key viewpoints because it's nice to look at the scenery and what's going on around you.
FF_SRF_003	Questionnaire	Strongly agree	
FF_SRF_004	Questionnaire	Agree	
FF_SRF_005	Questionnaire	Strongly agree	
FF_SRF_006	Questionnaire	Agree	
FF_SRF_007	Questionnaire	Agree	
FF_SRF_008	Questionnaire	Agree	
FF_SRF_009	Questionnaire	Neither agree nor disagree	This should already be a given r.e. maintenance.
FF_SRF_010	Questionnaire	Agree	
FF_SRF_011	Questionnaire	Agree	
FF_SRF_012	Questionnaire	Strongly agree	
FF_SRF_013	Questionnaire	Strongly agree	
FF_SRF_014	Questionnaire	Agree	
FF_SRF_015	Questionnaire	Strongly disagree	
FF_SRF_016	Questionnaire	Agree	
FF_SRF_017	Questionnaire	Strongly agree	
FF_SRF_018	Questionnaire	Strongly agree	
FF_SRF_019	Questionnaire	Agree	
FF_SRF_020	Questionnaire	Agree	

FF_SRF_021	Questionnaire	Agree	In relation to; adopting a higher density of development: - the more homes, more people - Contract in tenancy of contract, stating what they can bring to the area.
FF_SRF_022	Questionnaire	Neither agree nor disagree	
FF_SRF_023	Questionnaire	Strongly agree	
FF_SRF_024	Questionnaire	Agree	
FF_SRF_025	Questionnaire	Strongly agree	
FF_SRF_026	Questionnaire	Strongly agree	Maybe another pipedream?
FF_SRF_027	Questionnaire	Strongly agree	I would be keen to see the character of this designated area preserved, this area is steeped in history, it would be right to utilise this, in particular the 'ragged school' Charter Street. However, there are numerous disused buildings and units that need to go and replaced with Riverside shops and cafes etc.
FF_SRF_028	Questionnaire	Strongly agree	
FF_SRF_029	Questionnaire	Strongly agree	
FF_SRF_030	Questionnaire	Agree	
FF_SRF_031	Questionnaire	Strongly agree	
FF_SRF_032	Questionnaire	Strongly agree	It will add value to the area and bring back into use a large abandoned area. Wildlife must be respected as wild deer are often seen in the area along with foxes etc
FF_SRF_033	Questionnaire	Strongly agree	
FF_SRF_034	Questionnaire	Strongly agree	Not sure about the higher density.
FF_SRF_035	Questionnaire	Strongly agree	Respect for the existing architecture and heritage of the place is very important. The reuse of the Red Bank viaduct is a great idea!
FF_SRF_036	Questionnaire	Disagree	I disagree on the point of higher density development.
FF_SRF_037	Questionnaire	Strongly agree	
FF_SRF_038	Questionnaire	Strongly agree	
FF_SRF_039	Questionnaire	Strongly agree	Clean and tidy them.
FF_SRF_040	Questionnaire	Neither agree nor disagree	All very nice - but what use is this.

FF_SRF_041	Questionnaire	Agree	
FF_SRF_042	Questionnaire	Strongly agree	
FF_SRF_043	Questionnaire	Strongly agree	
FF_SRF_044	Questionnaire	Agree	Not sure about the higher density
FF_SRF_045	Questionnaire	Strongly disagree	
FF_SRF_046	Questionnaire	Strongly disagree	
FF_SRF_047	Questionnaire	Agree	Keeping the heritage of Manchester is important.
FF_SRF_048	Questionnaire	Agree	
FF_SRF_049	Questionnaire	Strongly agree	
FF_SRF_050	Questionnaire	Strongly agree	
FF_SRF_051	Questionnaire	Agree	Any plans to help the local area and improve people's quality of life will be welcome.
FF_SRF_052	Questionnaire	Disagree	
FF_SRF_053	Questionnaire	Agree	Work with the existing old buildings we have. People visit our city because of the old buildings whether they are in disrepair or have been renovated. Renovating what is already there fits in with the history of the city.
FF_SRF_054	Questionnaire	Neither agree nor disagree	
FF_SRF_055	Questionnaire	Neither agree nor disagree	
FF_SRF_056	Questionnaire	Agree	
FF_SRF_057	Questionnaire	Agree	
FF_SRF_058	Questionnaire	Agree	
FF_SRF_059	Questionnaire	Agree	
FF_SRF_060	Questionnaire		
FF_SRF_061	Questionnaire		
FF_SRF_062	Questionnaire	Agree	
FF_SRF_063	Questionnaire	Strongly agree	

FF_SRF_064	Questionnaire	Strongly agree	
FF_SRF_065	Questionnaire	Agree	Right now it's an eyesore so to restructure would be a vast improvement.
FF_SRF_066	Questionnaire	Strongly agree	Employ park wardens/rangers to both manage the green space and to education and inform visitors and locals. Draw attention to historic sites, buildings, war memorials etc by good signage.
FF_SRF_067	Questionnaire	Strongly agree	This area just needs redeveloping.
FF_SRF_068	Questionnaire		Local heritage should be retained to help with local paths and keep identity.
FF_SRF_069	Questionnaire	Agree	
FF_SRF_070	Questionnaire	Agree	Keeping iconic buildings i.e. Mays so that there is a link to the area's history and identity is key.
FF_SRF_071	Questionnaire	Strongly agree	Big fan of the use of Red Bank Viaduct, both on the top and the knock through of the first arch to encourage people to walk through.
FF_SRF_072	Questionnaire	Neither agree nor disagree	
FF_SRF_073	Questionnaire	Neither agree nor disagree	
FF_SRF_074	Questionnaire	Strongly agree	
FF_SRF_075	Questionnaire	Strongly agree	This is essential to bringing the whole area together.
FF_SRF_076	Questionnaire	Strongly agree	
FF_SRF_077	Questionnaire	Neither agree nor disagree	Some old railway lines that have remained, should be demolished due to attracting tippers, homeless people and drug addicts.
FF_SRF_078	Questionnaire	Agree	
FF_SRF_079	Questionnaire	Strongly disagree	Well-built Collyhurst houses well-structured bungalows. Large houses for family life. Why demolish this? Build around the remainder of what's left!
FF_SRF_080	Questionnaire	Agree	But not sure what higher density of development actually means. Some developments just seem intimidating - it is complex.
FF_SRF_081	Questionnaire	Strongly agree	

FF_SRF_082	Questionnaire	Agree	
FF_SRF_083	Questionnaire	Strongly disagree	Build around old homes old and new. Together lots of spare land for development.
FF_SRF_084	Questionnaire	Agree	Good lighting a café.
FF_SRF_085	Questionnaire	Strongly agree	As a resident of Dantzic Street we are biased, but even if our business is moved on, it is crucial to the character of the place that heritage features are incorporated where practical into the regeneration to retain 'sense of place'.
FF_SRF_086	Questionnaire	Agree	
FF_SRF_087	Questionnaire	Neither agree nor disagree	
FF_SRF_088	Questionnaire	Agree	Important to keep existing characteristics as suggested in proposal.
FF_SRF_089	Questionnaire	Strongly disagree	
FF_SRF_090	Questionnaire	Disagree	
FF_SRF_091	Questionnaire	Disagree	
FF_SRF_092	Questionnaire	Strongly disagree	
FF_SRF_093	Questionnaire	Strongly disagree	
FF_SRF_094	Questionnaire	Strongly disagree	
FF_SRF_095	Questionnaire	Strongly agree	Important part of the character of the area with high potential for positive usage.
FF_SRF_096	Questionnaire	Neither agree nor disagree	I don't know this area so it sounds ok. The main thing is to keep vehicles away so kids can play and adults can walk in peace.

Topic 7 - Planning for a Low Carbon Future			
Stakeholder ID	Feedback	Do you agree or disagree with this proposal?	Please provide further comments:
FF_SRF_001	Questionnaire	Strongly agree	
FF_SRF_002	Questionnaire	Strongly agree	
FF_SRF_003	Questionnaire	Strongly agree	None.
FF_SRF_004	Questionnaire	Agree	There is urgent need to reduce the congestion in Harpurhey, Rochdale Road and Moss Head.
FF_SRF_005	Questionnaire	Strongly agree	
FF_SRF_006	Questionnaire	Agree	No thank you.
FF_SRF_007	Questionnaire	Agree	
FF_SRF_008	Questionnaire	Strongly agree	
FF_SRF_009	Questionnaire	Neither agree nor disagree	Car drivers will not give up their cars.
FF_SRF_010	Questionnaire	Neither agree nor disagree	
FF_SRF_011	Questionnaire	Agree	
FF_SRF_012	Questionnaire	Strongly agree	
FF_SRF_013	Questionnaire	Strongly agree	
FF_SRF_014	Questionnaire		
FF_SRF_015	Questionnaire	Strongly disagree	
FF_SRF_016	Questionnaire	Strongly agree	
FF_SRF_017	Questionnaire	Strongly agree	
FF_SRF_018	Questionnaire	Strongly agree	
FF_SRF_019	Questionnaire	Agree	
FF_SRF_020	Questionnaire	Agree	
FF_SRF_021	Questionnaire	Agree	Wi fi hot spot – Outside.



FF_SRF_022	Questionnaire	Neither agree nor disagree	
FF_SRF_023	Questionnaire	Strongly agree	Planning must aim to avoid increased traffic congestion at all costs.
FF_SRF_024	Questionnaire	Neither agree nor disagree	
FF_SRF_025	Questionnaire	Strongly agree	
FF_SRF_026	Questionnaire	Strongly agree	I do not think your expectations will succeed! But I admire your attempts.
FF_SRF_027	Questionnaire	Strongly agree	Looking forward to the future, as more people convert to electric vehicles the frequency of charging points will be essential.
FF_SRF_028	Questionnaire	Strongly agree	
FF_SRF_029	Questionnaire	Strongly agree	Connect Aspen Lane to St Peters Square via cycle infrastructure and walking infrastructure. This will connect the Northern Gateway project to the heart of the city centre.
FF_SRF_030	Questionnaire	Strongly agree	
FF_SRF_031	Questionnaire	Strongly agree	
FF_SRF_032	Questionnaire	Strongly agree	The Collyhurst area currently has a low number of car owners due to economic reasons and proximity to the city centre. This development could bring a lot of car owners, new houses and flats should be built with bike storage spaces and new retail areas should have bike lockers for shoppers. Smaller streets should be tree-lined to maintain air quality and any trees removed should be replaced as close as possible which could be achieved with tree-lined streets in Collyhurst where currently grass is a barrier between the road and pavement.
FF_SRF_033	Questionnaire	Strongly agree	
FF_SRF_034	Questionnaire	Strongly agree	
FF_SRF_035	Questionnaire	Strongly agree	Any renewable energy sources that could be exploited satisfactorily in the area would be wonderful - if there are any. I do hope there will be no fracking in the zone.
FF_SRF_036	Questionnaire	Agree	

FF_SRF_037	Questionnaire	Strongly agree	
FF_SRF_038	Questionnaire	Strongly agree	
FF_SRF_039	Questionnaire	Agree	Stop cutting bus routes through the area. Arterial access to new and improved businesses will make them financially sustainable.
FF_SRF_040	Questionnaire	Neither agree nor disagree	What about the car user - what facilities are going to be included in these plans?
FF_SRF_041	Questionnaire	Agree	
FF_SRF_042	Questionnaire	Strongly agree	
FF_SRF_043	Questionnaire	Strongly agree	
FF_SRF_044	Questionnaire	Agree	
FF_SRF_045	Questionnaire	Strongly disagree	
FF_SRF_046	Questionnaire	Strongly disagree	
FF_SRF_047	Questionnaire	Agree	Can only benefit everyone.
FF_SRF_048	Questionnaire	Agree	
FF_SRF_049	Questionnaire	Strongly agree	
FF_SRF_050	Questionnaire	Strongly agree	Save the planet...why not.
FF_SRF_051	Questionnaire	Neither agree nor disagree	How can private landlords benefit from these plans? The private residents are the people who pay the bills (council tax) and benefit nothing from previous development carried out.
FF_SRF_052	Questionnaire	Disagree	No.
FF_SRF_053	Questionnaire	Agree	
FF_SRF_054	Questionnaire	Neither agree nor disagree	
FF_SRF_055	Questionnaire	Agree	
FF_SRF_056	Questionnaire	Agree	
FF_SRF_057	Questionnaire	Agree	
FF_SRF_058	Questionnaire	Agree	

FF_SRF_059	Questionnaire	Agree	
FF_SRF_060	Questionnaire		
FF_SRF_061	Questionnaire	Strongly agree	
FF_SRF_062	Questionnaire	Strongly agree	
FF_SRF_063	Questionnaire	Strongly agree	
FF_SRF_064	Questionnaire	Strongly agree	Absolutely agree with this.
FF_SRF_065	Questionnaire	Agree	Less cars would be better.
FF_SRF_066	Questionnaire	Strongly agree	
FF_SRF_067	Questionnaire	Strongly agree	
FF_SRF_068	Questionnaire	Strongly agree	
FF_SRF_069	Questionnaire	Agree	
FF_SRF_070	Questionnaire	Agree	Metro station?
FF_SRF_071	Questionnaire	Agree	Linked to my answer to point three. Because there is no direct public transport link to Red Bank, I often get taxis everywhere.
FF_SRF_072	Questionnaire	Neither agree nor disagree	
FF_SRF_073	Questionnaire	Neither agree nor disagree	
FF_SRF_074	Questionnaire	Agree	
FF_SRF_075	Questionnaire	Strongly agree	
FF_SRF_076	Questionnaire	Strongly agree	
FF_SRF_077	Questionnaire	Strongly disagree	
FF_SRF_078	Questionnaire	Agree	
FF_SRF_079	Questionnaire	Strongly disagree	No sense in green living when...your plans are to demolish existing houses work with the residents.
FF_SRF_080	Questionnaire	Strongly agree	Mobikes have been pulled - we need to sort out the mortality level in Manchester - HSS 'way to happiness.
FF_SRF_081	Questionnaire	Strongly agree	
FF_SRF_082	Questionnaire	Neither agree nor disagree	

FF_SRF_083	Questionnaire	Strongly disagree	For 25 years Stretton Close has had dirty water, bad drains. Now the lands wanted the reports are done 25 years failed to repair. We named in river Stretton.
FF_SRF_084	Questionnaire	Strongly agree	Holland style cycle lanes on pavement along Rochdale Road.
FF_SRF_085	Questionnaire	Strongly agree	Water management also critically important. (Flooding and sustainable drainage). Use it as an opportunity?!
FF_SRF_086	Questionnaire	Agree	Great plan to cover Carbon footprint in the area. However with the newly developed buildings on 'high standards' it would be very costly and make maintenance fees quite high. Thus making it only possible for groups of people from a certain wealth bracket to live in these places. Division of classes - concept is great but depends on how this is taken forward.
FF_SRF_087	Questionnaire	Agree	
FF_SRF_088	Questionnaire	Agree	
FF_SRF_089	Questionnaire	Neither agree nor disagree	
FF_SRF_090	Questionnaire	Neither agree nor disagree	
FF_SRF_091	Questionnaire	Disagree	
FF_SRF_092	Questionnaire	Strongly disagree	
FF_SRF_093	Questionnaire	Strongly disagree	
FF_SRF_094	Questionnaire	Disagree	
FF_SRF_095	Questionnaire	Agree	No comments.
FF_SRF_096	Questionnaire	Neither agree nor disagree	I would go further. Make driving really unattractive. In places with great and cheap public transport and cycling facilities, people will choose to do that. But in Manchester both cycling and public transport are so bad and dangerous it's no surprise there's so many cars and taxis on the roads.

Are there any other issues or topics that you think haven't been addressed within the draft SRF or do you have any further comments?		
Stakeholder ID	Feedback	Are there any other issues or topics that you think haven't been addressed within the draft SRF or do you have any further comments?
FF_SRF_001	Questionnaire	
FF_SRF_002	Questionnaire	
FF_SRF_003	Questionnaire	No
FF_SRF_004	Questionnaire	
FF_SRF_005	Questionnaire	
FF_SRF_006	Questionnaire	No thank you.
FF_SRF_007	Questionnaire	
FF_SRF_008	Questionnaire	
FF_SRF_009	Questionnaire	You cannot simply keep building in every single space. Adding thousands more people to the area will simply generate noise, anti-social behaviour/disturbance, littering/fly tipping and in general degrade from what is already a poor quality area to live in. Small-scale regeneration is a good thing. The massive levels since 2005 simply mean more pollution noise, Littering/fly tipping, strain on all public services and decrease in life quality. Stop building large towers. What an architectural mess. Trusting authorities to do anything good these days is simply not possible. Take Piccadilly Gardens up to 1990s a decent, pleasant place now a mess, unsightly buildings, drug users, Littering/fly tipping noise and greater NC's of people than ever. Central/City Manchester pavements stained with alcohol, urine, fast food that has been discarded. The centre constantly smells of beer, urine and Crime/Drugs. Littering/fly tipping everywhere in the cess pit of a city and what do authorities want to do simply have town full of bars, clubs, fast food establishments. The city centre should be for shopping, work and some general attractions i.e. cinema, theatre, museums etc, not a constant noise and place that was before a no go zone at times in the evenings. Immigration (although good on a small scale) has been a problem for this city. It is now overcrowded, smell and a general mess and with the council constantly outsourcing to private activities nothing good every gets done. Try creating a peaceful, pleasant and green environment for once and sort out recycling so it actually works/gets done.
FF_SRF_010	Questionnaire	

FF_SRF_011	Questionnaire	
FF_SRF_012	Questionnaire	
FF_SRF_013	Questionnaire	
FF_SRF_014	Questionnaire	
FF_SRF_015	Questionnaire	I am very disappointed that MCC approved my planning for rear extension, which I have spent all my life savings and every last penny. To receive a letter that regeneration may take place in this area, also I will not be happy if my property becomes compulsory purchase I will have to take legal advice.
FF_SRF_016	Questionnaire	
FF_SRF_017	Questionnaire	
FF_SRF_018	Questionnaire	
FF_SRF_019	Questionnaire	
FF_SRF_020	Questionnaire	
FF_SRF_021	Questionnaire	Residents to be kept informed at all major stages of the development.
FF_SRF_022	Questionnaire	
FF_SRF_023	Questionnaire	General better use of underutilised land and buildings will be greatly appreciated.
FF_SRF_024	Questionnaire	
FF_SRF_025	Questionnaire	
FF_SRF_026	Questionnaire	
FF_SRF_027	Questionnaire	This is a once in a lifetime opportunity to regenerate this forgotten area of Manchester close to the city centre, Once enhanced, this will not only benefit local Collyhurst residents but also visitors to Manchester and workers too. This could be a great area for leisure, exercising and walking in lovely green spaces to relax, and providing housing to meet the needs of all age ranges and affordability, with quality shops and Riverside cafes, can't wait!
FF_SRF_028	Questionnaire	
FF_SRF_029	Questionnaire	High Street should be used to connect Aspin Lane to Saint Peters Square. This will link the northern gateway project to the heart of the city centre and address High Street which currently looks like 1970s Luton.

FF_SRF_030	Questionnaire	
FF_SRF_031	Questionnaire	
FF_SRF_032	Questionnaire	Please ensure no loss of the garden feel of Collyhurst. While many people from outside of the area have a negative view of the area it is one of the greenest areas around the city as a view of google maps clearly shows, we do not want to lose that as we lose grass lands to homes, trees and grass patches must be incorporated to keep it as a green area to live.
FF_SRF_033	Questionnaire	
FF_SRF_034	Questionnaire	Community is good. Happy with the investment but not at the sake of community.
FF_SRF_035	Questionnaire	The character of this area is set to change enormously with this project and I applaud that. The council and the developer have a responsibility, however, to learn the lessons of past developments and not to simply build homes for PROFIT. They are building homes for PEOPLE. They need to be large enough for modern lives to be lived, rather than to be accommodated. While the desire to attract families to the area is commendable, it needs to be remembered that those without children also want access to high-quality housing that isn't a tiny shoe-box. And we don't want screaming kids outside our homes and gardens all the time. Perhaps family-free zones might work as an idea, when it comes to accommodation planning?
FF_SRF_036	Questionnaire	
FF_SRF_037	Questionnaire	
FF_SRF_038	Questionnaire	
FF_SRF_039	Questionnaire	Need to extend it into and through North Manchester.
FF_SRF_040	Questionnaire	I own my own home and live on my own. I have been told I can have a rented property that is like my home now. Being on my own, I felt I would be offered a flat. I will NOT move into any property that does not have a garden front and rear.
FF_SRF_041	Questionnaire	
FF_SRF_042	Questionnaire	
FF_SRF_043	Questionnaire	
FF_SRF_044	Questionnaire	

FF_SRF_045	Questionnaire	
FF_SRF_046	Questionnaire	
FF_SRF_047	Questionnaire	
FF_SRF_048	Questionnaire	
FF_SRF_049	Questionnaire	
FF_SRF_050	Questionnaire	
FF_SRF_051	Questionnaire	How can private property owners be affected and what is in these proposals that can help them develop or bring their own properties to the standards of the proposed new builds and uplifts.
FF_SRF_052	Questionnaire	
FF_SRF_053	Questionnaire	
FF_SRF_054	Questionnaire	
FF_SRF_055	Questionnaire	
FF_SRF_056	Questionnaire	
FF_SRF_057	Questionnaire	
FF_SRF_058	Questionnaire	Need to tackle fly tipping.
FF_SRF_059	Questionnaire	
FF_SRF_060	Questionnaire	
FF_SRF_061	Questionnaire	
FF_SRF_062	Questionnaire	
FF_SRF_063	Questionnaire	
FF_SRF_064	Questionnaire	Maybe, disabled access!
FF_SRF_065	Questionnaire	Personally as someone over 60 my concern is losing my home and ending up in a flat.
FF_SRF_066	Questionnaire	Include in the plans a requirement for contractors to train apprentices, both in construction and ongoing management of the landscape. This should, in time, provide more employment opportunities, both full time and volunteers.



FF_SRF_067	Questionnaire	To be honest, this consultation seems a bit of a vanity project. I most definitely feel it is just your wish to be given the answers you want, 0% of my concerns for local working class residents have been addressed, although there are some good ideas for regeneration but whom will it benefit most probably people from outside of Manchester, not the local mancutians!
FF_SRF_068	Questionnaire	
FF_SRF_069	Questionnaire	
FF_SRF_070	Questionnaire	
FF_SRF_071	Questionnaire	The 'tall' developments at the Red Bank Viaduct are in keeping with the height of the Green Quarter buildings.
FF_SRF_072	Questionnaire	
FF_SRF_073	Questionnaire	
FF_SRF_074	Questionnaire	Wanted further information on the draft before pass comment.
FF_SRF_075	Questionnaire	
FF_SRF_076	Questionnaire	Document sets out frameworks for great new part of city and look forward to seeing it being delivered staying true to principles set out.
FF_SRF_077	Questionnaire	My main concern is that my business and local community will not remain or be moved after developments. I fear that my future and livelihood are under threat and the business I have worked so hard to build will be destroyed. A lot of the community has already been destroyed due to developments, and the same people have been promised false promises that they can move back to the area once rebuilt; that was 7 years ago. I do not want the same thing to happen to the small community that is left. This development is of no benefit to me or the community if after it we are not there. We want to add and improve the community NOT REPLACE IT.
FF_SRF_078	Questionnaire	I want to still have my job after the development is completed. We need the developments in the area, but not by sacrificing or replacing the local community and businesses.

FF_SRF_079	Questionnaire	I am a resident who has lived in my Bungalow for 25 years. Lots of hard work has gone into my house. Our home provides an independent way of living. You want to demolish our family home.
FF_SRF_080	Questionnaire	There are definitely places off Rochdale road that need smartening up. If it doesn't look good then get rid of it or build over.
FF_SRF_081	Questionnaire	Please first sort out the issues of the houses themselves. For example. My stairs squeak so much and because the walls are wooden, noise travels so much making it uncomfortable and noisy. The gardens are so small and not suitable for children to play.
FF_SRF_082	Questionnaire	
FF_SRF_083	Questionnaire	I am <i>redacted</i> and live in a Bungalow. No plans for any disabled living. I am against the demolition of Collyhurst residents homes. Family homes who have lived here all their lives. No to demolition of well-built homes.
FF_SRF_084	Questionnaire	People with money are needed in the area. And spend money locally. Can't just be rubbish shops and food outlets anymore. Need coffee shops and Arndale food variety and Northern Quarter type good pubs please?
FF_SRF_085	Questionnaire	Impacts on existing residents, users and businesses. Parking and traffic displacement and impacts to surrounding/existing infrastructure. Employment - what is proposed to stay/go/encouraged to keep etc? Network rail sale and implications to likely tenants etc.

