

# Northern Gateway draft Strategic Regeneration Framework, Manchester

## Summary of Public Consultation

November 2018



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

**counter**  
**context**

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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.