FF_SRF_086	Questionnaire	<p>"Our particular focus and concern is around the Queens Road junction with Rochdale Road at the north-eastern end of the proposed Northern Gateway.</p> <p>We note (and agree strongly) that one of the guiding principles of the Strategic Regeneration Framework is to build on the best of what is already present in the areas concerned, that existing communities are key assets on which the regeneration of the area will be developed, and that the character of the site will be informed by existing residents and businesses.</p> <p>We also note that it is the intention to create a mix of commercial and residential uses in the immediate vicinity, with an active frontage along Rochdale Road, while at the same time improving the Queens Road junction for pedestrians &amp; cyclists and generally enhancing the public realm.</p> <p>We have established a family-run business at <i>redacted</i> over the last 30 years. Recently we have made a significant investment in totally renovating and are now looking to pass it on to the next generation. Our business forms part of the character of the area, and we have strong links with the local community having built up considerable goodwill by providing a consistently good quality service. Clearly it will benefit the local community to have a vibrant and viable mix of commercial and residential uses, and there is certainly a need to improve the safety of the junction for pedestrians and cyclists and to create an enhanced experience for the public. We are however concerned that any redevelopment of the road frontage should not fail to take into account the existing property, which is both our home and place of business (a business that is vibrant and viable), and that it should be retained and form part of any proposal for the development of the area."</p>
FF_SRF_087	Questionnaire	
FF_SRF_088	Questionnaire	
FF_SRF_089	Questionnaire	
FF_SRF_090	Questionnaire	
FF_SRF_091	Questionnaire	
FF_SRF_092	Questionnaire	
FF_SRF_093	Questionnaire	
FF_SRF_094	Questionnaire	
FF_SRF_095	Questionnaire	A general lack of detail on how it will be achieved.

FF_SRF_096	Questionnaire	Let's talk about being realistic. This area will need to be diverse, to attract a mix of people such as professionals but also let's have social housing which is desperately needed. Let's not have any more flats. We need houses in Manchester for families.
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## Free-form responses

Stakeholder ID	Feedback	Response
FF_SRF_097	Free-form response – Email	By whose methodology has the Northern Gateway been valued at £1 billion (alongside similar recent SRFs) and what strategies are there to construct the lower density schemes which deliver better balanced demographics and those housing options less appealing to rapacious developers seeking high density?
FF_SRF_097	Free-form response – Email	<p>We understand there are committed land bankers already holding sizeable assets in the area, what punitive strategy will ensure those (already benefiting from this valuation) bring their land to development swiftly without holding future communities to ransom?</p> <p>NB. The NOMA SRF (with No.1 Angel Square in 2009) determined the acreage be worth £800+ million once complete and sustain 10000 jobs. To date the only finished project in nearly 10 years (aside of publicly funded public realm) has been the (unaffordable) Co-op HQ- with less than a quarter of approximately 22 plots gaining funding via private Market means. The rest remain empty commercial units, surface area car parks and ultimately barriers to a cohesive and sustainable neighbourhood.</p>
FF_SRF_097	Free-form response – Email	<p>With adjoining SRFs at NOMA, Great Ducie St and New Cross together with construction across the city, delivering a major influx of residents along established high density residential quarters, why is there no proposals to create new primary or secondary schools within this vast development zone?</p> <p>NB. Proposing existing schools at Abraham Moss and Harpurhey Co-op Academy (already failing and overburdened) for expansion into “Super Schools” will surely deliver even poorer educational standards associated with larger class sizes, more loss of playing fields and make family living less attractive on the city. It could also increase traffic as pupils travel out from the city core.</p>

FF_SRF_097	Free-form response – Email	<p>Why are there no strategies for providing healthcare facilities in the immediate term for city centre residents?</p> <p>NB. North Manchester General (as closest to the CC) is a failing, underfunded hospital and entirely incapable of being the sole focus of any significant increase in city centre population. Making the city attractive to families with children and older people will certainly place greater demand on existing medical facilities.</p>
FF_SRF_097	Free-form response – Email	<p>Whilst welcoming the creation of a new Metrolink stop between Queen’s Road and Victoria, who will fund new bus routes and public transport across the area?</p> <p>NB. The NOMA SRF 2011 promised similarly connected neighbourhoods for residents to benefit from improved and pioneering public transport options. We understand the Co-op/NOMA as co-beneficiaries refused to contribute to that end and subsequently no new bus routes have delivered on that promise. Re-routing the free City Centre Shuttle No. 2 along Angel Street as a start would be very easy to deliver.</p>
FF_SRF_097	Free-form response – Email	<p>What lessons have been learned from the 2010 NOMA ring road regarding both pedestrian safety and environmental air quality?</p>
FF_SRF_097	Free-form response – Email	<p>How will existing residential communities be protected from significant construction traffic which is detrimental to their health?</p> <p>NB. Two years after residents were assured access to the No.1 Angel Square would not impact on them significantly the NOMA ring road carrying 15000 vehicles a day was carved though the residential estate, despite its obvious contradiction on environmental and public health commitments. Associated designs to mitigate rat running were empty gestures which ignored local opinion and compounded the issues. Adding significant construction traffic along narrow Victorian road networks, the assurances given on air quality have not been delivered, as witnessed in current data which subjects Mancunians to the worst pollution levels in Europe.</p>
FF_SRF_097	Free-form response – Email	<p>Non- resident on street parking is a major contributory factor in crime in the neighbourhood due to the lack of secure spaces within individual apartments. This leads to the blocking of narrow Victorian streets for emergency services. The reality of the foreseeable future is that families and older people living in the city will still view the car as a necessity. What strategy is there for keeping vehicles off the roads within the area to preserve the aesthetic of the streets, maintain</p>

		emergency access and promote pedestrianisation whilst still providing the option those who will undoubtedly need access to a car?
FF_SRF_097	Free-form response – Email	Why an established greenspace at Sandhills being is sacrificed for yet more construction, especially given the lack of such an asset in a city with poor air quality and significant available land outside the Inner Ring Road?
FF_SRF_097	Free-form response – Email	Who will fund its remediation as a former landfill site to allow future development and will this cost really be returned through private sale as a higher value than that of a green space?
FF_SRF_097	Free-form response – Email	How will new greenspaces be managed and maintained following the expense of constructing them given previous failed legacies?
FF_SRF_097	Free-form response – Email	Where will the £12m quoted by Cllr Richard Leese for St. Catherine's be coming from?
FF_SRF_097	Free-form response – Email	How will other green elements be funded?
FF_SRF_097	Free-form response – Email	What is the time-frame for delivering the green infrastructure elements?
FF_SRF_097	Free-form response – Email	NB. It is 18 years since investors in the as yet unfinished Angel Meadow & St. Michael's Flags Park were promised a well-managed green space. In that time, less than £150k was gained from developers under s106 agreements from approximately 3000 units constructed (or £50 per unit). The current maintenance budget for Angel Meadow is less than £1500 (up from £900 in recent years) and clearly not nearly sufficient to even maintain the ERDF investment made in 2015 nor police the area effectively. Much of the ERDF work designed by Meccanoo and local favourites PlanitIE including Sadler's Yard and Angel Square been poorly thought-out, badly constructed and ultimately not proved either durable, manageable nor delivered the progress sought. It is clear that there is no money within MCC to manage existing space and Council Tax receipts do not currently get spent within neighbourhoods. Previous money spent at St. Catherine's and much of the Irk Valley Millennium Trail was wasted and lies in disrepair because no management strategy was devised.
FF_SRF_097	Free-form response – Email	NBB. We hope that trees along streets will be planted in the ground as the best solution for real green legacy especially as Angel Meadow/NOMA neighbourhood is blighted by the tree planters installed by Mecanoo and PlanitIE which act as ugly litter and graffiti traps.
FF_SRF_097	Free-form response – Email	The recent explosion of PRS construction in the city does not in our experience deliver passionate neighbours and volunteers who will help build community and support the work of organisations

		such as Friends of Groups. Few renters actively play a civic part in the city, engaging with the politics and social issues of their neighbourhood and this ultimately creates population transience and lack of sustainability in an area. Busy young professionals leading busy lives do not participate in the cultural growth of the city. If Manchester is to truly deliver on its <i>Neighbourhoods of Choice</i> mantra it needs to seriously reverse the trend away from home ownership and selling the city offshore. As such promotion of housing for the Northern Gateway should prioritise local people, broader demographics, affordability and owner-occupiers.
FF_SRF_097	Free-form response – Email	The River Irk has historically flooded. Many of the development sites lies within this zone. The Green Quarter car parks have been devalued by recent episodes and are now uninsurable. What strategy is to be adopted to address these problems and protect the investment of both private individuals but also any publicly funded riverside walking route proposed?
FF_SRF_097	Free-form response – Email	It was claimed within the NOMA strategic framework 2011 that "overage" agreements would share development profits on land assets committed by MCC to the scheme. Given significant public land will be presented to FEC can we get assurances that the monies accrued will be made available to view and how those profits will be invested for the people of Manchester?
FF_SRF_097	Free-form response – Email	High density schemes such as the Green Quarter are beset by high crime with road access/egress making it attractive to vehicle theft and more recently moped mugging. Since the closure of Collyhurst and Bootle St Police stations who once covered the (effectively removing the visual presence of the police from the city), what strategy is there to protect residents from the increase in crime associated with high density cities?
FF_SRF_097	Free-form response – Email	It's clear to many that the SRFs are a tool for developers to create highly subjective future market rates to their land based on what COULD be built rather than what SHOULD be built. This revaluing of low value underdeveloped land through polished architectural renders into lucrative tradeable assets has, as proved with many schemes, become a barrier to construction in the city, as economic Booms end, and to creating a balanced and sustainable demographic.
FF_SRF_097	Free-form response – Email	The last time the city grew tenfold inside a generation two hundred years ago it was a social disaster as the necessities of civic life such as policing, healthcare, green space and schooling were not delivered effectively. We hope this time it will be different.
FF_SRF_098	Free-form response – Email	More information is needed about the Public /Private Partnership between the Far Eastern Consortium and Manchester City Council (MCC).

FF_SRF_098	Free-form response – Email	How will the capital investment benefit the population of Collyhurst? There is a concern that the FEC is a private consortium motivated by profit so high density apartments for sale and rent will bring in more money, pushing up land values in the area and worsening the affordability crisis experienced by residents.
FF_SRF_098	Free-form response – Email	MCC may gain increased funding through rates and council tax but will this be enough and will this money be reinvested in the area?
FF_SRF_098	Free-form response – Email	The draft Strategic Regeneration Framework for the Northern Gateway refers to a joint venture arrangement between Manchester City Council and Far East Consortium International Ltd (FEC), entered into in April 2017. There is little information as to the details of this partnership, any assets or other resources the council is investing, and the accountability of decision-making to the city. Council documents and promotional literature state that the gateway has the capacity to deliver 15,000 homes, which appears to be an estimate based on the available developable land. At this stage, FEC has committed to building 754 homes in the Angel Meadows area.
FF_SRF_098	Free-form response – Email	<b>Joint venture accountability and transparency:</b> which documents specify the details of the joint venture, including accounts and business plans, and are these publicly available?
FF_SRF_098	Free-form response – Email	What procedures have been followed to ensure that decisions are transparent and accountable to elected members, Collyhurst residents, and the Manchester public?
FF_SRF_098	Free-form response – Email	<b>Joint venture risks and liabilities:</b> what assets and other resources including land and funding has the council invested in the joint venture, and how will proceeds (if any) from the partnership be used by the council?
FF_SRF_098	Free-form response – Email	What are the anticipated profits to be made by FEC over the course of this development, and how have these been calculated?
FF_SRF_098	Free-form response – Email	What risks and liabilities are the council exposed to (e.g. if sales do not match projections), and are there plans in place to mitigate these?
FF_SRF_098	Free-form response – Email	The current commitment to build 110 social rented homes does not overcome a net long-term loss of social housing in the area. Over the long term, the council intends that 20% of new homes delivered in the Northern Gateway area will be a combination of shared ownership, affordable rent, shared equity, rent to buy and social housing, in line with current council policies. Financial projections by FEC show that the company expects to develop real estate in the northern gateway with a Gross Development Value of £720m (HK\$7.393bn) from the homes in its current development pipeline in the northern gateway as at 31 <sup>st</sup> March 2018, and an additional £160m (HK\$1.637bn) for its additional development pipeline post-March 2018.



		<p>Research released this year into the development of central Manchester has demonstrated that the council is failing to reach its 20% target. Furthermore, this target does not all consist of social housing, and is far below the 50% affordable housing targets put forward by the London Mayor, Sadiq Khan, which sets a precedent for homes built on public land. Given the large sales value FEC expects to receive from its current developments and the housing needs for existing Collyhurst residents, there is a clear need to guarantee social housing for the area.</p> <p>How the capital investment will benefit the population of Collyhurst?</p>
FF_SRF_098	Free-form response – Email	<p>There is a concern that the FEC is a private consortium motivated by profit so high density apartments for sale and rent will bring in more money for them. Residents fear that they will be moved out. MCC may gain increased funding through rates and council tax but will this be enough and will this money be reinvested in the area into public services, health, education, community provision, infrastructure etc?</p>
FF_SRF_098	Free-form response – Email	<p><i>Redacted</i> broadly welcomes the plans and is aware that there is a National Housing Crisis highlighted by local and national government, NGO's such as Shelter and that more homes need to be created to house more people. Manchester's population is growing and opportunities for employment within the city and beyond are needed. However the housing crisis isn't about houses – it's about people. It's the family struggling to meet next month's mortgage payment. The young family renting a rundown flat, wondering if they'll ever be able to afford a home of their own. The children living in temporary accommodation, forced to change schools every time they move. The lack of affordable, decent homes is affecting families across the whole country.</p> <p>Here's why:</p> <ul style="list-style-type: none"> <li>• <b>Home ownership is slipping out of reach:</b> On average, house prices are now almost seven times people's incomes. No matter how hard they work, it's becoming more and more difficult for young people to save up and buy a home of their own. In the last decade, home ownership fell for the first time since Census records began.</li> <li>• <b>Housing costs are hugely expensive:</b> Many of the people on the housing ladder did so by taking out risky mortgage loans that stretched them to their financial limit. Now that the economy is struggling, people are finding it harder to meet their monthly repayments, often with dire consequences – 28,900 homes were repossessed across the UK in 2013.</li> <li>• <b>More families are renting from private landlords:</b> There are now more than nine million renters in private rented accommodation, including almost 1.3 million families with</li> </ul>

		<p>children. Renting can be incredibly unstable, with soaring rents, hidden fees and eviction a constant worry. And it can mean living in dreadful conditions too – one third of private rented homes in England fail to meet the Decent Homes Standard.</p> <ul style="list-style-type: none"> <li>• <b>Levels of homelessness are rising:</b> The ultimate impact of the housing crisis is the huge numbers of people forced out of their homes altogether. The number of homeless households has risen to more than 50,000 a year. Some of these households – many with dependent children – will then wait for years, sometimes in temporary accommodation. And more than 2,000 people a year will have no roof over their head at all, ending up sleeping rough (Source: Shelter website).</li> </ul>
FF_SRF_098	Free-form response – Email	Residents would like a mixed housing tenure with 50% public and 50% private 'this would help to alleviate some of the housing and homelessness problems that are existing in Collyhurst and the City Centre.
FF_SRF_098	Free-form response – Email	'Affordable private housing' is still beyond the reach of many Collyhurst residents who are mostly working at or below minimum wage. Residents would like the social housing stock to remain and be improved where needed and a large proportion retained for existing families in Collyhurst who are on the waiting list.
FF_SRF_098	Free-form response – Email	Housing: To include 2/3/4 bedrooms with gardens and Bungalows for people with disabilities and mobility issues with less high density flats and apartments as proposed.
FF_SRF_098	Free-form response – Email	Environment: Improving the existing natural environment, flora and fauna to flourish and investment in the Irk Valley, Sandhills, and River Irk, parks, allotments and supporting wildlife.
FF_SRF_098	Free-form response – Email	Funding is needed to keep Collyhurst clean and quickly remove fly tipping with enforcement action taken.
FF_SRF_098	Free-form response – Email	Employment: To secure local employment and training in all aspects of regeneration so that residents can make the most of opportunities, with well-paid sustainable work.
FF_SRF_098	Free-form response – Email	Keep businesses within the area and support them to remain and grow so that small and medium sized companies employing local people prosper.
FF_SRF_098	Free-form response – Email	Infrastructure. Funding gained from the development to be reinvested into the area creating local shops, pubs, cafes and transports links across the area as well as into the City improved links via the new proposed Metro link and buses are welcomed.
FF_SRF_098	Free-form response – Email	<i>Redacted</i> has already begun improving walking and cycling routes, Orchards, Parks Allotments. We are investing over £55,000 to create a new bridge across the Irk Valley to connect residents from both sides of the river. We welcome further investment in schools, health services, clinics,

		local hospital, childcare facilities, policing to meet the needs of the existing and emerging population.
FF_SRF_098	Free-form response – Email	Community Ownership/Involvement: It is important that the residents and community have ownership and involvement in any future development. To help this to happen we would like to see a 'local fund' established to secure an additional Million from the investment and other sources. This fund would be used to support existing community facilities and develop new activities in partnership with <i>redacted</i> . This will help to ensure that residents including children and young people can continue to access community provision and stay involved in the process. <i>Redacted</i> would like to further develop and consult on the plan for the proposed 'Community Hub'.

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SRF Section	Comment/ Objection
Section 1: Introduction	<p><b>SRF is unlawful - SRF is a Development Framework.</b>  <i>RESPONSE: Text within the SRF has been updated to more clarify the status of the document as a material consideration in the determination of all planning applications relevant to the study area. The SRF is now more clear that it does not 'allocate' sites for development but simply identifies opportunities. It includes an indicative Development Framework and whilst it does not form part of the Development Plan, it has been prepared to be consistent with the policies of the Council's adopted Development Plan.</i></p> <p><b>Study Area should not be referred to as 'site'.</b>  <i>RESPONSE: SRF text updated throughout to refer to 'study area' rather than 'site'.</i></p>
Section 3: Drivers for Change	<p><b>Recent population projections should be factored into housing needs calculation.</b>  <i>RESPONSE: The SRF does not set or calculate the housing need. The housing need calculations are dealt with by the adopted development plan and its evidence base. The Planning Policy Context section details Policy CC3 (Housing) which states that the city centre will see the most intensive development of housing in the city.</i></p>
Section 5: SRF-wide Design and Development Principles	<p><b>Drafting on page 37 does not appear to reflect Policy H8. The SRF should not be seen to override adopted development plan policy. Policy basis for seeking affordable housing at rate specified in SRF is unspecific.</b>  <i>RESPONSE: Wording in relation to affordable housing has been updated to more accurately reflect the precise wording of Core Strategy Policy H8. The clear intention for the Northern Gateway is that at least 20% of new housing satisfies the City Council's requirements on affordability. Plans for the affordable housing strategy within the Northern Gateway will be developed with reference to the emerging Affordable Housing Policy Framework that follows endorsement of the 12 December 2018 report of the Executive Member for Housing and Regeneration. However, it is recognised that until the review of the local development plan has been completed, specific development proposals will continue to be judged in accordance with Policy H8 of the Council's adopted Core Strategy (2012).</i></p> <p><b>It should be made clear that a flexible approach to parking within schemes be taken across the study area.</b>  <i>RESPONSE: The SRF document sets out that appropriate car parking strategies will be effective if they consider the potential demand by future residents, the promotion of alternative sustainable forms of transport and any impacts arising from the displacement of on and off-street car parking, along with additional car parking demand from the city centre. Car parking provision for each neighbourhood will be considered, having regard to the context of the wider transport offer in the area.</i></p> <p><b>Potentially conflicting statements re: form of development along Rochdale Road.</b>  <i>RESPONSE: The SRF text has been updated under the SRF-wide Development Principle, 'Urbanising Rochdale Road'. The principle of supporting Rochdale Road's transitioning role as an urban avenue that connects several neighbourhoods, routes and Retail and Service Hubs will involve a careful approach to facade treatment, materials and height.</i></p> <p><b>Sites fronting Sudell Street should have the flexibility to rise to up to 8 storeys.</b>  <i>RESPONSE: The illustrative heights depicted in this location are deemed to be appropriate and no changes have been made.</i></p> <p><b>All matters that flow from the Illustrative Masterplan should be termed as illustrative.</b>  <i>RESPONSE: The text within the SRF has been updated to reflect and emphasise that content is indicative and will guide future development across the Northern Gateway. It comprises a set of SRF-wide and neighbourhood-specific design and development principles which are indicative, alongside a series of plans and diagrams which are presented on an illustrative basis.</i></p> <p><b>Re-use of the viaduct should be seen as an option, not a requirement, of any future scheme.</b>  <i>RESPONSE: The SRF has been revised to make clear that the re-use of the viaduct is the preferred option rather than a requirement and the SRF has been amended to specifically and clearly set out that the feasibility of this needs to be tested. The SRF-Wide Development Principles Section now states that the re-use, where feasible of railway infrastructure and other post-industrial structures, including the Red Bank Viaduct, will be encouraged. Investigation will be required to assess feasibility and intervention may be required to facilitate overall enhancements.</i></p> <p><b>Difference between conceptual drawings (i.e. p.50) and elements of the illustrative masterplan need to be made. Certain illustrative material within the Development Framework (i.e. Sections 5 and 6) will not be used for the purposes of assessing planning applications directly. This distinction needs to be made.</b>  <i>RESPONSE: The text within the SRF has been updated to reflect and emphasise that content is indicative and will guide future development across the Northern Gateway. It comprises a set of SRF-wide and neighbourhood-specific design and development principles which are indicative, alongside a series of plans and diagrams which are presented on an illustrative basis.</i></p>
Section 6: Neighbourhood Design and Development Principles	<p><b>Current massing / layout along Dantzic Street (New Town) does not take account of significant level changes. Commented that 8 storey heights along Rochdale Road inconsistent with the height density residential setting being developed by the spatial framework. Proposed 12 - 14 storey heights.</b>  <i>RESPONSE: The illustrative heights reflected in this location are deemed to be appropriate and no changes have been made.</i></p> <p><b>Plans reflected in the draft SRF make the assumption that the Royal Mail Centre will not be retained within the study area long-term.</b>  <i>RESPONSE: The SRF is now more clear that it does not 'allocate' sites for development but simply identifies opportunities. The SRF also now makes clear, in the Neighbourhood Design and Development Principles that the various plans presented for the neighbourhoods in this section of the SRF are illustrative representations of the SRF-wide and neighbourhood design and development principles. The SRF also makes clear that the illustrative masterplan has been prepared in response to the SRF-wide and neighbourhood design and development principles and shows how the residential-led neighbourhoods could be developed. The SRF recognises that existing businesses bring value to the regeneration potential of the Northern Gateway, and opportunities will be sought to enable these companies to thrive in the context of change. With specific reference to Royal Mail, the indicative SRF Development Framework shows a long term vision for the Royal Mail site should Royal Mail determine to re-locate in future. The existing land use plan has been amended to clearly identify the extent of the Royal Mail site.</i></p>

Section 6: Neighbourhood Design and Development Principles	<p><b>Contesting approach to heights and conservative nature of heights in specific locations.</b>  <i>RESPONSE: The illustrative heights depicted throughout the document are deemed to be appropriate and no changes have been made.</i></p> <p><b>Concerns raised with proposals for residential uses within Red Bank / Vauxhall Gardens - compatibility with industrial / manufacturing uses.</b>  <i>RESPONSE: A change has been made to the SRF to indicate that a mix of commercial and residential uses, rather than purely residential use, could be suitable on the land immediately adjacent to the employment site. The concerns are noted and any form of development that is proposed in this locale will need to demonstrate how it will co-exist with the employment site in terms of movements, insulation, orientation of living spaces etc.</i></p> <p><b>Concerns raised regarding increased vehicular movements during the construction phase and the general impact on highway network and implications / health and safety risks in moving large quantities of manufacturing materials.</b>  <i>RESPONSE: Any development proposal brought forward will be required to produce a construction management and health and safety methodology which will include traffic management, deliveries and site parking and a health and safety plan that takes into account the wider environment.</i></p> <p><b>Supportive of overall SRF vision and objectives but objection raised to illustrative land use plan showing 'park' on land in private ownership and for which outline planning permission has been granted for housing.</b>  <i>RESPONSE: The SRF illustrative land use plan for the South Collyhurst neighbourhood has been revised to reflect the existing planning status of the land owner. The potential Neighbourhood Park is still in the general vicinity but is no longer shown as being overlaid on the consented site.</i></p> <p><b>Generally supportive of the SRF however concerns raised over the illustrative 'Scale, Density and Form' plan for the New Town neighbourhood which indicates an opportunity for a distinctive landmark building with a focus on height adjacent to Dalton Street and the Emmeline residential tower.</b>  <i>RESPONSE: All plans within the SRF are illustrative only in presenting an SRF Development Framework to be used as a material consideration in the Planning process rather than being a part of the Development Plan. All development proposals will be assessed on their own merit as part of the Planning process.</i></p> <p><b>Concerns raised that any redevelopment of the Queens Road junction should not fail to take into account the existing property and that the building should be retained and form part of any proposal for development of the area.</b>  <i>RESPONSE: The rationalisation of the Queens Road junction is reflected in the SRF as a design and development principle relating to vehicle movements in and around the Northern Gateway area. The junction is poorly laid out and inefficient in its use of land, which detracts from the quality of the environment and place-making potential of the wider neighbourhood. At this stage the SRF provides an illustrative plan for how development could come forward in this area. However, all development proposals will be subject to a detailed design process which will include full consultation with local stakeholders including residents and businesses.</i></p> <p><b>Request that key active frontages are identified on subject title along the western face of the Red Bank viaduct.</b>  <i>RESPONSE: Active frontages towards Red Bank have now been reflected on the Land Use plan for the Red Bank neighbourhood. Current massing reflects heights of up to 12 storeys with a landmark building. Requested to consider a series of 20 and 26 storey buildings.</i></p>
Section 7: Implementation	<p><b>No need for independent sites to be included in wider management arrangements.</b>  <i>RESPONSE: The Implementation section of the SRF now states that "future updates to this SRF and / or separate planning policy or guidance may identify 'best practice' approaches and develop a range of management and maintenance arrangements alongside delivery partners, landowners, developers and the Local Planning Authority. The overall approach to place management within the Northern Gateway will be reflective of the diverse nature of the study area and unique management and maintenance requirements presented by the presence of the River Irk, the variety and extent of public realm and open space and the individual character of the 7 neighbourhoods."</i></p> <p><b>SRF must be clear it is not expected that 3rd party ownerships will be developed by the JV.</b>  <i>RESPONSE: Third party landowners can bring forward planning applications on their own land/land they control. The Implementation section of the SRF now clarifies that MCC will also work with third party landowners in bringing forward planning applications on land not controlled by the JV partnership.</i></p> <p><b>The SRF should be updated to give further information on the structure, approach, scale and mechanism for developer contributions to be secured and the order in which infrastructure delivery will be required.</b>  <i>RESPONSE: The Implementation section of the SRF has been updated to reflect the following text: 'All development brought forward in the Northern Gateway will be required to make developer contributions in accordance with Policy PA1 (Developer Contributions) of the adopted Manchester Core Strategy. The Local Planning Authority will secure contributions from all new developments through the use of S106 Planning Obligations. All planning obligations sought by MCC as part of new developments will be in accordance with Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010). It is proposed that further, more detailed guidance relating to infrastructure delivery will form the basis of future updates to this SRF and / or through the preparation of separate planning policy or guidance. This further, more detailed guidance will facilitate further engagement with delivery partners and key partner agencies.'</i></p>

**Concern around breaking up existing communities in favour of new development - questions raised around the proposals to demolish good housing stock in favour of moving park closer to Rochdale Road - residents/ Northwards see this as waste in resource given ongoing investment in park and properties.**

*RESPONSE: A key commitment from the Council is that there will be no further demolition of social housing until new homes have been provided in their place. Any social housing tenants affected by demolition will also be given priority rehousing status. The SRF provides an illustrative spatial plan for how new development could come forward, including the potential location of public realm and open spaces. Officers are committed to maintaining productive dialogues with local residents and Members as the project moves forward.*

**The existing layout of Collyhurst Village needs to be addressed to improve housing design and quality with opportunities to provide an increased number of new homes including those that are affordable to buy and rent as part of a mixed tenure neighbourhood.**

*RESPONSE: The SRF sets out an opportunity to provide increased building heights and densities than currently exist in Collyhurst Village to achieve a critical mass and to support good quality social and community infrastructure, with safer streets and a variety of good quality open spaces, and local amenities. New development at the heart of the neighbourhood will be medium density, to create an environment that is attractive and desirable to families and a modestly-scaled central area. Proposals that demonstrate a compact approach to low-rise housing whilst encouraging medium densities will be supported to encourage a more sustainable use of land. A mix of approaches to typologies will be encouraged to support a varied urban townscape. Medium-high density apartment buildings along Rochdale Road and Queens Road will provide urban character to the streets. Affordable housing will be provided throughout the neighbourhood to accommodate a range of tenures, and new social housing delivered in early phases will provide access to homes for existing and new residents.*

**Transport accessibility, safety and affordability issue for local residents**

*RESPONSE: THE SRF includes considerable content around the need to provide improvements to walking and cycling infrastructure and the highways and public transport networks. The project team will work closely with the Local Highways Authority and Transport for Greater Manchester (TfGM) to ensure all planned improvements are fully inclusive and meet the needs of the communities they serve.*

**Improvement of health outcomes in Collyhurst and better quality of social and community infrastructure, including shops (affordable to be rented to start-up businesses) and social spaces.**

*RESPONSE: There is an opportunity to seek synergies between the Northern Gateway regeneration programme and new and existing health initiatives. Links have been made to the Winning Hearts and Minds Initiative currently operating in Collyhurst and the Public Health team are seeking Government funding to plan a Trailblazer Project in Collyhurst to tackle Childhood Obesity. The SRF sets out an objective to establish a series of Retail and Service Hubs, with a mix of uses, including employment, retail, social, community, and health and education facilities, to ensure a sustainable network of provision that serves the local community and supports the growth of the city centre. The accessibility of high quality parks and green spaces can make play a positive role in encouraging active healthy lifestyles.*

**Opportunity and challenges of City River Park - current failing standards and highly polluted - opportunity to improve, extend river and deliver actions of NW River Basin Management Plan, EU Water Framework Directive and Manchester Core Strategy Policy EN17.**

*RESPONSE: The SRF wording under the objectives has been updated to reflect the opportunity to enhance the river and deliver improvements in line with the principles of the EU Water Framework Directive and Manchester Core Strategy Policy EN17.*

**SUDs should feature as part of the overall design & green spaces should provide multifunctional benefits. The new river walkway should be sensitively designed to to mitigate flood risk and should allow potential for a wildlife corridor.**

*RESPONSE: Further updates have been made to the SRF text to reference the incorporation of SUDs features and the promotion of the sustainable management of surface water. with additional content relating to flood risk and drainage added under the 'Technical & Environmental Considerations' appendix of the document. The location and function of 'green links' across the site has also been reinforced within the SRF-wide Design and Development Principles section of the SRF. Green links and the green spaces adjacent to the River Irk are proposed to be fully multifunctional green spaces capable of accommodating a range of habitat typologies to support biodiversity across the site. It is anticipated that they will be more than simply streets/footways with trees and will include wide verge spaces that form linked linear green spaces, which can form part of a sustainable drainage network.*

**Support expressed for Neighbourhood Design and Development Principles with additional comments advocating:**

- a sensitive approach to height and mazing at the design stage to avoid risk of excessive shadowing of river corridor.
- integration of new development with existing topography
- a more sensitive parking regime along Dantzic Street with a more accessible, open frontage to the river at Redbank
- Recommendation that any new or replacement bridge across the River Irk is open span in design
- Consideration of long-term maintenance of new river walk
- Highlights the opportunity to provide ecological improvements through removal/modification of weirs

*RESPONSE: All of these comments are supported and are commensurate with the vision and objectives set out in the SRF. All of the points raised will be incorporated into the detailed design stage for the City River Park and associated infrastructure works.*

Section 2: The Vision;  
Section 6:  
Neighbourhood Design and Development Principles

Northwards

Section 2: The Vision;  
Section 5: SRF-wide Design and Development Principles;  
Section 6:  
Neighbourhood Design and Development Principles;  
Appendix C: Technical & Environmental Considerations

Environment Agency

Section 2: The Vision; Appendix C: Technical & Environmental Considerations	United Utilities	<p><b>Would like to see greater clarity on hierarchy of drainage options and SUDs - as part of SRF study work - noted that current combined systems (foul and surface water) are least preferred systems outlined in NPPG which currently exist across Northern Gateway. Consideration for SUDs and review of above ground techniques to integrate as part of development. Request SRF states that there is a requirement for new developments to be innovative when considering layout in relation to its drainage design - further detail in development principles requested. Greater consideration toward strategy for sustainable surface water management and reduction in surface water through innovative drainage systems and utilisation of large amount of green space - River Irk as key opportunity to redirect surface water.</b></p> <p><i>RESPONSE: Further updates have been made to the SRF text to reference the incorporation of SUDs features and the promotion of the sustainable management of surface water as an aspiration, with additional content relating to flood risk and drainage added under the 'Technical &amp; Environmental Considerations' section of the document. However, it should be noted that the SRF will be a material consideration in the determination of all planning applications relevant to the study area. It does not form part of the Development Plan and does not seek to introduce any changes to, or additions to, Council policy. It has been prepared to be consistent with the policies of the Council's adopted Development Plan, which includes any existing policies relating to drainage.</i></p> <p><b>Concern regarding multitude of land ownerships and restrictions this may set on a holistic draining strategy and sustainable drainage systems</b></p> <p><i>RESPONSE: The Council and FEC will seek to utilise the significant land ownership in the area within the control of the Northern Gateway partnership to influence direct strategy/ binding framework for water drainage/ infrastructure delivery</i></p>
Section 2: The Vision; Section 5: SRF-wide Design and Development Principles; Section 6: Neighbourhood Design and Development Principles	GM Ecology Unit (GMEU)	<p><b>The GMEU have written to express support to the overall vision of the SRF with particular emphasis placed on the ambition to reveal and enhance the River Irk corridor and the enhancement of biodiversity across areas of open spaces and public realm. However, the comments highlighted a lack of detail on the specific biodiversity priorities for each neighbourhood and the Irk Valley in general and concern that the proposed 'green links' will not achieve meaningful GI objectives. Further comments highlighted concerns around the heights of proposed buildings and the potential for overshadowing onto green space in the New Cross and Redbank neighbourhoods.</b></p> <p><i>RESPONSE: Given the level of information possible within the SRF, its not possible to include specific biodiversity targets, although the text has been amended within the Site Wide Design Principles chapter to state that any area specific targets will be set in alignment with the MCC Green/ Blue Infrastructure policy EN7 and NW Basin Management Plan. The location and function of green links across the site has been updated and reinforced within the SRF-wide Design and Development Principles section of the SRF. Green links are proposed to be fully multifunctional green spaces capable of accommodating a range of habitat typologies to support biodiversity across the site. It is anticipated that they will be more than simply streets with trees and will include wide verge spaces that form linked linear green spaces.</i></p> <p><i>Whilst it is acknowledged that tall buildings could impact on the environment of adjacent park spaces, these impacts will be mitigated by a sensitive design approach to any new buildings, including appropriate setbacks and massing. It should be noted that the SRF shows development plots only and not individual buildings, and as such does not necessarily indicate continuous tall frontages within these locations. Any specific proposals that come forward will be robustly assessed through the statutory Planning process. The heights of future development proposals will clearly be an important element of all applications, however merely lowering the maximum heights may not in itself prevent the space from being overshadowed. Careful modulation of height and bulk, as part of a considered design response that avoids monolithic building form, will need to be part of any design proposal on this site to ensure that the amenity space gets sufficient light. The public realm space identified in the draft SRF has the potential to be activated by the footfall generated by businesses operating in the arches.</i></p> <p><b>There is an lack of reference in the SRF to aspirations of the Greater Manchester Spatial Framework (GMSF) beyond the Manchester boundaries, such as those in Rochdale, Oldham and Bury.</b></p> <p><i>RESPONSE: At the time of writing, the redrafted version of the GMSF has yet to be re-published public consultation. As such, its content cannot be assumed or commented on. The Northern Gateway project team are, however, actively engaged in dialogue with partners operating across local authority boundaries including the Environment Agency, Natural Course and the Greater Manchester Combined Authority.</i></p> <p><b>An additional comment was offered regarding the course of Moss Brook which is culverted under the Collyhurst and Vauxhall Gardens neighbourhoods. The GMEU recommend that development is pulled back from the line of the Moss Brook water course further than indicated on the SRF plans.</b></p> <p><i>RESPONSE: The SRF includes within the Vauxhall Gardens public realm guidance specific reference to Moss Brook. This references an ambition to enhance the lower sections of the river for biodiversity and recreational value. Given the challenging depths of the existing course it is expected that the upper sections will continue to be culverted, but the route could be reflected within landscape treatments within Collyhurst Park. The recommendation to pull back future development from Moss Brook watercourse in the Vauxhall Gardens neighbourhood has been noted and will be a key consideration as part of the assessment of any detailed plans that come forward for development.</i></p>
Section 6: Neighbourhood Design and Development Principles	GMFRS/GMCA	<p><b>Greater Manchester Combined Authority (GMCA) and the Greater Manchester Fire and Rescue Service (GMFRS) have provided comments to in relation to the existing fire station and training centre site at Thompson Street being referred to as a potential future location, in terms of suitable land uses, for a social and community use. Comments indicate that any acquisition of this land be considered in line with values for residential and commercial use rather than social and community uses.</b></p> <p><i>RESPONSE: The Council is in active dialogue with the Chief Fire Officer and the GMCA. The SRF identifies that the current site at Thompson Street may be a suitable location for future social and community uses. Commercial negotiations have yet to be commenced.</i></p>
Section 5: SRF-wide Design and Development Principles; Section 6: Neighbourhood Design and Development Principles	Manchester and Salford Ramblers	<p><b>Concern over footpath from Collyhurst Road across Barneys Bridge then turning west then north - this route is blocked beyond the bridge - industrial development and site restrictions would make it difficult to open this route (FP108).</b></p> <p><b>Potential footpath linking Manchester Fort (FP95) to Northern Gateway - potential disused shop unit could act as footpath into the Fort.</b></p> <p><b>Development of new school and Irish Centre create further pedestrian restrictions between Cheetham Hill/ Queens Park and the Northern Gateway.</b></p> <p><i>RESPONSE: Comments have been noted, however in providing a broad spatial framework the SRF does not design nor allocate specific routes. New and/or improved routes will be designed and progressed as part of the implementation and development process and the Manchester and Salford Ramblers will be consulted accordingly.</i></p> <p><b>Retention of historically significant building and mature trees both within parks and open spaces.</b></p> <p><i>RESPONSE: The Vision and Core Objectives section of the SRF includes an objective to 'Build on the Best of What is There'. This has been updated to include reference to the retention of listed structures and buildings of merit and the role that mature tree stock can play in achieving this objective.</i></p>



Section 6:  
Neighbourhood Design  
and Development  
Principles

National Grid

**Concerns National Grid essential infrastructure has inadequate attention with wider policy aspirations of the framework - especially PRS unit on Gould Street (need for this to be modernised and relocated) - discussions for reprovision have currently stalled and need to be picked up before development brought forward - potential issues of integrating PRS system into New Town with proposed active frontages (which will not integrate well with infrastructure).**  
*RESPONSE: The Land Use section for New Town has been updated to reflect that development within the New Town neighbourhood may need to integrate existing utilities infrastructure as part of a co-ordinated approach to redevelopment. Gould Street PRS is an important supply/ link to Manchester City Centre therefore extreme difficulty in reprovision elsewhere - importance of this piece of infrastructure provides restrictions on site development - engagement with MCC/FEC to find alternative solutions for the PRS station have stalled - options need to be revisited before moving forward with development.*

Section 5: SRF-wide  
Design and  
Development  
Principles;  
Section 6:  
Neighbourhood Design  
and Development  
Principles

TfGM

**TfGM have expressed broad support to site wide development principles and highlighted the ambition to transform Roachdale Road into a more multi-functional space which is easily accessible for all users. They highlight the status of Queens Road, Oldham Road, Cheetham Hill Road and Rochdale Road being important bus routes. TfGM considers there to be potential to create a sustainable transport corridor through the SRF area running southwest to northeast along the Lower Irk Valley utilising Collyhurst Road and Dantzic Street. Safety considerations are raised around walking/ cycling at junctions and along green routes where natural surveillance is not always achievable. Comments drew attention to the effect of the Inner Relief Route in acting as a significant barrier pedestrian and cycle movement. TfGM have suggested that these concerns can be addressed through working in collaboration and have made a suggestion to establish a Northern Gateway Transport and Movement Working Group to help further develop a number of infrastructure proposals in the SRF.**  
*RESPONSE: Since the representation from TfGM progress has been made in establishing a Transport and Movement Working Group between key stakeholders and chaired by TfGM to plan and progress a range of transport infrastructure requirements including the Northern Gateway's role within the wider public transport network, and exploratory studies into the introduction of a new Metrolink stop. Integrated planning of Northern Gateway walking and cycling schemes, including potential improvements to key junctions will be addressed as part of this Group.*  
**Rationale behind vehicle movement hierarchy in this section is not clear in relation to how the following terms are defined: Primary Roads, Secondary Roads, Restricted Car Access and Key Connectivity Nodes.**  
*RESPONSE: The rationale supporting the vehicle movement hierarchy has been updated in the SRF-wide Design and Development Principles section of the document under the Vehicle Movement heading.*  
**TfGM point out that the SRF is not accompanied by a Transport Assessment so its is not clear at this stage the anticipated volume of trips that will be generated as a result of the development. It is recommended that a bespoke assessment of trip generation and mode share analysis is undertaken.**  
*RESPONSE: This point has been discussed directly with officers at TfGM and the Local Highways Authority. The parties will work closely to assess and forecast journey modelling to as part of work currently being undertaken to develop an infrastructure strategy for the Northern Gateway.*

Section 5: SRF-wide  
Design and  
Development  
Principles;  
Section 6:  
Neighbourhood Design  
and Development  
Principles

Network Rail

**Commented on the SRF aspiration to improve pedestrian connectivity to Manchester Victoria Station and highlighted the willingness to explore interfacing options with Metrolink.**  
*RESPONSE: As referenced in the draft SRF, there is an aspiration to work collaboratively with Network Rail to explore the possibility of a new northern entrance to Victoria Station. It is felt that this could play an important role in enhancing connectivity to the Northern Gateway, which is currently constrained by topography and access. Network Rail's desire to explore interfacing options with Metrolink is welcomed and this will be progressed as a collaborative effort alongside Transport for Greater Manchester and Metrolink.*  
**Advocates opportunities to for the Northern Gateway project to work with the Network Rail Commercial Estate team in order to maximise the contribution that the rail arches can make to the character and activation of the neighbourhoods, with particular regards to Redbank.**  
*RESPONSE: The draft SRF highlights the important role that the existing rail arches will play in establishing a distinct sense of place within the Northern Gateway neighbourhoods. The Northern Gateway project team have engaged positively with Network Rail's Commercial Estates Team and continue to engage positively with the relevant personnel and look forward to bringing forward a shared vision for this part of the city.*

Supportive of improvements to Rochdale Road but noted that it is key arterial route in the city and crucial link on the key route network so any proposed changes to the highway must not adversely impact capacity of the link.

In order to determine the junctions that require modelling we would request that a full trip generation assessment is undertaken. This should use a multi-modal person trip approach with vehicular trips percentage share obtained from agreed Census data.

The generated trips should be distributed on the network even if the numbers may be relatively small, the trip distribution diagram should be provided. This will inform the study area to be modelled.

It should be noted that due to the 15-20 year timescale for completion of the SRF, it will be necessary for modelling and audits to be updated at agreed intervals and/or at trigger points (eg. unit numbers, introduction of new Metrolink stop etc.) to ensure that each phased scenario reflects current conditions.

In terms of cycle facilities, it should be noted that all proposed facilities should ideally be suitable for all levels of cyclist experience.

Dropped kerbs and tactile paving should be provided at all crossing points and side roads.

In brief, the Applicant of any significant development are expected to consider the following as a minimum in a Transport Assessment:

**Trip Generation and distribution**

**Modelling**

**Mitigation Measures**

**Layout S278, S38 standards (including boundary treatments, street lighting, drainage, PROW)**

**Public Transport Accessibility and Infrastructure**

**Travel Planning**

**Vulnerable Road User Audits**

**Car Parking**

**Cycle Parking**

**Personal Injury Accident Data**

**Access and Servicing (refuse storage and collection, swept paths)**

**Construction Management**

**Supportive of SUDs - advised next steps to engage with Local Flood Authority in shaping the inclusion of green SUDs for managing surface water run off in line with national and local policy requirements.**

*RESPONSE: Comments noted*

**Work and Skills team keen to support sections of SRF relating to Social and Community Infrastructure and opportunities this will bring for employment of local people.**

*RESPONSE: Comments noted.*

Section 5: SRF-wide  
Design and  
Development  
Principles;  
Section 6:  
Neighbourhood Design  
and Development  
Principles

Local Highways  
Authority

Section 5: SRF-wide  
Design and  
Development  
Principles;  
Appendix C: Technical  
and Environmental  
Considerations

Local Flood Authority

Section 5: SRF-wide  
Design and  
Development Principles

MCC Work and Skills  
Team

Section 5: SRF-wide Design and Development Principles	MCC Neighbourhood Service	<p><b>Greater clarity between integration of existing neighbourhoods and new communities of the Northern Gateway.</b>  <i>RESPONSE: The successful integration of existing and new communities within the Northern Gateway is a key element of the SRF Vision and Core Objectives and the SRF-wide Design and Development Principles as reflected in the SRF.</i></p> <p><b>Clear management arrangements for all community infrastructure and appropriate allocation of MCC resource both front line and back office - more emphasis on creation of safe places, well lit with as much natural surveillance as possible incorporating secure by design features. Consideration of ownership, management and safety of community assets/ green space/ River Irk alongside regulatory management of new commercial space - MCC to consider long-term strategy for management and maintenance of the area. Appropriate recycling provision incorporated into all new developments - to be addressed at planning stage.</b>  <i>RESPONSE: Comments noted and themes reflected in the SRF-wide Design and Development Principles section of the SRF.</i></p> <p><b>Further detail required/ engagement with businesses regarding potential relocation - no detail within SRF.</b>  <i>RESPONSE: The SRF recognises that existing businesses bring value to the regeneration potential of the Northern Gateway, and opportunities will be sought to enable these companies to thrive in the context of change. The Council has engaged with landowners and businesses throughout the production of, and consultation of, the SRF and will continue to do so moving forward.</i></p> <p><b>More detailed and consistent mapping of existing community assets i.e. GP surgeries.</b>  <i>RESPONSE: Section 4 of the SRF, 'The Northern Gateway' describes the existing neighbourhoods of the Northern Gateway, including the existing community assets. Later sections of the document, specifically the SRF Development Framework sections provide illustrative spatial plans highlighting the potential locations for community and social infrastructure uses.</i></p> <p><b>Consideration of appropriate premise licensing after lessons learned in Ancoats.</b>  <i>RESPONSE: Comments noted.</i></p>
Appendix C: Technical and Environmental Considerations	Private Individual	<p><b>Concerns regarding flood risk and flash flooding related to climate change and increasing natural disasters.</b>  <i>RESPONSE: The SRF has been updated to include additional wording within the Technical and Environmental Considerations appendix. Future developments within the Northern Gateway will require a surface water drainage strategy and attenuation to reduce peak runoff rates in order to mitigate against flood risk from extreme storm events, which in recent years have increased in frequency and intensity due to climate change. Developments should follow the sustainable drainage guiding hierarchy where practical, of:</i></p> <ol style="list-style-type: none"> <li>1. infiltration into the ground;</li> <li>2. discharge to surface water body;</li> <li>3. discharge to surface water sewer;</li> <li>4. to a combined sewer,</li> </ol> <p><i>in accordance with NPPG and industry guidance produced by CIRIA.</i></p> <p><b>Suggestion to temporary canalise a section of the River Irk (using lock pairs) at Redbank to facilitate canal boat movements under Victoria Station.</b>  <i>RESPONSE: Whilst there is a mutually shared objective to enhance the river and deliver improvements in line with the principles of the EU Water Framework Directive (and Manchester Core Strategy Policy EN17), the detailed design of the City River Park (including the River Irk) has yet to be commenced. Over the coming months a detailed infrastructure strategy will be prepared setting out the priority intervention and investment required, including works associated with the River and the City River Park. Whilst the SRF includes an aspiration to encourage new safe access points to the river's edge, through new pathways and waterside boardwalks, together with new channel naturalisation features that remove channel walls and steep embankments, there are no plans to convert a section of the River into canal.</i></p>
All	City Centre Growth and Regeneration	<p><b>We would welcome the opportunity to continue to work with you to develop the proposals, particularly around infrastructure, amenities, connectivity and public space, in order to ensure a holistic approach is taken to planning development across the northern part of the city centre, and that there are clear complementarities across key strategic development opportunities, including at NOMA, New Victoria, Great Ducie Street etc., so that the benefits for the city can be maximised.</b>  <i>RESPONSE: Comments noted.</i></p>
All	Homes England	<p><b>Comments noting the principles/objectives contained within the Northern Gateway SRF proposals with identified synergies with with Homes England's own objectives.</b>  <i>RESPONSE: Comments noted</i></p>
All	Historic England	<p><b>Comments noting the importance of the regeneration programme to the future of the city. Confirmed that the SRF content suggests few impacts that would fall within in their remit and therefore no specific comments on the draft SRF were provided. Historic England recommend that the Council's Urban Design and Conservation Team is consulted where there are likely heritage impacts.</b>  <i>RESPONSE: The Council's Urban Design and Conservation team have been consulted throughout the development stages of the draft SRF.</i></p>




Comment/ Objection	Changes made to the SRF
Section 1: Introduction; Section 5: SRF-wide Design and Development Principles; and Section 6: Neighbourhood Design and Development Principles	<p>Difference between conceptual drawings (i.e. p.50) and elements of the illustrative masterplan need to be made. Certain illustrative material within the Development Framework (i.e. Sections 5 and 6) will not be used for the purposes of assessing planning applications directly. This distinction needs to be made.</p>
Section 2: The Vision	<p>Opportunity and challenges of City River Park - current failing standards and highly polluted - opportunity to improve, extend river and deliver actions of NW River Basin Management Plan, EU Water Framework Directive and Manchester Core Strategy Policy EN17</p>
Section 2: The Vision	<p>Consideration for SUDs and review of above ground techniques to integrate as part of development</p>
Section 2: The Vision	<p>Retention of historically significant building and mature trees both within parks and open spaces</p>
Section 2: The Vision	<p>The wording of the the vision statement should be refined to improve readability.</p>
Section 5: SRF-wide Design and Development Principles and Section 6: Neighbourhood Design and Development Principles	<p>All matters that flow from the Illustrative Masterplan should be termed as illustrative.</p>
Section 5: SRF-wide Design and Development Principles and Section 6: Neighbourhood Design and Development Principles	<p>Reflecting on the draft document it was apparent that there was inconsistency in the terminology used to describe green spaces throughout the study area</p>
Section 5: SRF-wide Design and Development Principles	<p>The consultation process highlighted that it was not clear that Metrolink was intended to feature as part of the proposed integrated transport hub at Vauxhall Gardens.</p>
Section 5: SRF-wide Design and Development Principles	<p>To ensure the strategy is a success, as well as off street facilities, the strategy should also include a zoned residents parking scheme to ensure that kerbside space is safely and efficiently managed.</p>
Section 5: SRF-wide Design and Development Principles	<p>Rationale behind vehicle movement hierarchy in this section is not clear</p>
	<p>The Role of the SRF has been clarified in the introduction and throughout relevant sections, specifically the SRF Development Framework and Implementation Sections. The SRF will be a material consideration in the determining of planning applications.</p> <p>The SRF now makes clear that:</p> <ul style="list-style-type: none"> <li>The Northern Gateway SRF will not form part of Manchester's statutory Development Plan;</li> <li>The SRF will be a material consideration in the determination of future planning applications within the Northern Gateway; and,</li> <li>The role of the SRF as a material consideration means that the principles within this SRF Development Framework do not constitute planning policy but if followed will help deliver the core objectives and Vision of this SRF.</li> </ul> <p>The SRF also now makes clear in the Neighbourhood Design and Development Principles sections that the various plans presented for the neighbourhoods in this section of the SRF are illustrative representations of the SRF-wide and neighbourhood design and development principles. The SRF also makes clear that the illustrative masterplan has been prepared in response to the SRF-wide and neighbourhood design and development principles and shows how the residential-led neighbourhoods could be developed. The Masterplan is an accumulation of the Indicative Spatial Frameworks presented for each neighbourhood.</p> <p>The SRF is also now more clear that it does not 'allocate' sites for development but simply identifies opportunities. For example the text has been amended in several locations, including:</p> <ul style="list-style-type: none"> <li>In the version of the SRF previously consulted on a particular site for the re-location of the Abbots Primary School was identified in the text and on the plans but the SRF now simply states that "there is an opportunity for Abbott Community Primary School to be relocated to a new site within the neighbourhood".</li> <li>"There is an opportunity to deliver a new high-quality integrated health hub in the Northern Gateway, in a well-connected and easily accessible location, where it would benefit from co-location with other services and proximity to improved public transport provision"</li> <li>"Collyhurst Street/Thornton Street North Secondary Retail and Service Hub. Another opportunity for a Secondary Retail and Service Hub exists around the intersection between Collyhurst Street and Thornton Street North"</li> </ul>
	<p>The text within Core Objective 3 has been updated to refer to 'river naturalisation' and 'pollution'</p>
	<p>The text within Core Objective 2 and Core Objective 7 has been updated to include reference to 'green-blue' infrastructure and 'SuDS'</p>
	<p>The text within Core Objective 4 has been amended to read:</p> <p>"A restored Irk Valley corridor, building on its natural green and blue assets, the mature tree stock, a network of parks and open spaces and character derived from the area's unique topography and landscape that creates a distinctive character."</p>
	<p>Vision text re-drafted on page 6 to make more clear</p>
	<p>The SRF now makes clear in the Neighbourhood Design and Development Principles sections that the various plans presented for the neighbourhoods in this section of the SRF are illustrative representations of the SRF-wide and neighbourhood design and development principles. The SRF also makes clear that the illustrative masterplan has been prepared in response to the SRF-wide and neighbourhood design and development principles and shows how the residential-led neighbourhoods could be developed. The Masterplan is an accumulation of the Indicative Spatial Frameworks presented for each neighbourhood.</p>
	<p>Neighbourhood Parks re-defined as Amenity Open Space throughout SRF in text and plans.</p> <p>The SRF-wide Design and Development Principle, 'Enhancing the Blue-Green Infrastructure and Public Realm' has been updated to describe the network of green and blue spaces throughout the study area as the 'Blue-Green Infrastructure Network' and the City River Park has been more clearly described in the text and the supporting diagrams.</p>
	<p>The Sustainable Movement and Transport Connectivity SRF-wide Design and Development Principle been significantly redrafted to give Metrolink more prominence as part of Integrated Transport Hub.</p>
	<p>The following text has been added to the second Bullet on Page 49: "This may include the development and implementation of a Residents Parking Zone (RPZ) to be adopted at the outset. It will also include for the design, implementation, enforcement and maintenance, which will be proportionally assigned to individual developments as they are delivered as part of Northern Gateway."</p>
	<p>The text under the Vehicle Movement heading of the SRF-wide Design and Developments Principles section has been updated to clarify the vehicular hierarchy.</p>

Section 5: SRF-wide Design and Development Principles	Recommendation to apply Streets for All principles into the SRF	The text under the Vehicle Movement heading of the SRF-wide Design and Developments Principles section has been updated to reflect that, "Streets for All principles will be adopted as part of urbanising Rochdale Road through the support of people and place approach, and the development of multi-modal transport options that considers that needs of all road users, including the streets and the communities that use the space."
Section 5: SRF-wide Design and Development Principles	Supportive of improvements to Rochdale Road but noted that it is key arterial route in the city and crucial link on the key route network so any proposed changes to the highway must not adversely impact capacity of the link. It is noted that Rochdale Road is served by multiple services, there are sections of bus lane to improve journey time reliability, ride quality etc. With the proposed changes (urbanisation) of Rochdale Road it is expected that journey times etc. may be impacted, this should be taken into consideration and avoided wherever possible when developing proposals.	The text under the Urbanisation of Rochdale Road SRF-wide Design and Development Principle has been updated to include reference to optimising bus journey times and the capacity of the highways network.
Section 5: SRF-wide Design and Development Principles	Drafting on page 37 does not appear to reflect Policy H8. The SRF should not be seen to override adopted development plan policy.	The text under the SRF-wide Design and Development Principle to Build Residential-led City Neighbourhoods has been updated to more accurately reflect Policy H8 as reflected in the Core Strategy: "Enabling the delivery of affordable housing to meet the needs of residents across a range of incomes. The Northern Gateway presents an opportunity to deliver a variety of housing products that are affordable across a range of incomes, including: homes for social rent; affordable rent; shared ownership; shared equity; and rent to buy. There would be geographical variations to these products which reflect the diverse nature of Northern Gateway neighbourhoods and the economic profile of local residents. The clear intention for the Northern Gateway is that at least 20% of new housing satisfies the City Council's requirements on affordability. Plans for the affordable housing strategy within the Northern Gateway will be developed with reference to the emerging Affordable Housing Policy Framework that follows endorsement of the 12 December 2018 report of the Executive Member for Housing and Regeneration. However, it is recognised that until the review of the local development plan has been completed, specific development proposals will continue to be judged in accordance with Policy H8 of the Council's adopted Core Strategy (2012)."
Section 6: Neighbourhood Design and Development Principles (Red Bank)	Re-use of the viaduct should be seen as an option, not a requirement, of any future scheme.	The SRF has been revised to make clear that the re-use of the viaduct is the preferred option rather than a requirement and the SRF has been amended to specifically and clearly set out that the feasibility of this needs to be tested. The SRF-Wide Design and Development Principles section now states that the re-use, where feasible, of railway infrastructure and other post-industrial structures, including the Red Bank Viaduct, will be encouraged. Investigation will be required to assess feasibility and intervention may be required to facilitate overall enhancements.
Section 6: Neighbourhood Design and Development Principles (New Town)	Concerns National Grid essential infrastructure has inadequate attention with wider policy aspirations of the framework - especially PRS unit on Gould Street (need for this to be modernised and relocated) - discussions for reprovision have currently stalled and need to be picked up before development brought forward - potential issues of integrating PRS system into New Town with proposed active frontages (which will not integrate well with infrastructure)	The Land Use section for New Town Neighbourhood Design and Development Principles section now specifically states that, "development within New Town may need to integrate existing utilities infrastructure as part of a co-ordinated approach to redevelopment. This could include the potential upgrade and relocation of existing utilities assets, along with options for the delivery of sustainable and low carbon energy solutions as part of the wider development. A Pressure Reduction Station (PRS) is currently situated where Williamson Street and Gould Street meet. Any development proposals on this, or surrounding land should investigate the potential to facilitate improved pedestrian connections and public space, and seek to achieve a satisfactory relationship, for example through appropriate landscaping, between utilities infrastructure and other uses."
Section 6: Neighbourhood Design and Development Principles (New Town)	Several of the plans/diagrams within the SRF make the assumption that the Mail Centre will not be retained within the study area long-term.	The SRF also now makes clear in the Neighbourhood Design and Development Principles sections that the various plans presented for the neighbourhoods in this section of the SRF are illustrative representations of the SRF-wide and neighbourhood design and development principles. The SRF also makes clear that the illustrative masterplan has been prepared in response to the SRF-wide and neighbourhood design and development principles and shows how the residential-led neighbourhoods could be developed. The Masterplan is an accumulation of the Indicative Spatial Frameworks presented for each neighbourhood.  The SRF is also now more clear that it does not 'allocate' sites for development but simply identifies opportunities. For example, the text has been amended in several locations, including: The existing land use plan for the New Cross neighbourhood, in Section 4: The Northern Gateway, has been amended to reflect Royal Mail ownership correctly.  The SRF-Wide Development Principles Section has been amended to state that, "where appropriate, new development should be designed to complement the ongoing operation of continuing employment uses and to protect the future residential amenity of neighbourhoods throughout the Northern Gateway"
Section 6: Neighbourhood Design and Development Principles (Collyhurst South)	Concern that neighbourhood park shown over land that has already got planning permission for housing.	The green space, as reflected in the illustrative plans for the South Collyhurst neighbourhood has been moved away from the land with existing planning consent for housing.
Section 6: SRF-wide Design and Development Principles (Collyhurst Village)	Concerns around the size and future manageability of the New Collyhurst Park as depicted in the illustrative plans.	The shape of New Collyhurst Park has been updated on all of the indicative plans to reflect comments received a Local Councillor for the Harpurhey ward.
Section 6: Neighbourhood Design and Development Principles (Red Bank)	Request that key active frontages are identified on subject title along Redbank.	Illustrative plan for the Red Bank neighbourhood have been updated to reflect west-facing active frontages of the Red Bank viaduct.
Section 6: Neighbourhood Design and Development Principles (Red Bank)	Concerns raised with proposals for residential uses within Redbank / Vauxhall	Illustrative plans for the Red Bank neighbourhood have been updated to reflect mixed commercial/residential areas adjacent to HMG Paints facility, rather than
Section 7: Implementation Strategy	SRF must be clear it is not expected that 3rd party ownerships will be developed	The text under Section 7: Implementation has been amended to make clear that third party landowners can bring forward planning applications on their own land/land
Section 7: Implementation Strategy	The SRF should be updated to give further information on the structure,	The text under Section 7: Implementation has been updated to provide more clarity on funding of the delivery of infrastructure and to reflect that further, more detailed
Section 7: Implementation Strategy	No need for independent sites to be included in wider management	'best practice' approaches and develop a range of management and maintenance arrangements alongside delivery partners, landowners, developers and the Local

Appendix A - Strategic and	At the time of publication the SRF should reflect the most up to date Council	Text updated on page 177 to reflect recent reports to the Council's Executive dated 30 May 2018 and 12 December 2018 concerning affordable housing.
Appendix B - Planning Policy Context	Policy basis for seeking affordable housing at rate specified in SRF is unspecific.	The SRF now clearly states that the provision of affordable housing must accord with Policy H8 of Manchester's adopted Core Strategy which sets out the requirements
Appendix C - Technical and	Greater clarity on hierarchy of drainage options and SUDs - as part of SRF study	The text within Appendix C has been updated to in relation to Flood Risk and Drainage, referencing Flood Risk Assessments, improvement to the River Irk's ecological
Appendix C - Technical and Enviromental Considerations	Concerns regarding flood risk and flash flooding related to climate change and increasing natural disasters	The text within Appendix C has been updated to in relation to Flood Risk and Drainage, referencing Flood Risk Assessments, improvement to the River Irk's ecological status and Water Framework Directives; and SuDS heirarchy.
General	Study Area should not be referred to as 'site'.	"The site", being the entire Northern Gateway SRF area, has been changed to "study area" throughout the SRF.
General	SRF is unlawful - SRF is a Development Framework.	The Role of the SRF has been clarified in the introduction and throughout relevant sections, specifically the Development Framework and Implementation Sections. The
General	Document should be more explicitly inclusive of older people	Wording updated and more inclusive language used throughout document and sketches updated to reflect older people.

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# **STRATEGIC REGENERATION FRAMEWORK EXECUTIVE SUMMARY**

**MANCHESTER NORTHERN GATEWAY**  
February 2019

# INTRODUCTION

The Northern Gateway Strategic Regeneration Framework ("SRF") has been prepared by Manchester City Council ("MCC") to guide the future development of one of the largest regeneration projects in the UK. This document provides the Executive Summary to the SRF. The SRF area ("the study area") covers approximately 155 hectares (ha) to the north of Manchester city centre between Victoria Station, NOMA and the Northern Quarter in the south-west, and Queens Park and the intermediate Ring Road (Queens Road) to the north-east. The Northern Gateway is surrounded by the established neighbourhoods of Ancoats and New Islington, Miles Platting, Monsall, Cheetham Hill and the Strangeways commercial district, and is the single largest opportunity for residential-led growth and transformational redevelopment in Manchester.

*The regeneration of the Northern Gateway offers a unique opportunity to deliver approximately 15,000 new homes over the next 15-20 years and make a significant contribution to Manchester's Residential Growth Strategy, along with the city-regional and national growth agendas.*

The Northern Gateway will build on existing and past regeneration initiatives that have sought to deliver change in neighbourhoods and communities throughout the north and east of the extended city centre, including Collyhurst, the Lower Irk Valley, New Cross, NOMA and Angel Meadow, and Ancoats and New Islington.

The SRF complies with the requirements of MCC's adopted planning and regeneration policy, and outlines opportunities to nurture the area's assets to capitalise the uniqueness of the Northern Gateway. The SRF presents a Vision, Core Objectives, and a SRF Development Framework to guide the future regeneration of the Northern Gateway over the next 15-20 years.

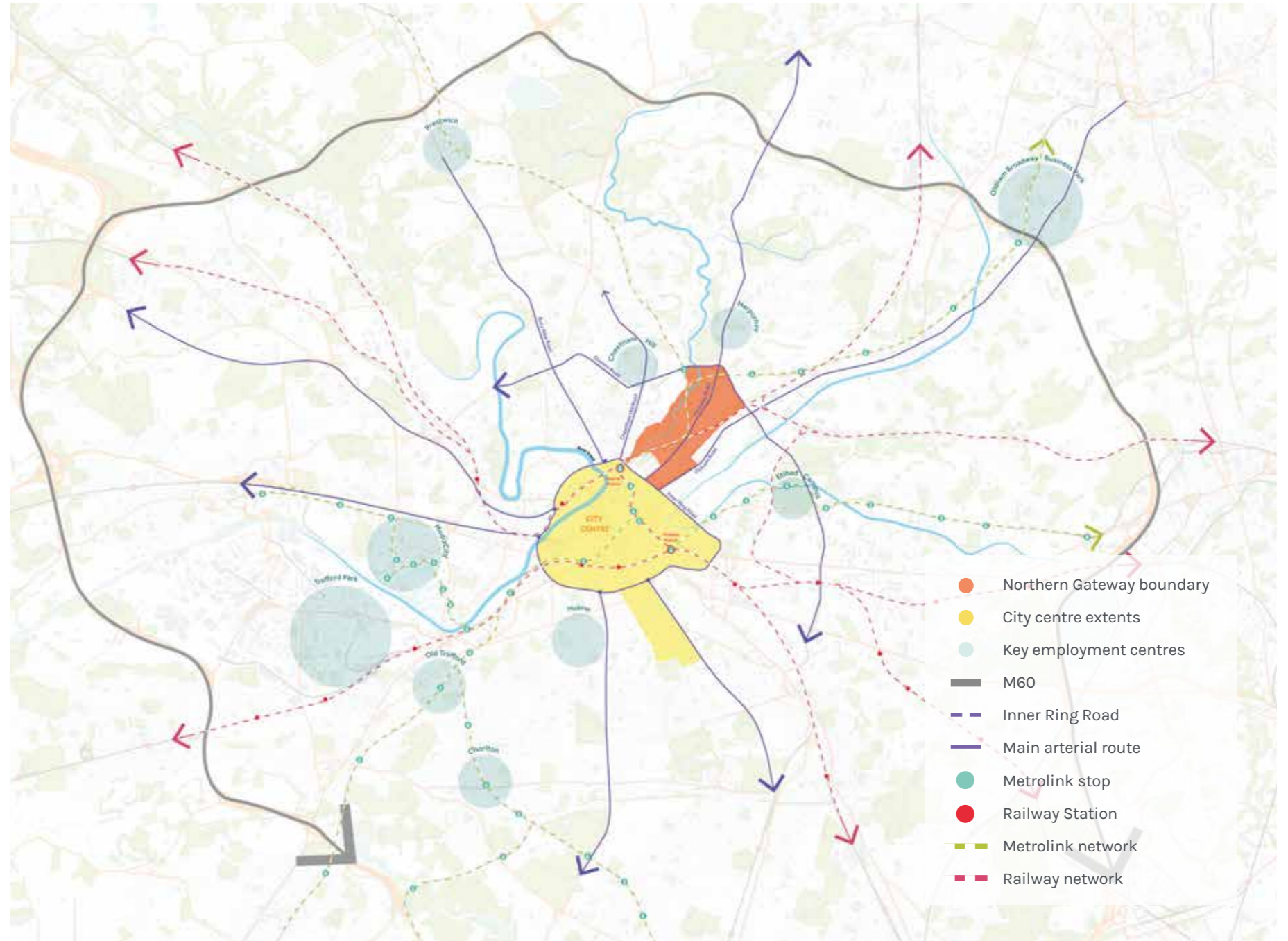
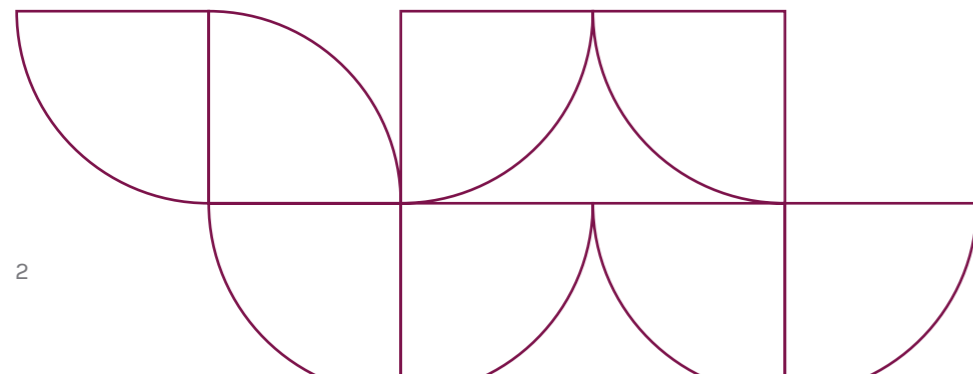


Figure 1 - The Northern Gateway in context



# SRF PROCESS AND STATUS

## PROCESS

The SRF has been developed with full regard to national planning policy, Manchester's statutory Development Plan Documents and the suite of strategic and regeneration policies that are driving renaissance in the city.

A period of consultation on the draft SRF with the local community, businesses, landowners and other key stakeholders within the study area was undertaken from 6th August to Monday 1st October 2018. All comments received have been carefully considered by MCC. The outcome of this consultation, together with an explanation of how comments raised have been considered and addressed, is summarised within the Executive Report published alongside the SRF.

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*MCC is committed to continuing to work in full collaboration with key stakeholders and the local community.*

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This commitment to collaborative working extends beyond the preparation of the SRF, to working with stakeholders on future development proposals that will deliver regeneration throughout the Northern Gateway.



Figure 2 – Aerial view of the Northern Gateway

# ROLE OF THE SRF

Following endorsement, the SRF will be a material consideration in the determination of all planning applications relevant to the study area. Whilst it does not form part of the Development Plan, it has been prepared to be consistent with the policies of the Council's adopted Development Plan. The SRF replaces the following non-statutory regeneration frameworks:

1. The Lower Irk Valley Neighbourhood Development Framework (2016);
2. All elements of the New Cross Neighbourhood Development Framework Volumes 1 and 2 (2015) and New Cross Neighbourhood Development Framework Update (2016) save for the Framework Development & Urban Design Principles relating to Zone A and all elements of the New Cross Public Realm Strategy (2017), both of which will be retained; and
3. The Collyhurst Spatial Masterplan (2014).

## DELIVERY PARTNERS

In April 2017, MCC appointed Far East Consortium International Limited ("FEC") as its selected investment and delivery partner to bring forward the regeneration of the Northern Gateway. MCC and FEC will work together on a Joint Venture ("JV") basis to deliver the regeneration of the Northern Gateway on land controlled by the investment partnership and will work closely with local stakeholders to ensure a comprehensive and co-ordinated approach to delivery, in accordance with the SRF Vision and SRF Development Framework.

The overall delivery of the Northern Gateway Vision and Core Objectives will be led by the City Council, in conjunction with a wide range of delivery partners – that include landowners, developers, and strategic partner agencies – as well as local stakeholders, residents, businesses and community organisations.

# THE VISION

The Vision for the Northern Gateway is to deliver a series of vibrant, sustainable and integrated residential neighbourhoods within the extended city centre of Manchester.

These neighbourhoods will provide a range of housing options in a high-quality, well managed environment, with high levels of connectivity that link the growth of the city centre with surrounding Manchester communities. This will include the delivery of a range of affordable housing products to meet the needs of residents on a range of incomes.

The Northern Gateway SRF will support long-term growth and promote economic, social and cultural uses to support the creation of high performing and sustainable new communities where people choose to live, work, and play.

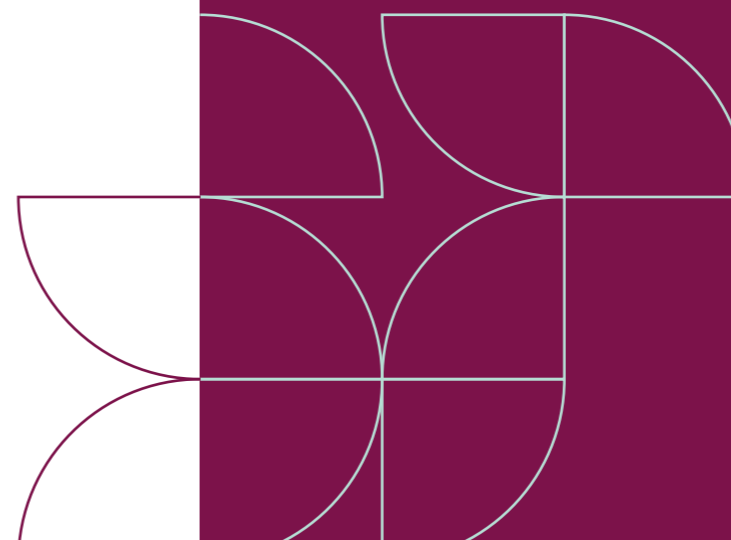


Figure 3 (Opposite page) –  
New and enhanced parkland at  
the heart of neighbourhoods



# THE CORE OBJECTIVES

This section presents the Vision for the Northern Gateway and sets out eight Core Objectives which underpin the Vision.

## 1

### A UNIQUE AND HIGH-QUALITY RESIDENTIAL-LED REGENERATION SCHEME

Provide significant new housing with a mix of types and tenures to accommodate new and existing residents of all ages, along with the essential facilities and amenities to create integrated neighbourhoods with a sense of place and community.

The Northern Gateway is an opportunity to create a series of new and vibrant neighbourhoods, and to integrate Collyhurst and existing communities within North Manchester, through better linkages to local and regional employment, and improved social and community infrastructure.

#### KEY OPPORTUNITIES

- » A mix of housing types and tenures to support diversity, including high-quality family accommodation, affordable to people on a range of incomes and which meets the changing needs and aspirations of our ageing population;
- » Provision of affordable housing in the right locations and of the right type and form to ensure that homes are truly affordable for Northern Gateway residents;
- » Provision of a wide range of facilities, amenities and community spaces to support a new residential and mixed-use population;
- » Neighbourhoods with a mix of housing densities that are well connected to public transport and promote active lifestyle choices; and
- » The character-making approach is rooted in the qualities of the place and designed to foster a sense of community and belonging.

## 2

### A VARIED NETWORK OF HIGH-QUALITY GREEN STREETS AND PUBLIC OPEN SPACES

Allow the Irk Valley to connect into a varied network of open spaces and the creation of high-quality public realm in neighbourhoods throughout the Northern Gateway.

New and existing open spaces are proposed in a meaningful way to create a green and blue infrastructure network and legible wayfaring links to neighbourhoods and amenities, in a network extending throughout the study area and connecting North Manchester communities.

#### KEY OPPORTUNITIES

- » A continuous network of high-quality open spaces and public realm to support well-being and enhanced biodiversity;
- » A variety of functional open and community spaces to provide residents of all ages with a range of passive and active recreation opportunities;
- » Enhanced public realm as part of well-designed neighbourhoods to support social interaction and community integration; and
- » Incorporate SuDS, water features and revealed watercourses to extend the Valley setting throughout the study area and enhance residents' connection to the river.

## 3

### MANCHESTER'S UNIQUE CITY RIVER PARK

The Northern Gateway presents a unique opportunity to create Manchester's City River Park; a leisure corridor connecting the city centre and North Manchester as part of an extensive network of high-quality open space and public realm and improve the ecological status of the River Irk.

The Lower Irk Valley cuts a swathe through the Northern Gateway, adding a unique, natural landscape for future use and enjoyment, by providing opportunities for high-quality water-edge development and revitalised linear and cross-connectivity.

#### KEY OPPORTUNITIES

- » Revealing and celebrating the River Irk through careful and sensitive restoration as part of new neighbourhood development;
- » A significant new Green-Blue Infrastructure network will be created that will enhance the Irk Valley corridor and create a City River Park which will become a leisure destination for residents and visitors to enjoy;
- » Creating architectural character along the Irk that responds to the quality of the place and the natural assets of the river valley;
- » The use of Sustainable Urban Drainage Systems ("SuDS") to alleviate flood risk and support the creation of functional landscapes;
- » River naturalisation and ecological restoration of the valley to support improved biodiversity and the creation of high-quality recreational spaces; and
- » The regeneration of the Northern Gateway provides an opportunity to enhance the river and deliver improvements in line with the principles of the EU Water Framework Directive and Policy EN17 of Manchester's adopted Core Strategy.

## 4

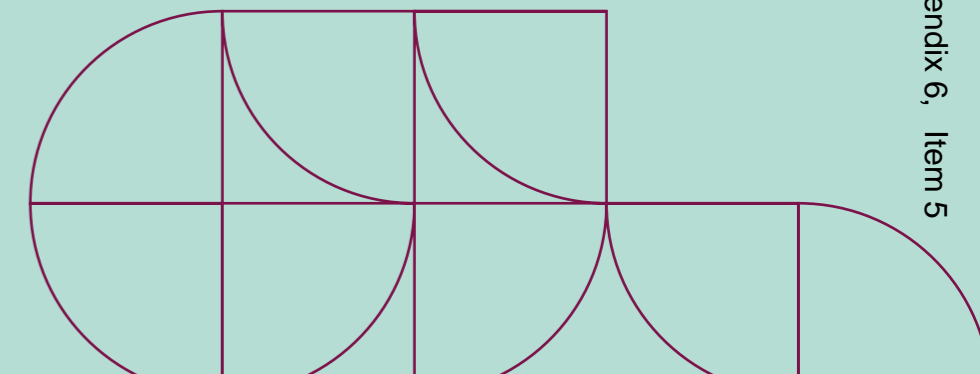
### BUILD ON THE BEST OF WHAT IS THERE

There is an opportunity to enhance the character of the study area by drawing from existing physical, historic and landscape assets to build a meaningful sense of place.

The character of the study area will be informed by physical, historic and landscape assets, as well as existing residents and businesses. These will be fully considered to ensure that the cultural past is part of a re-invigorated future. Existing communities are key assets upon which the regeneration of the Northern Gateway will be developed.

#### KEY OPPORTUNITIES

- » A sensitive architectural and urban design response to the shape of the valley, retaining and capitalising on listed structures and buildings of merit;
- » Working with existing residents and businesses to capture what is cherished should be central to the Northern Gateway Vision;
- » Where feasible, retention and rejuvenation of underutilised viaducts, arches and other railway infrastructure and their enhancement for compatible commercial and community uses; and
- » A restored Irk Valley corridor, building on its natural green and blue assets, the mature tree stock, a network of parks and open spaces and the area's unique topography and landscape that creates distinctive character.



# 5

## IMPROVE CONNECTIVITY ACROSS THE NORTHERN GATEWAY AND BEYOND

Create well-connected and accessible neighbourhoods that encourage support for high-quality transport infrastructure and capitalise on the area's proximity to the city centre and key public transport infrastructure.

To attract new residents and improve the lives of existing communities, the Northern Gateway will be home to a series of well-connected and sustainable neighbourhoods. The Northern Gateway will provide high-quality access to jobs, particularly those within key growth areas, such as the city centre, the Etihad Campus, Media City, and Corridor Manchester, alongside new and existing leisure and recreation opportunities.

### KEY OPPORTUNITIES

- » Providing high-quality access and connectivity to link residents with key public transport provision, including bus, Metrolink and rail services;
- » Opportunity to create an integrated transport hub, combining bus, cycle, pedestrian and Metrolink services, to strengthen public transport provision;
- » Promoting green routes and connections that encourage active travel and more journeys to be made on foot, and by cycle;
- » Enhance east-west connectivity through new pedestrian, cycle and vehicular linkages that connect the study area with surrounding areas;
- » Permeability through, over, and under railway infrastructure, with the creation of a series of connections that better integrate neighbourhoods; and
- » Urbanising Rochdale Road, whilst protecting its role as a main arterial route between the city centre and North Manchester, to improve the urban fabric of the Northern Gateway and address current issues of severance.

# 6

## CREATE NEW GATEWAYS TO AND FROM THE CITY CENTRE

New gateways that establish strong links with surrounding communities and create destinations that extend the influence of the city centre northwards.

The Northern Gateway will be a threshold to the city, connecting to the city centre and expanding it northwards to unlock the potential in northern suburbs, and laterally across the valley. It will better connect communities in north and east Manchester with opportunities throughout the regional centre.

### KEY OPPORTUNITIES

- » The treatment of key gateways to and from the Northern Gateway to enable the integration of a series of fully functioning city neighbourhoods;
- » New east-west links to reconnect the Northern Gateway to neighbouring growth areas and address severance at key gateway locations; and
- » Promoting a sense of arrival by capitalising on the area's natural assets and appeal of the river valley and unique natural landscape.

# 7

## PROMOTE TRULY SUSTAINABLE PLACES

Deliver truly vibrant, integrated and sustainable residential-led neighbourhoods, supported locally by a mix of economic, social and cultural uses, located close to core employment, leisure and transport provision.

The Northern Gateway will be an exemplar regeneration project providing truly sustainable neighbourhoods located at the heart of the regional centre promoting innovation through the use of SuDS, district heating, renewable energy and waste management as part of its place making ambition.

### KEY OPPORTUNITIES

- » Capitalising on the Northern Gateway's sustainable location right at the heart of Greater Manchester and proximity to key public transport provision;
- » A safe physical environment for pedestrians and cyclists to promote active travel for commuting, as well as leisure and recreation;
- » Encouraging the use of sustainable modes of transportation through provision of cycle infrastructure, car club bays, and electric car charging stations;
- » Consider areas of high flood risk as an opportunity to deliver green and blue infrastructure that can increase biodiversity and offers a range of amenities for residents and visitors;
- » Harnessing the scale of the Northern Gateway to deliver innovation in energy provision, district heating, water management, and waste and recycling;
- » Aspiring to deliver low carbon neighbourhoods and sustainable development through BREEAM standards of design and construction; and
- » Promote the sustainable management of surface water drainage.

# 8

## FOSTER THE EMERGENCE OF LOCAL RETAIL AND SERVICE HUBS

Build on existing services and facilities and highlight opportunities for new hubs for retail and service uses that provide local amenity and integrated provision at the heart of communities.

The scale of the Northern Gateway would require significant investment in social and community infrastructure. Opportunity for new Retail and Service Hubs will be identified, with a mix of uses, including employment, retail, social, community, health and education facilities, to ensure a sustainable network of provision that serves the needs of the local community and supports the growth of the city centre.

### KEY OPPORTUNITIES

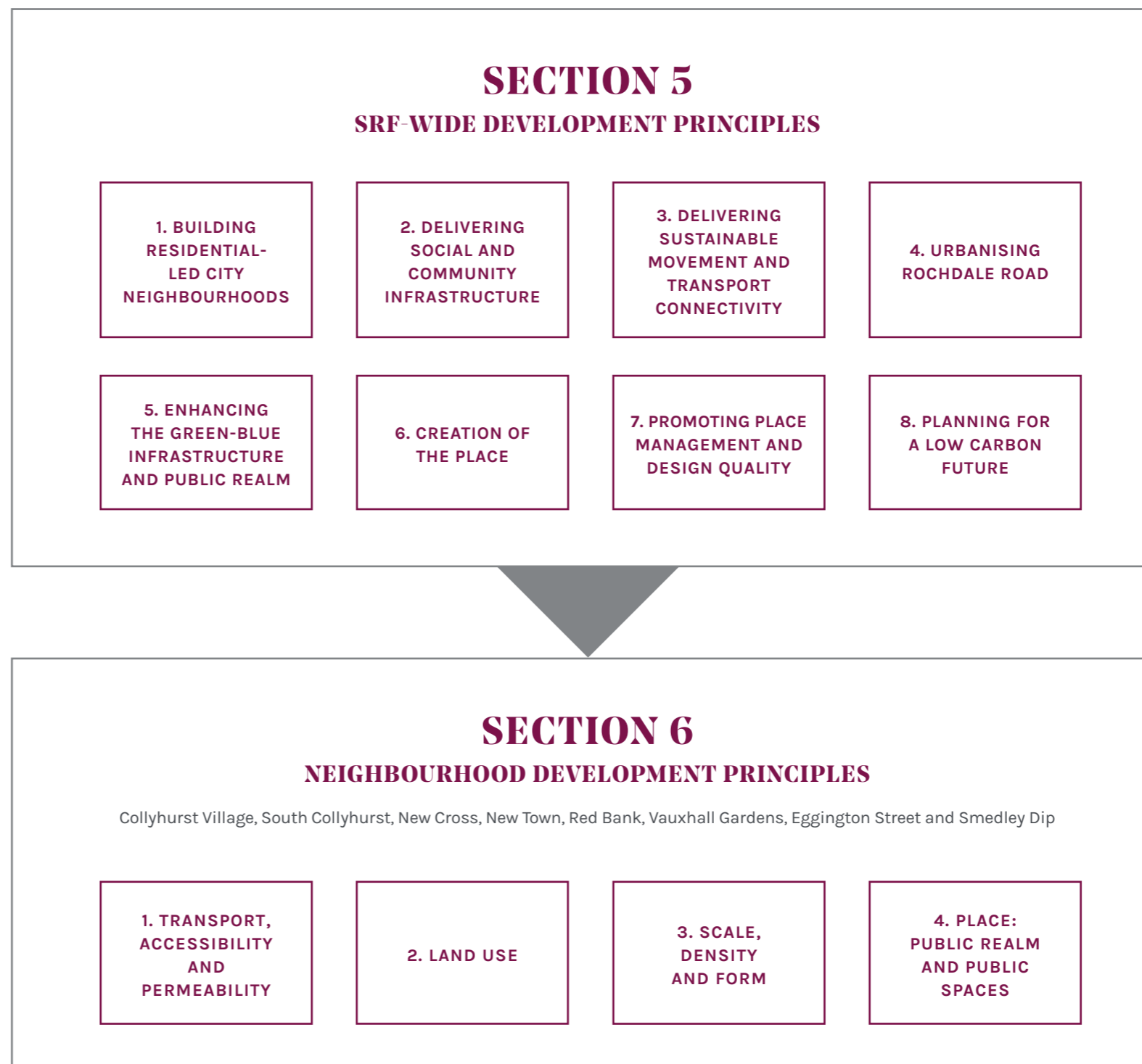
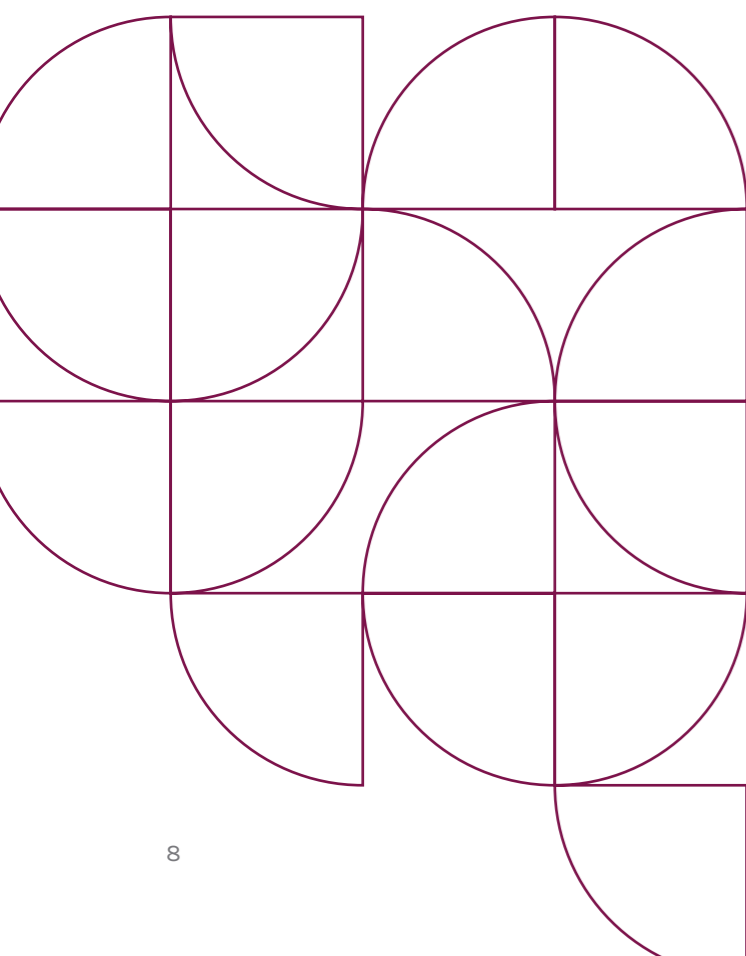
- » Highlighting opportunities for new Retail and Service Hubs throughout the Northern Gateway, while integrating and enhancing existing services and facilities;
- » A balance of employment, retail, social, community, health and education uses will be provided to meet the needs of diverse, integrational communities;
- » Promoting high-quality public realm to provide a sense of place, and to facilitate the integration of uses and encourage social interaction;
- » Provide key social and community uses through enhancements in existing facilities, along with new integrated service provision; and
- » Opportunities for innovative approaches to the delivery of education and health facilities as part of new, extended city centre neighbourhoods.

# STRUCTURE AND ROLE OF THE SRF DEVELOPMENT FRAMEWORK

## THE SRF DEVELOPMENT FRAMEWORK COMPRISES:

- » **SRF-wide design and development principles** that aim to guide the future development of the Northern Gateway. The design and development principles are grouped into eight overarching themes.
- » **Neighbourhood design and development principles** that aim to guide development in each of the neighbourhoods.

The Northern Gateway SRF will not form part of Manchester's statutory Development Plan. The SRF will be a material consideration in the determination of future planning applications within the Northern Gateway. The role of the SRF as a material consideration means that the principles within this SRF Development Framework do not constitute planning policy but if followed will help deliver the Core Objectives and Vision of this SRF.







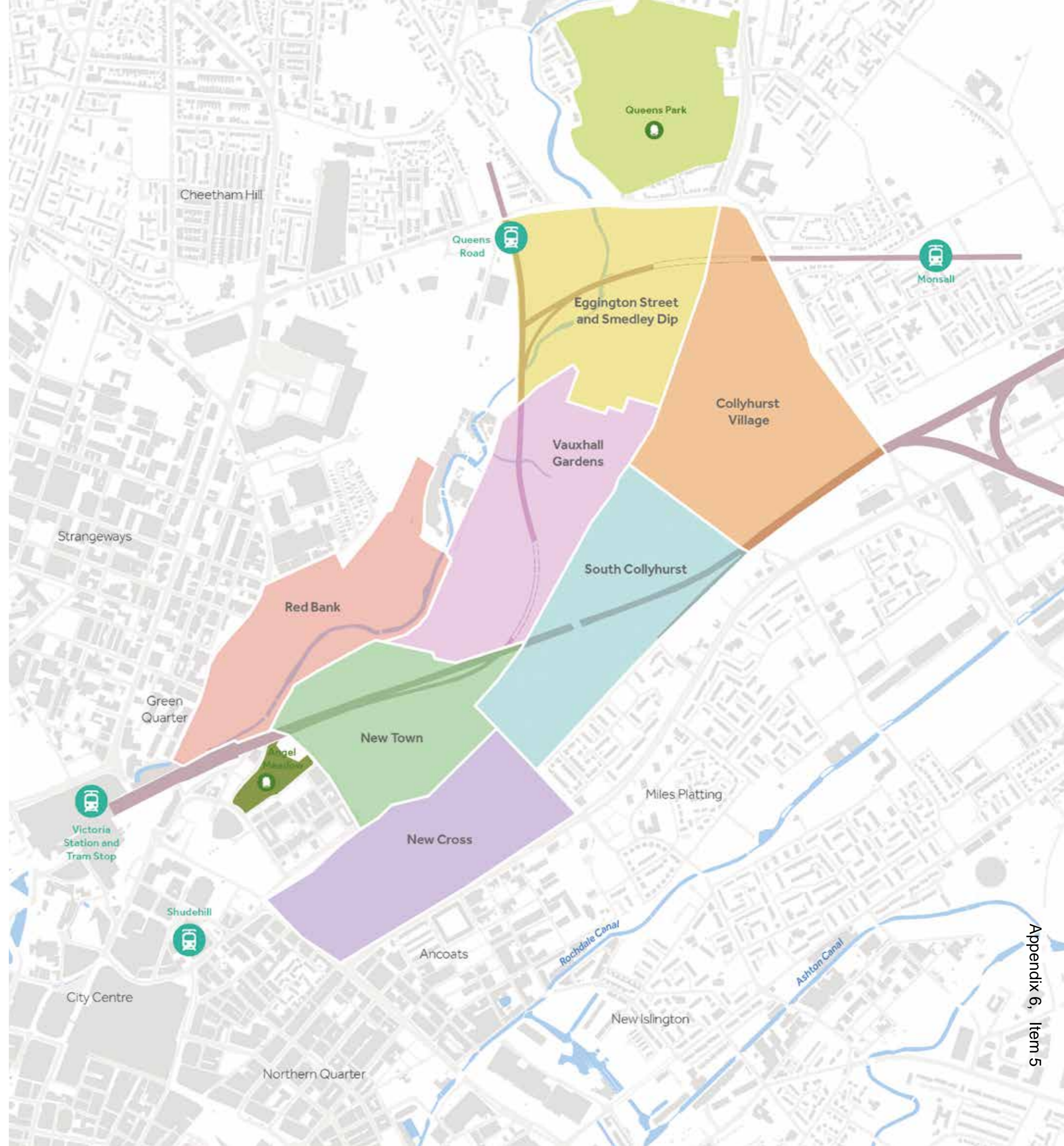
# BUILDING RESIDENTIAL-LED CITY NEIGHBOURHOODS

The Northern Gateway is home to a number of existing communities and characterful neighbourhoods that reflect the area's rich industrial heritage and unique natural assets. New development will re-enforce existing communities and establish a series of dynamic, sustainable and integrated neighbourhoods within Manchester's extended city centre.

The SRF Development Framework describes seven interconnected neighbourhoods, each with their own individual character. The creation of a series of high performing city neighbourhoods and the successful integration of existing communities will be achieved through:

- » Supporting diversity and social sustainability by delivering a balanced mix of housing types and tenures;
- » Enabling the delivery of affordable housing to meet the needs of residents across a range of incomes;
- » Making the Northern Gateway a desirable place for families to live;
- » Housing to meet the needs of an ageing population;
- » Improving north-south and east-west connections through the Northern Gateway and between neighbourhoods;
- » Maximising development densities where possible and where appropriate, across the Northern Gateway;
- » Creating active residential communities through the delivery of adequate social and physical infrastructure;
- » Supporting an appropriate mix of non-residential uses to support the vibrancy of residential-led neighbourhoods; and
- » Delivering high-quality, well-designed neighbourhoods with a strong sense of place.

Figure 4 - Northern Gateway neighbourhoods



# DELIVERING SOCIAL & COMMUNITY INFRASTRUCTURE

Carefully planned social and community infrastructure is needed to deliver sustainable and liveable neighbourhoods. Initial consultation with key stakeholders, including local education and health authorities has taken place, and will continue, to assess the social and community provision required to support a population that will occupy approximately 15,000 new homes.

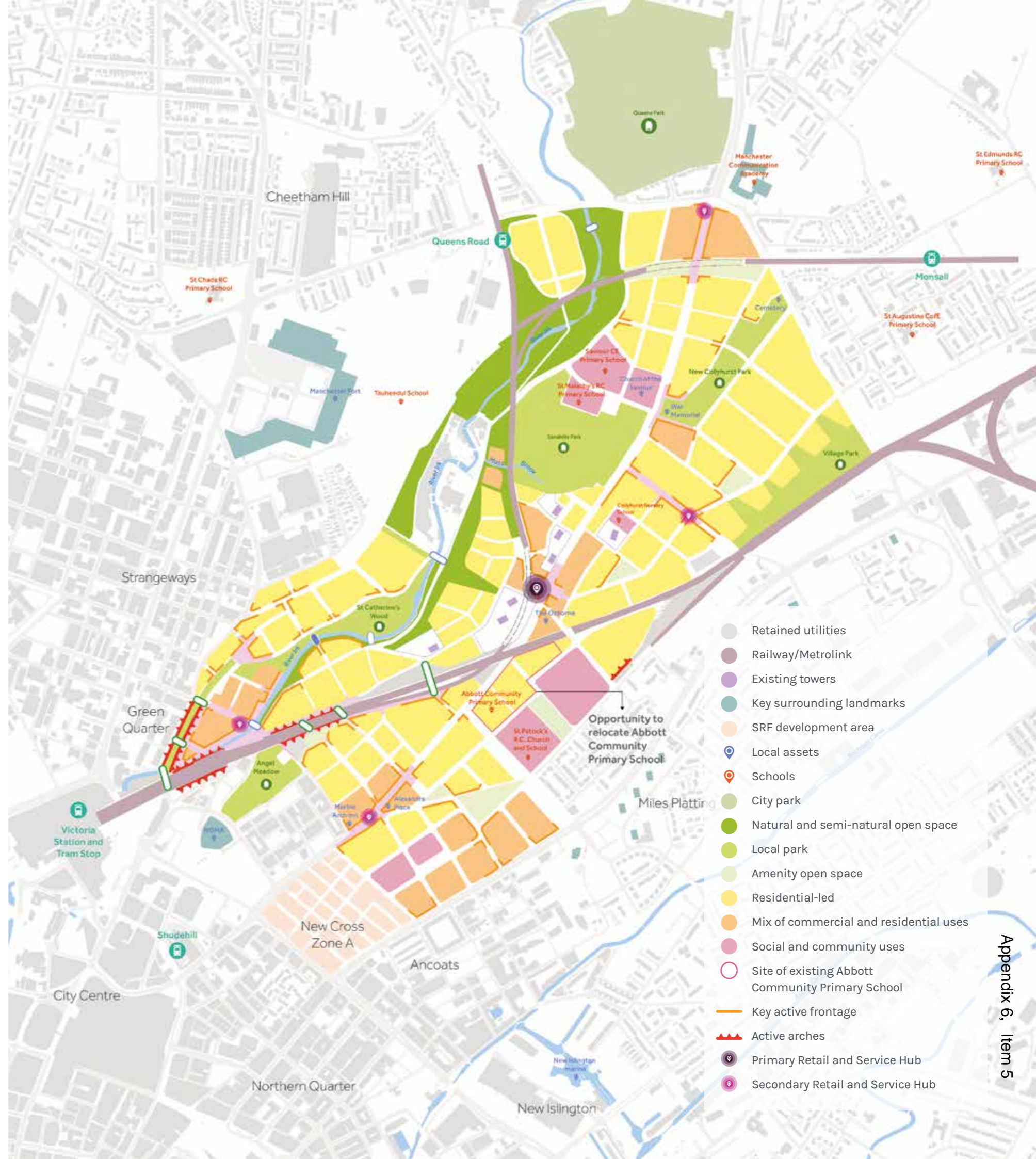
Social and community infrastructure will contribute to the overall health and well-being of residents and visitors, and the careful location of this provision will be critical to promoting greater accessibility. Where possible, co-location and sharing facilities with other uses and in areas which are easily accessible or close to public transport nodes, will contribute to optimal and sustainable land use.

Social and community infrastructure will enable local employment opportunities and provide facilities for wider community benefit throughout the Northern Gateway.

The delivery of social and community infrastructure will be achieved through:

- » Planning for adequate education provision;
- » Delivering new healthcare facilities;
- » Setting the framework for high-quality public space provision;
- » Delivering sports, play and recreation facilities;
- » Meeting the need for leisure facilities;
- » Providing retail and services in locations which are easily accessible and will contribute to neighbourhood vibrancy; and
- » Ensuring that public spaces are active throughout the day and evening.

Figure 5 – Land use and potential infrastructure provision



# SUSTAINABLE MOVEMENT & TRANSPORT CONNECTIVITY

The regeneration of the Northern Gateway provides opportunities for improving the way people of all ages travel between new and existing neighbourhoods. This theme describes sustainable movement in and around the neighbourhoods, as well as the connectivity with the wider regional centre and Greater Manchester conurbation.

It is essential that the transformational impact of the Northern Gateway is carefully managed and that well-connected neighbourhoods and communities are at the forefront of the Vision and Core Objectives of the SRF.

Through the provision of safe and high-quality pedestrian, cyclist, vehicle and public transport infrastructure, a movement framework will be created to reflect travel demand within the local context that will be generated by residents and visitors to the Northern Gateway.

## ENHANCED WALKING AND CYCLING CONNECTIVITY

The Northern Gateway should be a walkable, cycle friendly environment that supports a range of sustainable transport modes and minimises car reliance within Northern Gateway. Enhanced connectivity will integrate and re-vitalise existing communities, by positively addressing the physical barriers that exist and significantly improving movement and permeability.

The SRF will promote significant improvements to walking and cycle infrastructure across the study area to create a new inter-connected network. This will be achieved through:

- » Removing existing physical barriers to movement through high-quality design and public realm;
- » Enhancing the walking and cycling network;
- » Providing direct north-south walking and cycling routes, enhancing connectivity to the city centre;
- » Providing direct east-west walking and cycling routes enhancing connectivity to the River Irk and to existing communities adjoining the Northern Gateway; and
- » Improving intersections for pedestrians and cyclists and improvements to key junctions.

## VEHICLE MOVEMENT AND PUBLIC TRANSPORT

Improvements to sustainable travel will reduce the environmental impacts arising from an increase in population within the Northern Gateway. Due to the scale of the development it is anticipated that there will be an increase in vehicle travel on the local highway network.

The following SRF-wide design and development principles will guide the movement framework and development relating to the movement of vehicles in and around the Northern Gateway:

- » Adopting an appropriate vehicle movement hierarchy; and
- » Rationalising the Queens Road Junction.

## PUBLIC TRANSPORT

Metrolink runs through the heart of Northern Gateway, with stops located at Victoria Station to the south and at the northern extents of the Northern Gateway at Queens Road and Monsall. There is also an existing, high-quality bus network within and close to the Northern Gateway, which provides high frequency services, to the city centre and other key destinations such as Bury, Rochdale and Middleton. There is, however, a lack of bus accessibility in some areas of the Northern Gateway, such as Collyhurst Road and Dantzic Street, and to a number of the currently underdeveloped neighbourhoods at the south of the study area. As such, whilst some parts of the Northern Gateway benefit from good access to frequent public transport services, enhancements will be needed throughout to provide the required levels of accessibility for residents and communities, and fulfil the ambitions of the SRF.

The following SRF-wide design and development principles will help guide development that achieves the necessary improvements and enhancements to public transport in the Northern Gateway, to support the planned increase in population:

- » Enhancing access to existing public transport nodes and infrastructure;
- » The potential for an integrated transport hub at Vauxhall Gardens with direct connectivity to Metrolink via a new stop and wider connectivity to public transport within the Northern Gateway;
- » Enhancing the bus network; and
- » Emerging technologies.

## FACILITATING AN EFFICIENT MOVEMENT NETWORK

The following SRF-wide design and development principles will help ensure that the highways and movement networks within the Northern Gateway are functional, efficient and make a full contribution towards an attractive public realm and environment.

- » Providing appropriate levels of car parking; and
- » Controlling on-street car parking to improve the way in which people move around the Northern Gateway.



Off-road and car-restricted settings will enable the creation of an urban realm that is human-centred and accessible for all



Creating cycle-friendly environments is key to delivering sustainable and attractive neighbourhoods

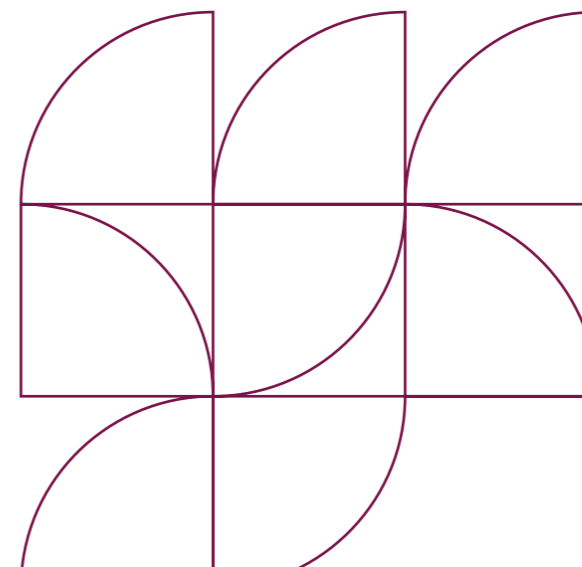
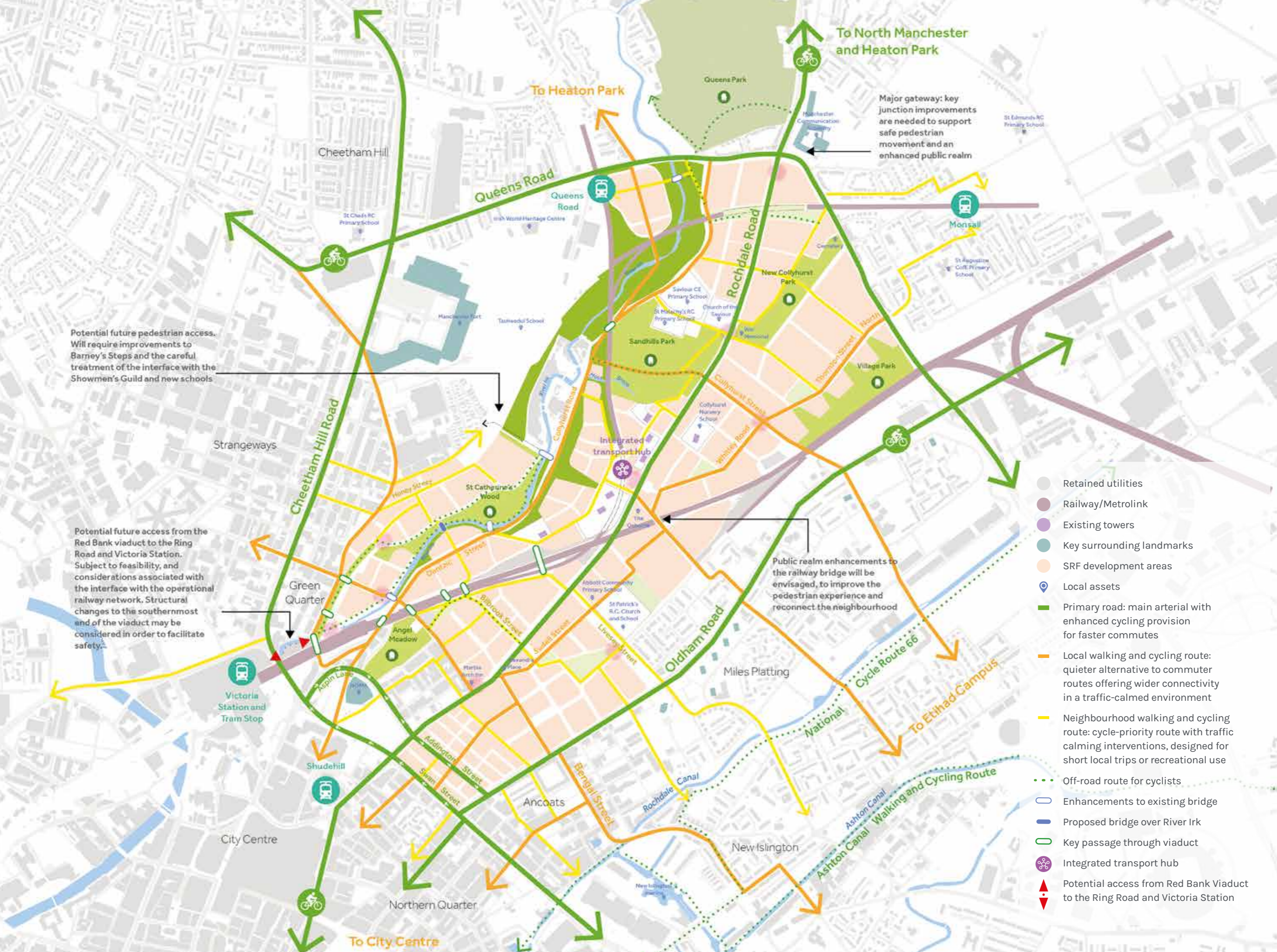


Figure 6 (Opposite page) – Walking and cycling connectivity



Potential future pedestrian access. Will require improvements to Barney's Steps and the careful treatment of the interface with the Showmen's Guild and new schools

Potential future access from the Red Bank viaduct to the Ring Road and Victoria Station. Subject to feasibility, and considerations associated with the interface with the operational railway network. Structural changes to the southernmost end of the viaduct may be considered in order to facilitate safety.

Major gateway: key junction improvements are needed to support safe pedestrian movement and an enhanced public realm

Public realm enhancements to the railway bridge will be envisaged, to improve the pedestrian experience and reconnect the neighbourhood

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Primary road: main arterial with enhanced cycling provision for faster commutes
- Local walking and cycling route: quieter alternative to commuter routes offering wider connectivity in a traffic-calmed environment
- Neighbourhood walking and cycling route: cycle-priority route with traffic calming interventions, designed for short local trips or recreational use
- Off-road route for cyclists
- Enhancements to existing bridge
- Proposed bridge over River Irk
- Key passage through viaduct
- Integrated transport hub
- ▲ Potential access from Red Bank Viaduct to the Ring Road and Victoria Station

# URBANISING ROCHDALE ROAD

Rochdale Road is a primary arterial route into and out of Manchester and currently acts as a physical barrier restricting cross-movement and connectivity for pedestrians, cyclists and vehicles. Without compromising its role as part of the Key Route Network, there is a significant opportunity to improve the street edge and pedestrian experience of Rochdale Road through well considered urban design and landscape interventions.

The ambition is for Rochdale Road to be transformed from a vehicle-oriented route into a lively and diverse urban avenue, that provides a welcoming, interesting and pedestrian/cycle-friendly environment. Rochdale Road will become a multi-functional space, which is easily accessible for all users, and places public transport, pedestrian and cycling routes at the heart of its design.

Urbanising Rochdale Road will be achieved by:

- » Creating high-quality public realm along Rochdale Road;
- » Providing safe pedestrian crossings at key intersections along Rochdale Road;
- » Enabling the creation of a legible sequence of gateways and squares within the Northern Gateway;
- » Adopting a new approach to the movement of people along Rochdale Road;
- » Public transport will remain a core offer;
- » Supporting a mix of typologies and land uses along Rochdale Road;
- » Supporting Rochdale Road's transitioning role as a 'urban avenue' that connects several neighbourhoods, routes and Retail and Service Hubs;
- » Enabling Rochdale Road to evolve into a multi-functional space;
- » Encouraging high-quality architectural treatments; and
- » Taking account of environmental issues.

Figure 7 - Urbanisation of Rochdale Road

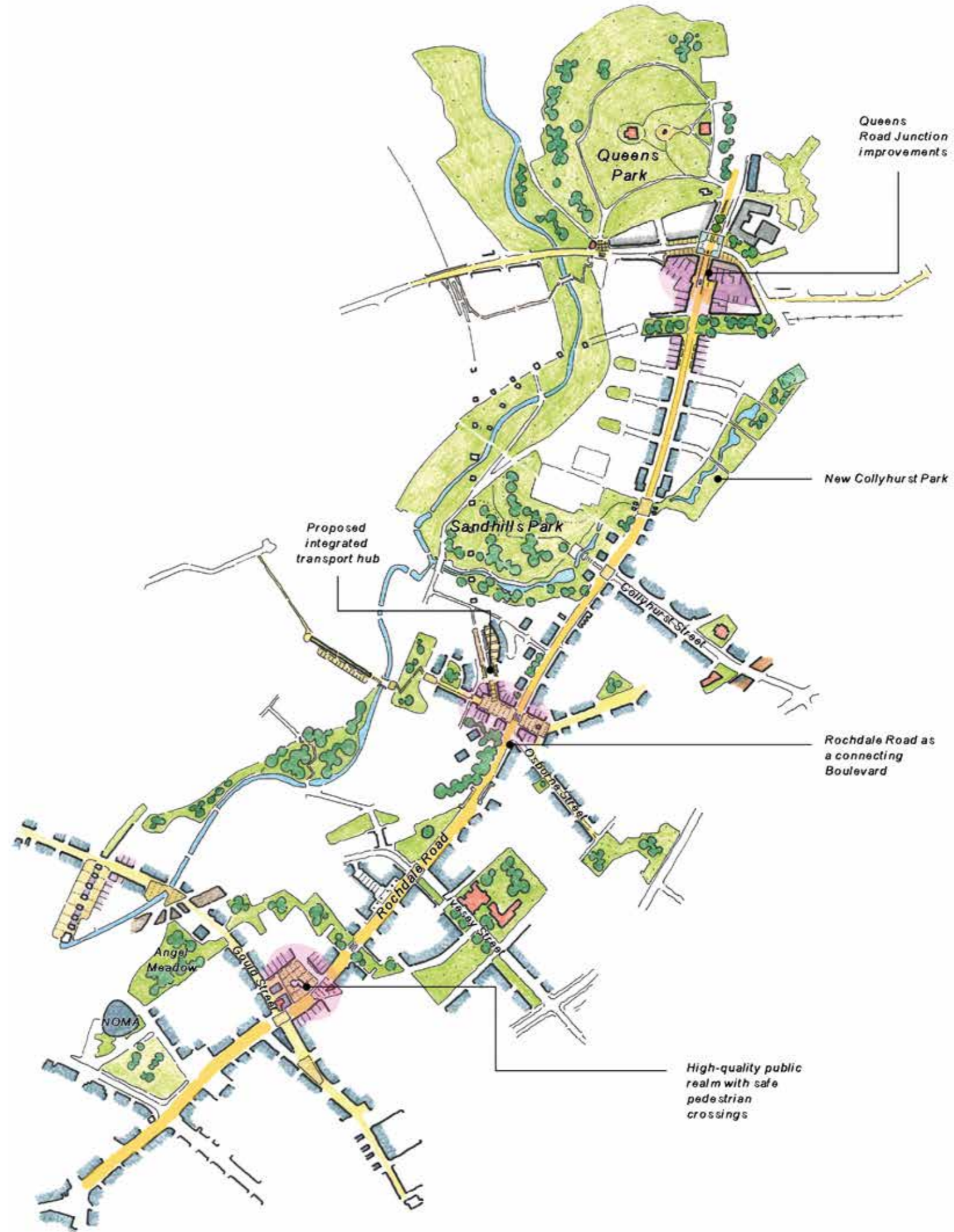
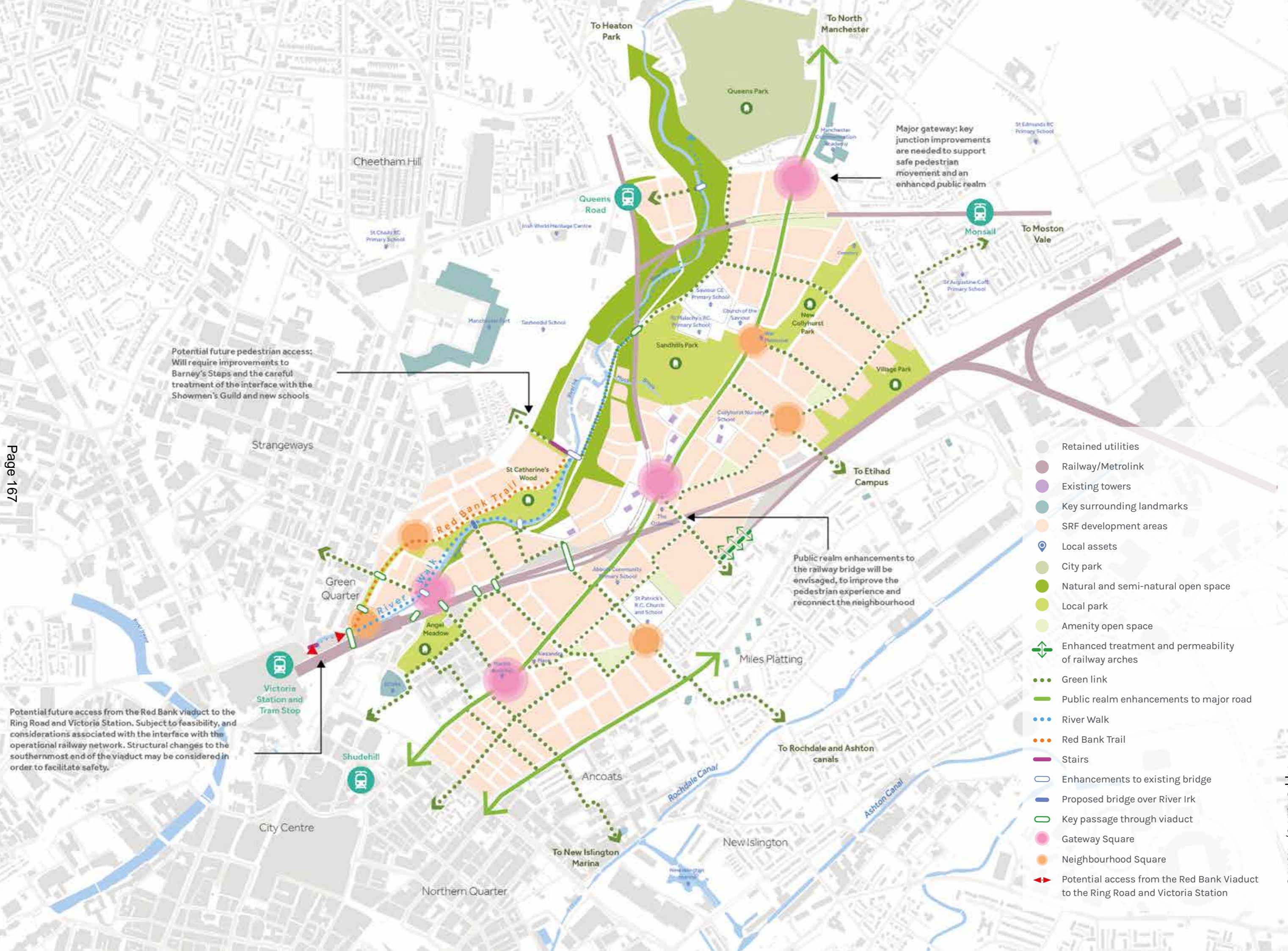


Figure 8 (Opposite page) - Public realm and gateways



Potential future pedestrian access: Will require improvements to Barney's Steps and the careful treatment of the interface with the Showmen's Guild and new schools

Major gateway: key junction improvements are needed to support safe pedestrian movement and an enhanced public realm

Public realm enhancements to the railway bridge will be envisaged, to improve the pedestrian experience and reconnect the neighbourhood

Potential future access from the Red Bank viaduct to the Ring Road and Victoria Station. Subject to feasibility, and considerations associated with the interface with the operational railway network. Structural changes to the southernmost end of the viaduct may be considered in order to facilitate safety.

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- City park
- Natural and semi-natural open space
- Local park
- Amenity open space
- Enhanced treatment and permeability of railway arches
- Green link
- Public realm enhancements to major road
- River Walk
- Red Bank Trail
- Stairs
- Enhancements to existing bridge
- Proposed bridge over River Irk
- Key passage through viaduct
- Gateway Square
- Neighbourhood Square
- Potential access from the Red Bank Viaduct to the Ring Road and Victoria Station

# ENHANCING THE GREEN-BLUE INFRASTRUCTURE & PUBLIC REALM

Providing and improving green and blue infrastructure is a critical component of any sustainable regeneration scheme and the Northern Gateway has significant potential to do this. The regeneration of the Northern Gateway provides a significant opportunity to enhance the environmental quality of the area and reinvigorate the Irk Valley in accordance with the Manchester Green and Blue Infrastructure Strategy (2015).

Capitalising on this potential will support the creation of the place, changing perceptions that will be the key to successful regeneration.

A significant Green-Blue Infrastructure network is proposed at the Northern Gateway. The Green-Blue Infrastructure network will comprise a new City River Park, green spaces, green links and public realm. The extent of the Green-Blue Infrastructure network is shown on the plan opposite and its component parts are:

- » City River Park. A fundamental part of the Green-Blue Infrastructure network is the creation of a City River Park which will be an essential aspect of the regeneration of the Northern Gateway. It will form a green heart to the area and a unique destination for the city, promoting cycling, walking and healthy living, and providing a point of difference around which the regeneration of the Northern Gateway is anchored;
- » Delivering new green spaces, links and public realm;
- » Harnessing the natural assets of the River Irk and the Irk Valley;
- » Contributing to healthy living, activity and fitness;
- » Creating functional landscapes throughout the Northern Gateway to support flood alleviation and promote Sustainable Urban Drainage Systems (SuDS) where possible;
- » Planting trees within the proposed public realm with appropriately designed infrastructure to ensure they reach full maturity;
- » Improving habitat connectivity to contribute to the Greater Manchester Biodiversity Action Plan and relevant national priorities and to establish Northern Gateway as an exemplar of best practice in biodiversity-sensitive design; and
- » Creating a high-quality public realm to generate well-designed spaces, enhance the built form, interconnect neighbourhoods, and form an environment for activity.



Figure 9 - Landscape Masterplan





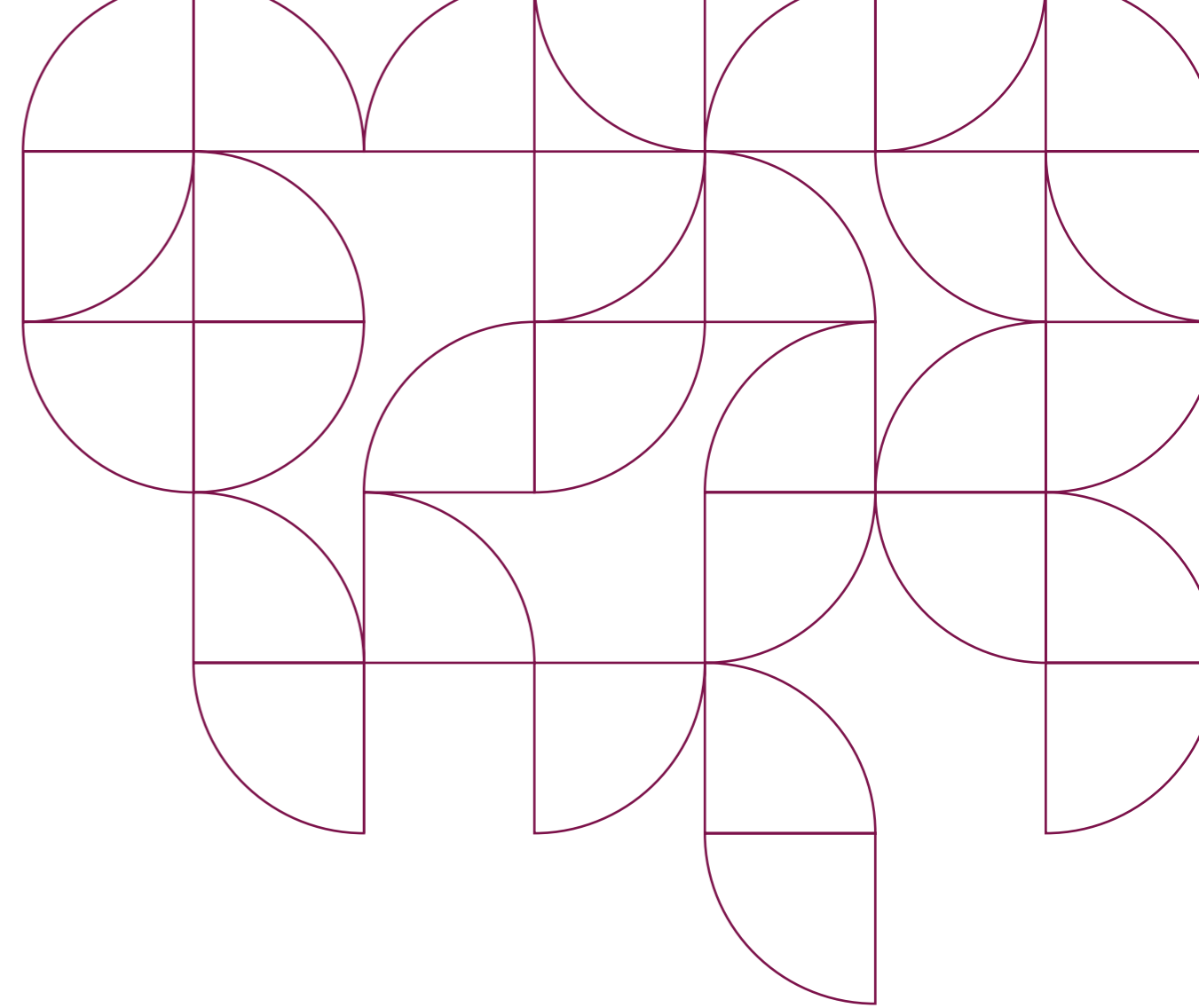
# CREATION OF THE PLACE

The character of the Northern Gateway is profoundly influenced by the area's existing assets; the post-industrial legacy of railway structures; the remaining buildings of significance and architectural quality; the topography and landscape of the study area with the river valley running through it; and the character of the existing fragmented neighbourhoods.

Development should promote a context-sensitive approach to design that utilises the unique assets and qualities of the Northern Gateway.

Following the principles of the Manchester Residential Quality Guidance, proposals should demonstrate a bold character that embraces progress, technology and reinvention. Design responses will be required to demonstrate an understanding of what makes an area unique, including references to industrial heritage, the railway infrastructure and urban grain, and a sensitive response to the landscape context, especially along the river valley corridor. This will be achieved through:

- » Retaining and enhancing the railway infrastructure;
- » Promoting a sensitive approach to buildings and structures of merit;
- » Respecting and celebrating the topography and landscape of the Irk Valley;
- » Preserving key viewpoints; and
- » Re-purposing of the Red Bank Viaduct as a connecting route and public space.

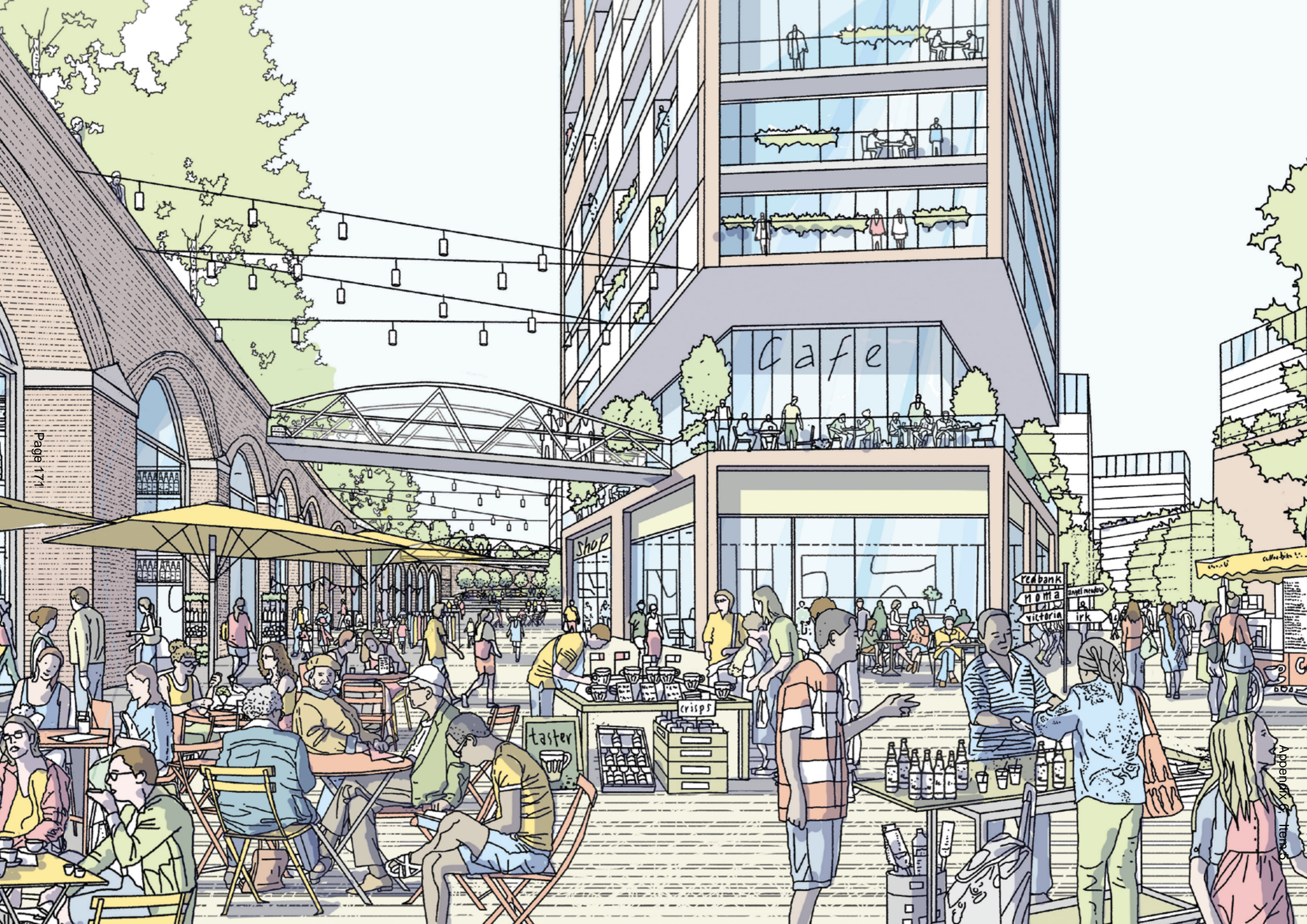


The reuse of railway arches will bring animation and character to the public realm



New and enhanced green spaces will create a network of attractive outdoor experiences

Figure 10 (Opposite page) - A vision for the activation of the railway arches in Red Bank

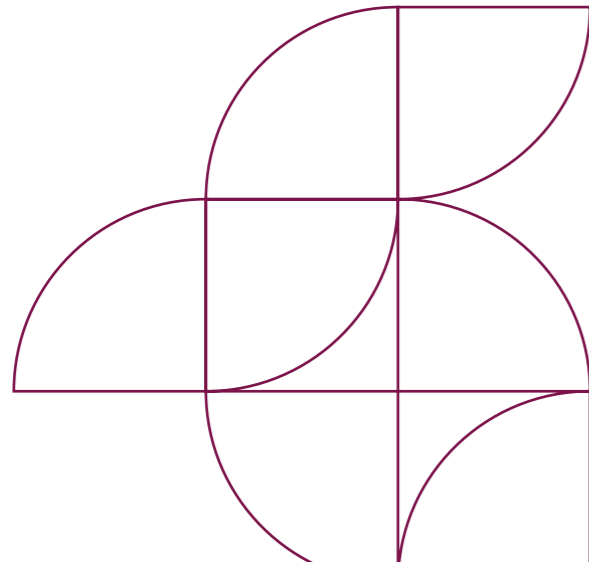


# PROMOTING PLACE MANAGEMENT & DESIGN QUALITY

The individual neighbourhoods will have their own distinct character and identity, and the delivery of high-quality public realm will play a pivotal role in the area's regeneration. Long-term management strategies are needed to ensure the quality, condition and stewardships of the Northern Gateway, including strategies to address management and maintenance roles around important public spaces. The design of all new residential development should be in accordance with the requirements of Manchester's Residential Quality Guidance (2016).

Character, identity and public realm will be achieved by:

- » Adopting a higher density of development adjacent to the city centre, along arterial routes and adjacent to transport nodes and public spaces;
- » Designing internal streets within new development as quiet, balanced environments;
- » Providing and facilitating effective management of new green spaces and public realm;
- » Inclusive design, providing access to all and supporting safe and secure environments;
- » Creating opportunities for existing and new community groups to thrive;
- » Supporting the late night economy while minimising potential negative impacts on neighbouring uses;
- » Achieving a varied form, streetscape and architectural diversity;
- » Development that responds to streetscape;
- » Implementing an appropriate refuse strategy; and
- » Promoting and advocating enhanced incentives to increase quantities of recycling.



Well managed green spaces and public realm



Respecting and complementing listed buildings and structures through sensitive design



Carefully considered lighting to encourage safe and active public open spaces



Community engagement as an integral part of the process - supports a sense of ownership, in turn creating successful public spaces

# PLANNING FOR A LOW CARBON FUTURE

The planning of the Northern Gateway has been actively developed to facilitate the radical change in current patterns of energy generation, distribution and use that is aligned with the Manchester Climate Change Strategy 2017-2050 and the revised target for the city to be zero carbon by 2038. These radical changes are required for Greater Manchester to meet the carbon emissions reduction objectives set out in the Climate Change Act 2008, and in the Paris Accord.

Planning for a low carbon future will be achieved by:

- » Promoting active travel through public realm and street design;
- » Adopting high standards of building design to minimise the energy required for heating and cooling;
- » Moving transport away from the Internal Combustion Engine, to low and zero carbon energy forms;
- » Designing heating and cooling systems for a low and zero carbon future;
- » Taking opportunities for renewable zero carbon energy to be generated and used throughout the Northern Gateway;
- » Reinforcing the local electricity network to support the increasing adoption of electrical energy as the best means of moving to low and zero carbon energy;
- » Use Smart Grids and MicroGrids for efficient energy consumption and distribution;
- » Increasing the adoption of digital technologies such as the Internet of Things and Blockchain;
- » Improving the existing physical infrastructure within the Northern Gateway; and
- » Using innovative commercial arrangements.

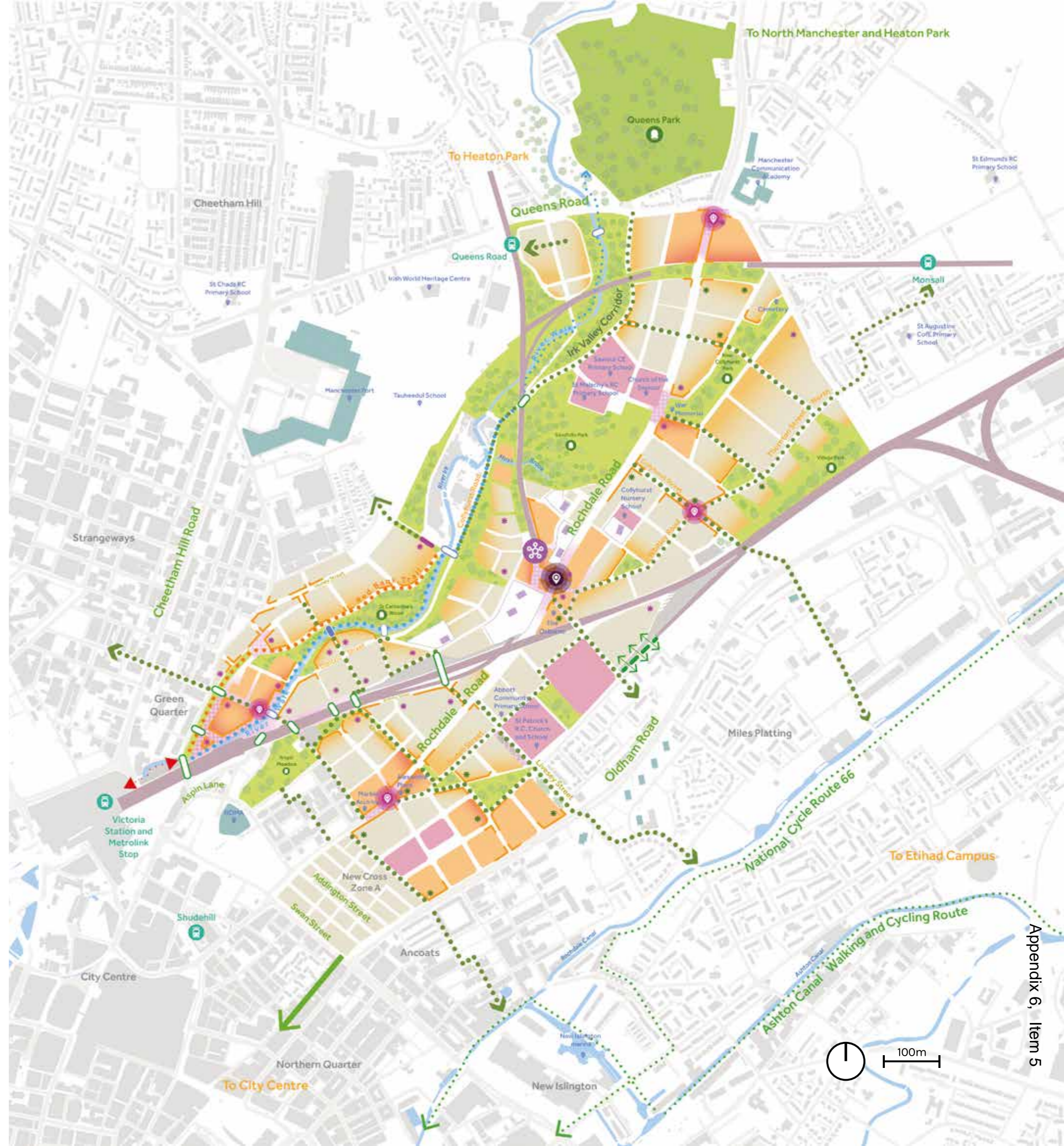


# ILLUSTRATIVE MASTERPLAN

In response to the SRF-wide and neighbourhood design and development principles, an Illustrative Masterplan is presented for the entire Northern Gateway which shows how the residential-led neighbourhoods could be developed.

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Blocks with open space views
- Key active frontages
- Mix of commercial and residential uses
- Social and community uses
- Green space
- Green link
- Public realm enhancements to major road
- River Walk
- Stairs
- Enhancements to public realm
- Enhancements to existing bridge
- Key passage through viaduct
- Proposed bridge over River Irk
- Enhanced treatment and permeability of railway arches
- Potential access from Red Bank Viaduct to the Ring Road and Victoria Station
- Primary Retail and Service Hub
- Secondary Retail and Service Hub
- Integrated transport hub
- Opportunities for distinctive landmark buildings with a focus on height
- Opportunities for distinctive landmark buildings with a focus on architectural treatment

Figure 11 - Illustrative Masterplan

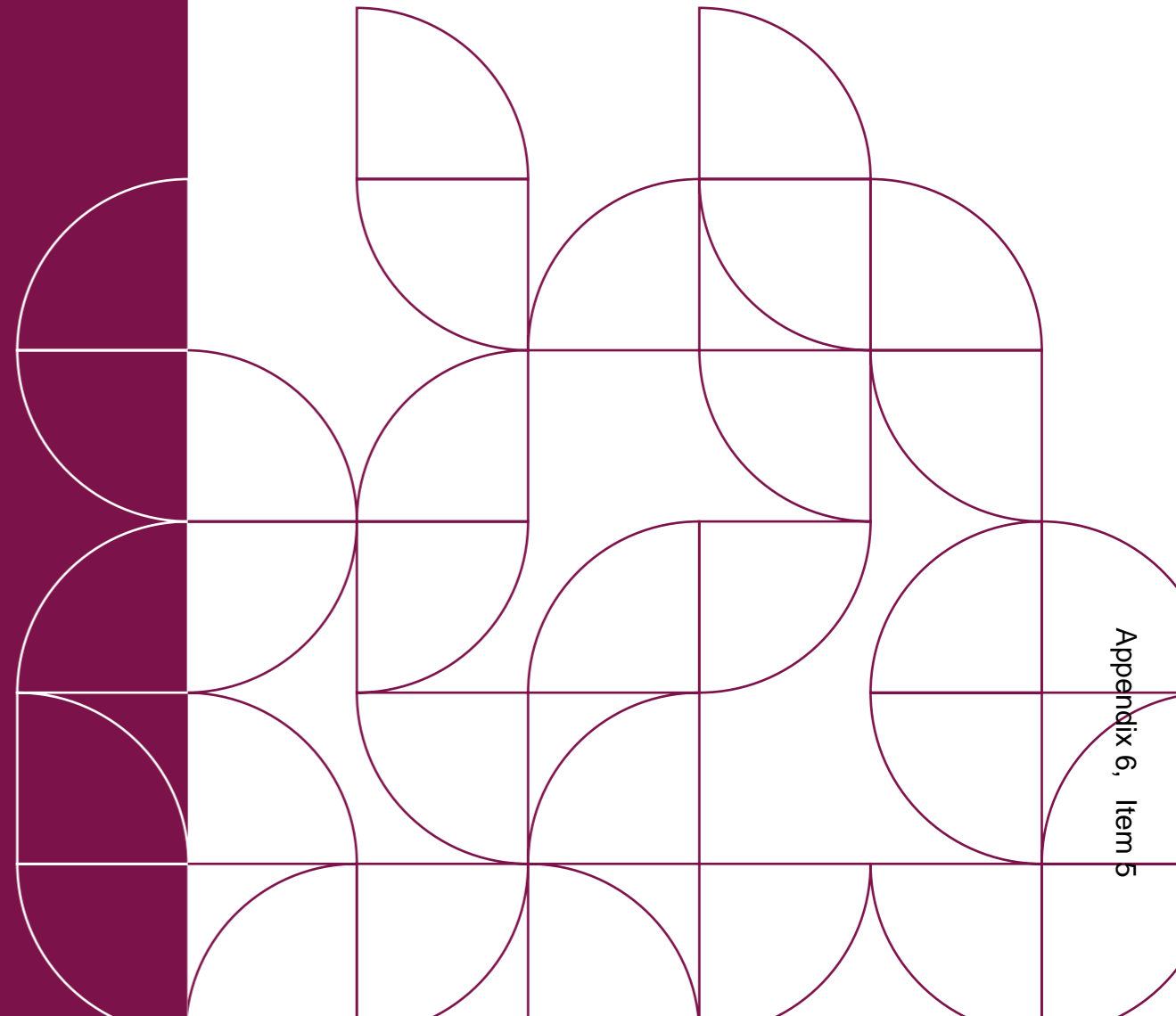


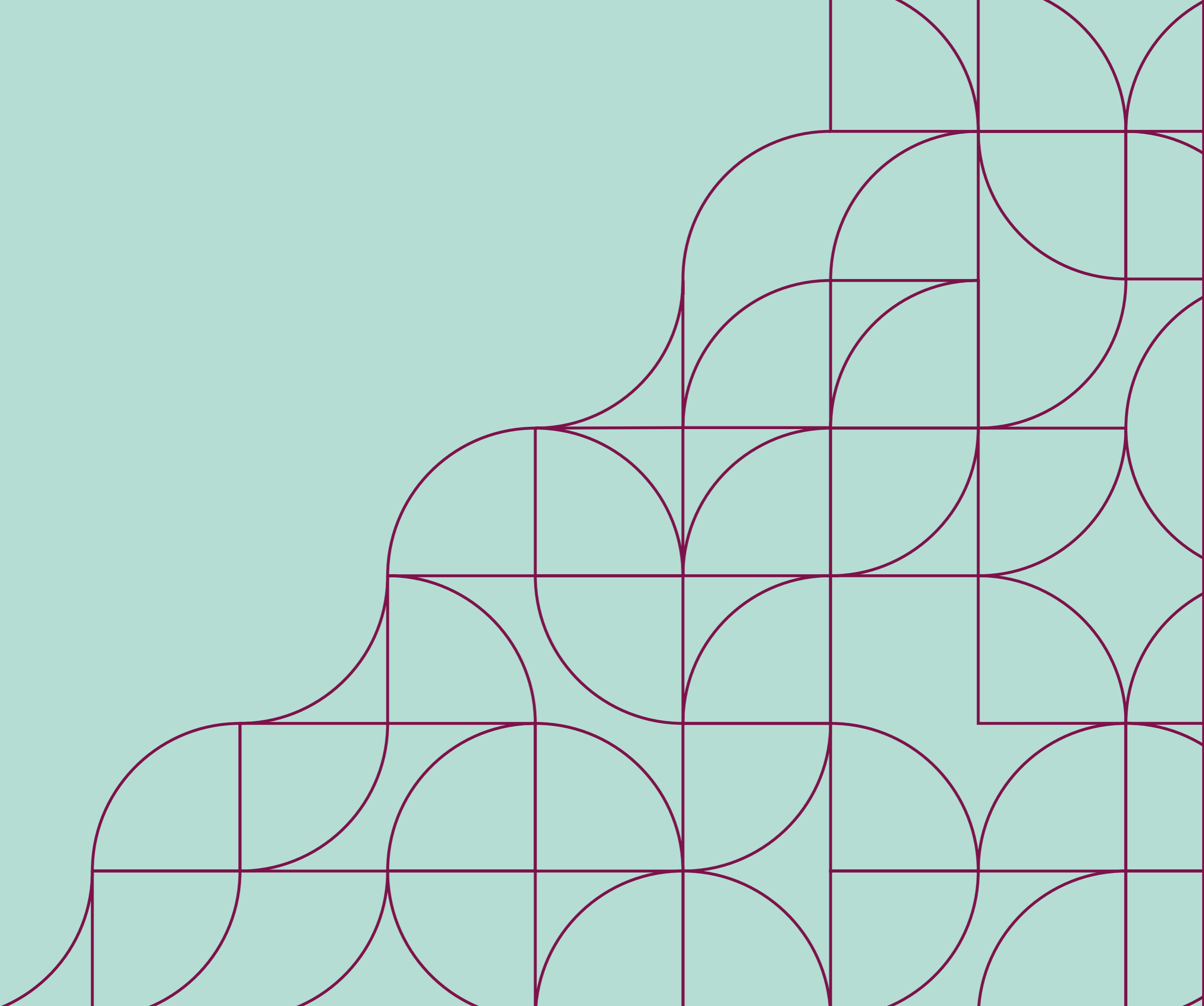


**MANCHESTER  
CITY COUNCIL**



**Far East  
Consortium**







**Manchester City Council  
Report for Resolution**

**Report to:** Economy Scrutiny Committee - 6 February 2019  
Executive – 13 February 2019

**Subject:** Northern Gateway: Implementation and Delivery

**Report of:** The Strategic Director, Development

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## **Summary**

This report sets out details of the Phase 1 Implementation Strategy for the Northern Gateway. It accompanies the report that appears elsewhere on the agenda, which contains a final version of the Strategic Regeneration Framework (SRF) for the Northern Gateway for approval.

The reports provides an overview of the following elements of this Phase 1 Implementation Strategy:

- Governance;
- Phase 1a development area (Red Bank/New Town);
- Phase 1b development in Collyhurst;
- Tenure and typology mix and affordability of new housing;
- Infrastructure and funding;
- Place management;
- Land assembly; and,
- Emerging policy context.

## **Recommendations**

1. Economy Scrutiny Committee is invited to comment on the report and endorse the recommendations to the Executive as detailed below.

2. The Executive is recommended to: -

1. Note the contents of the report and the progress being made to establish appropriate governance and implementation arrangements to secure the delivery of the Northern Gateway initiative.
2. Note that the City Council has submitted an Expression of Interest for the Northern Gateway to be designated for inclusion within the Government's Garden Communities Programme and request that a further report is brought back to a future meeting once the outcome of this submission is known;
3. Note the update provided in relation to the progress being made in developing an application for Housing Infrastructure Fund to support the delivery of the Northern Gateway initiative and to delegate authority to the Deputy Chief Executive and City Treasurer and the Strategic Director, Development to

finalise and submit the application to the Ministry of Housing, Communities and Local Government by the deadline of 22 March 2019 and to request that a further report on the outcome of this bid is brought to a future meeting of the Executive, together with any proposals for the investment of any funding that is secured;

4. Note the intention to deliver an early phase of development within Collyhurst as well as on the edge of the City Centre and to delegate authority to the Strategic Director, Development in consultation with the Executive Member for Housing and Regeneration and local elected members to identify appropriate locations for the delivery of up to 530 new homes, including up to 130 new Council Houses, within the Collyhurst neighbourhood so that detailed consultations can be undertaken with the local community to draw up proposals for a detailed funding and delivery plan, for consideration by a future meeting of the Executive;
5. Note the intention to prepare a costed schedule of placemaking interventions for the Phase 1 development area which will be used by the Local Planning Authority as the basis for negotiating Section 106 developer contributions. All developments will be expected to provide Section 106 contributions towards the provision of identified placemaking activities.
6. Note the progress being made in assembling land to deliver the objectives of the Northern Gateway programme and to delegate authority to the Deputy Chief Executive and City Treasurer and the City Solicitor, in consultation with the Executive Member for Finance and Human Resources to agree and finalise the terms of a commercial loan between the Council and Far East Consortium (FEC) to support land acquisition as part of the Joint Venture programme. Note that approval of the loan would be subject to approval of full Council, requiring a Part B report at the appropriate time.
7. Delegate authority to the City Solicitor to enter into and complete all documents or agreements necessary to give effect to the recommendations in this Report.

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**Wards Affected:** Piccadilly; Cheetham; Harpurhey; Miles Platting and Newton Heath

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<b>Manchester Strategy outcomes</b>	<b>Summary of the contribution to the strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The Northern Gateway will expand the city centre in a northern direction establishing sustainable mixed-use neighbourhoods including new jobs and employment opportunities.
A highly skilled city: world class and home grown talent sustaining the city's economic	The Northern Gateway will provide direct employment opportunities and also meet the demand for housing from residents who wish to

success	live close to the skilled employment opportunities located in and around the Regional Centre.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Development of the Northern Gateway offers the potential to deliver on the objectives of the Manchester Residential Growth Strategy and meet the growing demand for high quality new housing in the City.
A liveable and low carbon city: a destination of choice to live, visit, work	The Northern Gateway development opportunities will support the delivery of new residential developments using state of the art technologies and low carbon construction methods.
A connected city: world class infrastructure and connectivity to drive growth	The master-planning of new neighbourhoods within the Northern Gateway will include traffic and transport planning, ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.

**Full details are in the body of the report, along with any implications for**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

There are no immediate revenue consequences at this stage of the process. However, the delivery of the Northern Gateway ambition will require an increased focus of staffing resources and consequent revenue budgets to drive forward and deliver the significant residential growth and placemaking opportunities that the partnership will seek to deliver. Further reports setting out detailed budgetary proposals will be brought to a future meeting of the Executive.

### **Financial Consequences – Capital**

As part of the Council's Capital Programme budget 2017-2022, £25m has been allocated to promote residential growth in the Northern Gateway through land assembly and the provision of core infrastructure. It is proposed that The Council is also working with Central Government to release £10.25m of funding awarded to the GMCA following a successful bid to the Estates Transformation Programme. This funding will be utilised alongside capital investment capability generated by the Housing Revenue Account to partly fund an initial phase of development activity in Collyhurst. Detailed funding proposals, for the release of all capital expenditure, will be subject to approval through the Capital Strategy checkpoint process.

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**Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Northern Gateway Strategic Regeneration Framework, Executive, 13 February 2019
- Residential Growth Strategy: Action Plan Update, Economy Scrutiny Committee, 9 January 2019
- Manchester's Affordable Housing Strategy - Proposed New Affordable Housing Policies for The Council, Executive, 12 December 2018
- Northern Gateway Draft Strategic Regeneration Framework Update, Executive, 25 July 2018
- The Northern Gateway - Progress Update, Executive, 7 March 2018
- The Northern Gateway – Driving Forward Residential Growth, Executive, 8 March 2017
- Northern Gateway – Driving Forward Residential Growth on the Northern Edge of the City Centre, Executive, 9 September 2015
- Manchester Residential Growth Strategy and Action Plan 2016/17, Executive, 2 March 2016

## 1.0 Introduction

- 1.1 Manchester City Council entered into a joint venture with the Far East Consortium (FEC) in April 2017 for the comprehensive redevelopment of the Northern Gateway for housing and ancillary development. As part of the delivery arrangements, the Council and FEC established a joint venture company, Northern Gateway Operations Limited (OpCo), to have strategic input into and oversight of the development of the Northern Gateway. One of the first major milestones for OpCo was the preparation of a draft Strategic Regeneration Framework (SRF) for the Northern Gateway which would form the basis of a masterplan to be adopted by OpCo.
- 1.2 On 7 March 2018, the Executive endorsed, in principle, a draft SRF for the Northern Gateway, a 155 Hectare land area made up of the adjacent neighbourhoods of New Cross, the Lower Irk Valley and Collyhurst and where the opportunity exists to deliver up to 15,000 new homes over a 15 - 20 year period. The Draft SRF formed the basis for an extensive public consultation exercise, carried out over summer 2018, with existing residents, businesses, landowners, developer partners, statutory bodies and other local stakeholders. A report summarising the outcome of the public consultation exercise, and presenting a final version of the SRF for approval can be found elsewhere on this agenda.
- 1.3 In addition to acting as a material consideration as part of the planning process, the SRF will also form the basis of a 'masterplan' to be adopted by OpCo and upon which FEC, in their role as the appointed Development Manager to OpCo, will prepare a Strategic Business Plan and prioritise planning and delivery activity in the first 5 years of the Northern Gateway programme.
- 1.4 This report provides an overview to the Executive of the strategy for Phase 1 development activity within the Northern Gateway and provides narrative on the key principles which are to form the long-term strategy for delivering the wider Northern Gateway vision. The report will provide an overview of the following elements of this strategy:
  - Governance;
  - Phase 1 development area (Red Bank/New Town);
  - Phase 1 development in Collyhurst;
  - Tenure and typology mix and affordability of new housing;
  - Infrastructure and funding;
  - Place management;
  - Land assembly;
  - Emerging policy context.

## 2.0 Governance

### 2.1 Northern Gateway Operations Limited

2.2 Further to previous reports brought before the Executive, Members are aware that OpCo is a Joint Venture vehicle, jointly owned and controlled on a 50/50 basis by FEC Northern Gateway Development Limited (Investco) and Manchester City Council. OpCo will provide strategic input into and oversight of Joint Venture activity in Northern Gateway. Investsco, which is a wholly FEC owned Special Purpose Vehicle will carry out development activities in line with the overarching Strategic Business Plans and each development area business plan approved by OpCo. FEC will also carry out the role of Development Manager to procure and manage development processes that relate to Joint Venture activity.

2.3 The primary purpose of OpCo is to secure the redevelopment of the whole of the Northern Gateway for high quality housing and ancillary development. In order to achieve this, OpCo is required to use reasonable endeavours to agree the following strategic documents:

- A Strategic Business Plan;
- A Northern Gateway Masterplan (SRF);
- Development Area Business Plans (informed by the Masterplan).

2.4 The masterplan to be adopted by OpCo will be in the form of the Northern Gateway Strategic Regeneration Framework (SRF). The SRF provides a spatial plan for the whole of the Northern Gateway area which includes an overall quantum of development distributed across seven neighbourhoods. The SRF provides a robust and practical tool for delivery of the Northern Gateway that will inform, guide and coordinate long-term regeneration and placemaking and also help to regulate development to ensure schemes are in accordance with placemaking and regeneration principles.

2.5 The Strategic Business Plan is currently being prepared by the Development Manager (FEC) and will be presented to a future meeting of the OpCo Board for approval. This document will remain commercially confidential but will be presented to the City Council's Executive through Part B Reports.

2.6 The Council's appointed directors in OpCo are the Executive Member for Housing and Regeneration; the Deputy Chief Executive and City Treasurer; and the Strategic Director, Development, alongside directors representing FEC. Board Members of OpCo must act in accordance with the general duties under the Companies Act 2006 and Board Members will have regard to act in the best interests of OpCo in making their decisions.

2.7 There are a number of reserved consent matters (Consent Matters) which must always be referred to the shareholders rather than determined by the Board. The Council as a shareholder will be required to make decisions on a range of Consent Matters. Such matters may include, for example, approval of the SRF; land acquisition; senior resourcing decisions. Shareholder decisions

that must be made by the Council will always be executed in accordance with the Council's Constitution.

## **2.8 Expression of Interest for inclusion as a Garden Communities Programme**

- 2.8.1 The Northern Gateway initiative is one of the largest and most ambitious programmes of development and regeneration within the UK. The scale of development that could take place is the equivalent of a new town or large urban extension. The size of the opportunity, together with the aspiration to create and improve large areas of green space linked by the Irk River Valley and existing public parks, has led to the submission of an Expression of Interest for the initiative to be designated as one of the new Garden Communities proposed by Government - a policy initiative designed to promote well - planned areas of significant residential growth.
- 2.8.2 Although the designation does not bring with it significant capital resources it could provide a route that will boost delivery capacity and facilitate a 'single conversation' with Government when it comes to making the case for the funding of critical supporting infrastructure such as public transport investment and social and community infrastructure such as education and health facilities.
- 2.8.3 Through this "single conversation' discussions will also be held on options for strengthening delivery arrangements. Progress on options thought worthy of more detailed exploration will be presented to a future meeting of the Executive.

## **3.0 Phase 1 Development Activity in Years 1-5**

- 3.1 The SRF establishes the key principles that will guide development activity over the forthcoming years in the areas of land use; transport, access and permeability; scale, density and form; public realm and public spaces; and the identification of locations for the provision of social and community infrastructure.
- 3.2 A clear strategy is required to facilitate a significant and streamlined development pipeline and a coordinated approach to delivery that recognises the scale and complexity of the opportunity. Since publication of the draft SRF the JV has continued to progress plans for a first phase delivery area that can accommodate a significant quantum of new housing supply, and thus where early investment into land assembly, infrastructure and place-making activity will be directed.
- 3.3 It is anticipated that delivery activity will commence in two locations:
- Phase 1a - on the edge of the city centre focused on the neighbourhoods of Red Bank and New Town
  - Phase 1b - focused on Collyhurst Village and South Collyhurst

#### **4.0 Phase 1a (Red Bank and New Town)**

- 4.1 Delivery of the Phase 1 area can be summarised in three key stages:
- i. Activating the site: the Phase 1a development area is to be activated through the investment in crucial infrastructure (including utilities, flood defence measures, green infrastructure, land remediation and site access) required to facilitate the delivery of development parcels. The
  - ii. Unlocking the site: Investment in the Phase 1a area will act as a catalyst for the development to the wider Northern Gateway, unlocking 15,000 new homes in the area.
  - iii. Delivering future potential: The revised Draft Greater Manchester Spatial Framework (covering the period up to 2037) highlights the critical importance of the Northern Gateway and other sites in the core of GM conurbation that will deliver much needed residential growth. The Greater Manchester Transport Strategy 2040 Draft Delivery Plan 2020-2025 also confirms that options will be developed for a new Metrolink stop at Sandhills to serve the Manchester Northern Gateway Growth Area.
- 4.2 The majority of the land within the Phase 1 development area is controlled by, or soon to be controlled by, the JV Partners which OpCo is able to use to influence activity in this area.
- 4.3 The infrastructure interventions, as deemed necessary to unlock the development potential in this area, are reliant (in part) on the success of a capital grant funding bid to the Government's Housing Infrastructure Fund (HIF). Securing this funding is a crucial component in mitigating the risk to the JV Partners associated within the significant upfront infrastructure costs within this area and accelerating development within the Northern Gateway.
- 4.4 Whilst external sources of funding such as HIF will make a significant contribution to the delivery of necessary infrastructure and improve the viability potential of future development, the Council will be actively seeking contributions from landowners and developers bringing forward schemes within the area.
- 4.5 Beginning with Phase 1 initially, the JV Partners will be preparing a costed schedule of placemaking interventions necessary to create sustainable and attractive neighbourhoods of choice. Officers will work closely with colleagues within the Local Planning Authority so that this schedule can be used a basis for negotiating developer contributions under Section 106 of the Town and Country Planning Act. This is intended to improve transparency in the process for agreeing Section 106 contributions and to provide developers with greater clarity around contributions that are site specific and those that are required to support improvements within the wider catchment.
- 4.6 All development brought forward in the Northern Gateway will be expected to make contributions towards the delivery of placemaking interventions through Section 106 agreements.



## 5.0 Phase 1b Development in Collyhurst

- 5.1 The draft SRF report presented to the 25 July 2018 Executive set out an intention to progress an initial phase of delivery of new housing in the Collyhurst neighbourhoods with the first new housing to be provided for social rent, as part of a mixed scheme that will also deliver housing for open market sale, comprising a number of affordability products to enable pathways into home ownership.
- 5.2 Members will recall from previous reports to the Executive, that an award of £10.25m was announced by Government in March 2018, as part of the GM Housing funding package, to part fund an early phase of new homes for social rent in Collyhurst. Detailed discussions are ongoing with Government officials on the process and timetable through which this funding will be formally agreed and can be drawn down locally. Problems have been encountered as a result of delays with the publication of a revised draft of the Greater Manchester Spatial Framework, upon which the final agreement of the GM Housing Package is dependent. As the draft Spatial Framework has now been released and is the subject of a public consultation exercise, Council Officers can re-commence negotiations to secure the £10.25m funding package for Collyhurst.
- 5.3 In the interim, Council Officers have been working on a feasibility study and outline phasing strategy for the delivery of up to 530 new homes in the Collyhurst neighbourhoods, of which up to 130 are proposed to be built for social rent resulting in at least 20% of the new build housing being affordable.
- 5.4 It is anticipated that the initial phase of development will require some further remodelling and some selective demolition of existing properties. The phased approach that will be proposed will commit Council to ensuring that no demolition of existing properties will take place until after the new build properties are in place and that any residents affected will be rehoused within the area - into these new properties - if that is the choice that they wish to make. As with any remodelling scheme that requires the re-housing of existing residents they will have re-housing priority and can choose to move to alternative locations if that is their preference.
- 5.5 The Northern Gateway programme will contribute to the increased numbers of new social housing as reflected in the emerging Affordable Housing Policy Framework. Council owned homes lost through demolition will be replaced on a one for one basis across of range of sizes and typologies to reflect the housing needs of the existing community and the wider population. All existing social rented tenants will be offered moves to the new housing and the Council's existing Relocation Policy will apply to private home owners.
- 5.6 Funding for affordable housing, especially homes for social rent, remains a significant challenge for Local Authorities. It should be noted that whilst the Government announced in late 2018 that the cap on the amount of debt that could be incurred on the Housing Revenue Account (HRA) would be lifted, the

Council must still demonstrate that any debt held against the HRA can be serviced and is affordable.

- 5.7 Whilst the HRA will have an important role to play in the Council's affordable housing ambitions, the HRA cannot run a deficit. The delivery of new homes for social rent in Collyhurst remains a priority objective and utilisation of the HRA will continue to be explored, subject to affordability, alongside all funding options even if the Government fails to honour the £10.25m commitment made.

## **6.0 Tenure and Typology Mix and Affordability of New Housing**

- 6.1 Housing affordability is an increasingly important issue in Manchester. The Council, and its partners, must take an innovative approach to utilising resources to support the delivery of more affordable homes accessible to all. The planning and delivery of new homes throughout the Northern Gateway will be progressed in accordance with current policy and within the context of the emerging Affordable Housing Policy Framework in consultation with the Executive Member for Housing and Regeneration.
- 6.2 All new homes built in addition to the replacement of any existing housing stock within Collyhurst will be subject to the Council's policy of Affordable Housing which targets 20% of new housing to be affordable, subject to viability, and will include new homes for social rent. To ensure homes that are built for sale are as accessible as possible to all buyers, the JV Partners will work proactively with Homes England to access any available funding streams such as Help to Buy to make home ownership as affordable as possible for all.
- 6.3 Whilst much of the focus is, understandably, on the provision of greater quantities of affordable housing it should be noted that the SRF promotes over the lifetime of the programme the creation of circa 15,000 new homes. Therefore due to the project's size and overall gestation period, it is essential that a range of housing products are provided, including open market sale, build to rent, affordable rent, social rent and affordable home ownership products.
- 6.4 Diversification of tenure is also a key objective of this initiative and the provision of a balanced housing offer, including affordable housing, will be important in all neighbourhoods to create truly vibrant and sustainable communities, whilst also incorporating the housing needs of existing and future residents. The JV Partners are actively exploring the potential to work in collaboration with a Registered Provider to provide the desired quantum of affordable housing, utilising their access to the Government's Affordable Homes Programme to reduce costs. Should this option be deemed appropriate then the criteria for the identification and selection of a Registered Provider will need to be agreed.

## **7.0 Infrastructure and Funding**

- 7.1 Aligned to the Phase 1a development area, the JV Partners are currently

preparing an Infrastructure Strategy against which OpCo will direct funds and resources in order to unlock development potential. This Infrastructure Strategy is one of the critical elements of the master planning workstream. Consultancy support has been engaged to lead on the production of a costed infrastructure plan which will show the extent of development cost “abnormals” that will need to be funded, including the removal of existing development constraints (e.g. dealing with contaminated land, providing flood attenuation measures etc.).

7.2 The Housing Infrastructure Funding (HIF) bid is focused on the provision of core infrastructure required to unlock development activity in the Phase 1 development area, namely:

- Works to the River Irk to increase flood resilience and dealing with invasive species on river banks;
- The provision of a new electricity Primary Substation (funded by Electricity North West Limited) and power distribution network to unlock development plots;
- The provision of a primary highway access routes and land remediation, and;
- Delivery of initial phases of the City River Park which will unlock and enhance adjacent development plots and provide public amenity space which will allow greater density of housing product to be delivered.

7.3 The JV Partners will identify accurate costs for each infrastructure strand and develop business cases for funding applications (including the Government’s Housing Infrastructure Fund (HIF) - further details below), which, if successful, will lead to the production of an optimum delivery programme.

## **8.0 HIF Funding**

8.1 The Northern Gateway will require significant investment in placemaking and public infrastructure. As part of the JV Agreement, FEC have committed a capital allocation towards infrastructure investment to the Northern Gateway to be spent within the first 5 years of the project. This funding will be supported by a further £25m for infrastructure and land assembly that has been approved as part of the Council’s 2017-2022 Capital Strategy. Detailed business cases will be brought forward as part of the Council’s Capital Approval process in support of specific drawdown requirements. Updates on expenditure will be included within the City Treasurer’s regular Capital Programme update reports brought before the Executive.

8.2 The ambitious scale of the Northern Gateway initiative and the significant contribution that it can make not only in delivering the Council’s Residential Growth Strategy objectives, but also in underpinning the delivery of the housing component of the Greater Manchester Spatial Framework and the Government’s targets for housing completions, positions the initiative as a

clear priority for any public sector funding programmes designed to accelerate housing development.

- 8.3 The Government's Housing Infrastructure Fund (HIF) has been identified as the most significant potential source of funding that could be utilised to support a range of investment within major infrastructure projects to help accelerate and unlock housing delivery in the Northern Gateway. Funding can be directed toward physical infrastructure to support new and existing communities or toward land acquisition in order to accelerate the creation of place and housing delivery. Furthermore the funds can be recycled to deliver greater outputs, however the initial funding allocation must be spent by 2023.
- 8.4 A joint Expression of Interest was made by Manchester City Council and Salford City Council to the Ministry for Housing, Communities and Local Government (MHCLG) in late 2017. Following this, an announcement was made in March 2018 detailing a devolved housing funding package for Greater Manchester which included confirmation that the HIF bid was successful in moving forward to the next round of co-development.
- 8.5 The co-development stage requires a detailed business case to be developed and submitted to Homes England, who are administering the fund. Co-development does not automatically guarantee an award of funding and awards are subject to a detailed assessment and Ministerial approval. Manchester and Salford are currently preparing separate but inter-linked submissions for this next stage of the bid.
- 8.6 The bid will be submitted to meet the submission deadline of 22 March 2019 whereby a sufficiently developed business case underpinned by the work to be undertaken on Infrastructure planning would be available which would satisfy the requirements of the application process. Funding decisions are expected to be announced in summer 2019.
- 8.7 To aid preparation of the bid, specifically with regards to the economic case part of the submission, the Council have commissioned an economic analysis. This will be supported by a detailed market and cost analysis and costing and design input from the consultancy team who were engaged as part of the SRF development workstream.
- 8.8 If successful in securing funding through the bidding process, a series of high value contracts will need to be commissioned to deliver the infrastructure work packages. A strategy for commissioning and procurement of OpCo-related activity is currently being prepared as part of the presentation and submission of the HIF bid, which requires a procurement methodology to be submitted along with the proposed standard form contract documentation.

## **9.0 Place Management Arrangements**

- 9.1 The spatial masterplan vision for the Northern Gateway features a significant amount of new public realm and an ambitious network of green and blue infrastructure based around the Irk Valley and the City River Park. This

network of green and blue spaces will catalyse the area to create a unique destination within the City Centre and physically link and connect the neighbourhoods of the Northern Gateway to each other and to surrounding areas. Management and maintenance of public spaces was a key theme highlighted by consultees during the SRF consultation process and is a key consideration as part of the further development and delivery of the Northern Gateway initiative.

- 9.2 The Council continues to operate in a constrained fiscal environment whereby revenue budgets have been reduced in recent years as a result of Government funding cuts. There is at present limited scope for the Council to take on and manage new public open spaces to the standards which would be expected in a newly regenerated Central Manchester location.
- 9.3 Whilst the adoption of new public spaces by the Council has not been discounted entirely at this stage - projected revenues from Council Tax and Business Rates will continue to be assessed by the City Treasurer - the JV Partners are actively exploring other mechanisms for the management of open space on projects of this scale.
- 9.4 A strategy for the long term management of the public spaces is required to be submitted as part of the HIF bid in order to demonstrate that the investment of public funds is protected by way of an embedded Management Plan. In order to meet this requirement and with a view to ensuring that the public realm is maintained to the highest standard from the outset, a range of options are currently being explored.

## **10.0 Land Assembly**

- 10.1 In order to bring forward comprehensive development within the Phase 1 development area, the JV partners may need to work in collaboration with other major landowners in the area. Where such landowners have been identified, the JV Partners have entered into dialogue with the respective parties about bringing forward development on a collaborative basis.
- 10.2 There are landowners within the wider area who may have their own development aspirations and they will be welcome to bring forward planning applications in accordance within the parameters of local planning policy and the Northern Gateway SRF.
- 10.3 There are some areas within the Northern Gateway area, most notably within the Phase 1 development area, where the JV partners will be seeking to make strategic land acquisitions to facilitate comprehensive development activity. FEC have already acquired two sites within the area since formation of the JV and Heads of Terms have been agreed for a third large site.
- 10.4 Given the potential upfront costs associated with acquiring sites for future development, the JV Partners have explored opportunities for a co-investment arrangement with the Council. It is anticipated that this co-investment in land assembly will be in the form of a commercial loan set at a rate of interest

acceptable to both parties and which would be State Aid compliant.

- 10.5 The loan would be expected to be provided on a maximum loan-to-value rate of 50% with the Council having first charge on the land in order to protect its position and with a parent company guarantee provided by FEC. The loan would be funded through the £25m allocated to Northern Gateway activity as part of the 2017-2022 Capital Strategy. The loan approach has the potential to facilitate delivery of the same, if not greater, quantity of new homes at considerably lower risk, than if the Council were to acquire the land directly.
- 10.6 In addition to larger sites that could support development activity in their own right, there are a number of smaller sites identified that may need to be acquired as part of a wider package of land assembly in order to facilitate access or to create more comprehensive development sites. Whilst every effort will be made by the JV Partners to acquire these sites through negotiation there may be instances where land is unable to be acquired through this process and so the Council may be required to use its powers of Compulsory Purchase Order.
- 10.7 To ensure that the JV can make progress in implementing development activity in aligned to the projected infrastructure interventions, land acquisitions must move at pace. This will allow FEC to submit a planning application and start on site with the first development in 2019.

## **11.0 Emerging Policy Context**

### **11.1 Affordable Housing**

- 11.1.1 Affordability is an increasingly important issue as Manchester continues to develop. Whilst significant progress has been made to deliver new homes across the whole property price range, there is a severe shortage of homes that are affordable to low income families and households. The proportion of homes which are affordable and available to low income Manchester households has decreased.
- 11.1.2 The clear intention for the Northern Gateway is that at least 20% of new housing satisfies the City Council's requirements on affordability. Plans for the affordable housing strategy within the Northern Gateway will be developed with reference to the emerging Affordable Housing Policy Framework that follows endorsement of the 12 December 2018 report of the Executive Member for Housing and Regeneration. However, it is recognised that until the review of the local development plan has been completed, specific development proposals will continue to be judged in accordance with Policy H8 of the Council's adopted Core Strategy (2012).

### **11.2 Greater Manchester Spatial Framework (GMSF)**

- 11.2.2 Public consultation on the revised draft Greater Manchester Spatial Framework (GMSF) commenced on 14 January 2019. This revised document sets out a target for GM to deliver 201,000 new homes over the period to

2037, with circa 25% of these new homes located in Manchester City Centre. There is a renewed focus led by the GM Mayor to increase supply and density at the conurbation core on brownfield sites.

11.2.3 The Northern Gateway is a key area in which capacity exists for the thousands of new homes that the city and the wider GM area will require over the next few years. This will help reduce the need for greenfield and greenbelt land to be released across the wider conurbation.

### **11.3 Greater Manchester Transport Strategy 2040 Delivery Plan 2020-2025**

11.3.1 The Greater Manchester Transport Strategy 2040 Draft Delivery Plan 2020-2025 confirms that options are will be developed by TfGM for a new Metrolink stop within the Vauxhall Gardens neighbourhood to serve the Northern Gateway growth area. The development of a new Metrolink stop in this location will further catalyse the creation of homes and new commercial opportunities, with the new Metrolink stop acting as a transport hub within the centre of the site

### **11.4 Local Plan refresh**

11.4.1 Manchester's current Local Plan was adopted in 2012. Since this time the city has continued to underway rapid change and development. Allied to our residential and economic growth ambitions, and the regional adoption of the GMSF, a refreshed version of the Local Plan will commence development in summer 2019. This will create the opportunity to review and more closely align housing and planning policies for the first time since the current Local Plan was adopted in 2012.

### **11.5 Zero Carbon**

11.5.1 In November 2018, the Council committed to achieving a zero carbon city by 2038. Existing and new housing can play an important role in delivering this commitment and the draft GMSF goes further in contributing towards the zero carbon ambition by requiring all new development to be net zero carbon by 2028. An Action Plan will be developed later in 2019 to identify how the Council can support developers of market sale/rent and those delivering affordable housing to work towards this objective. A key principle of the Northern Gateway SRF to plan for a low carbon future.

## **12.0 Concluding Remarks**

12.1 The scale and complexity of the Northern Gateway programme is such that robust governance and business planning arrangements will need to be in place. This will be achieved, in part, through the adoption by OpCo of a Strategic Business Plan - the content of which will be summarised within a future Part B report to the Executive.

12.2 The Strategic Business Plan will be underpinned by a range of strategies including: land assembly; planning; commissioning and procurement;

infrastructure; housing affordability; and estate management. All of these strategies will be developed and implemented with regards to the emerging policy context including those items summarised in this report. These items will be progressed in consultation with the Executive Member for Housing and Regeneration and with senior officers in accordance with the Council's Constitution.

- 12.3 Additional support will be required at a National, Regional and Local level in order to maximise all available resources. Central Government funding programmes such as HIF, and opportunities for enhanced local decision-making powers and access to ministerial departments, such as the Garden Communities programme and the potential to establish Mayoral Development Corporations, are seen as crucial elements in the full realisation of the Northern Gateway ambition.
- 12.4 Early progress in delivering critical pieces of infrastructure to facilitate development in the Phase 1 area, as well as the first phase of new housing in Collyhurst - including new homes for social rent - is essential in order to build momentum and create new places.

### **13.0 Contributing to the Our Manchester Strategy**

#### **13.1 (a) A thriving and sustainable city**

The Northern Gateway will expand the City Centre in a northern direction establishing sustainable mixed-use neighbourhoods including new jobs and employment opportunities.

#### **13.2 (b) A highly skilled city**

The Northern Gateway will provide direct employment opportunities and also meet the demand for housing from residents who wish to live close to the skilled employment opportunities located in and around the Regional Centre.

#### **13.3 (c) A progressive and equitable city**

Development of the Northern Gateway offers the potential to deliver on the objectives of the Manchester Residential Growth Strategy and meet the growing demand for high quality new housing in the city.

#### **13.4 (d) A liveable and low carbon city**

The Northern Gateway development opportunities will support the delivery of new residential developments using state of the art technologies and low carbon construction methods.

#### **13.5 (e) A connected city**

The master-planning of new neighbourhoods within the Northern Gateway will include traffic and transport planning ensuring that various modes of transport



(car, bus, rail, Metrolink, cycle, and walk) are provided for.

## **14.0 Key Policies and Considerations**

### **14.1 (a) Equal Opportunities**

A key aim of the Northern Gateway is to deliver residential led development providing a significant number of high quality homes and alongside commercial development. This will both meet increasing levels of demand for housing within the regional hub and create new city centre employment opportunities.

### **14.2 (b) Risk Management**

The risks associated with the project will be managed by the Strategic Development Team using the Manchester Method Project Management methodology. Risks will be escalated and decisions made in accordance within the agreed governance structure.

### **14.3 (c) Legal Considerations**

The marketing and selection of an investment partner has been carried out with advice and support from representatives of the City Solicitor and external legal professionals acting on behalf of the City Council. All future activity, including the development of the SRF and the implementation of initial phases of delivery in Collyhurst will include full input and support from representatives of the City Solicitor, augmented by external legal advice as and when necessary.

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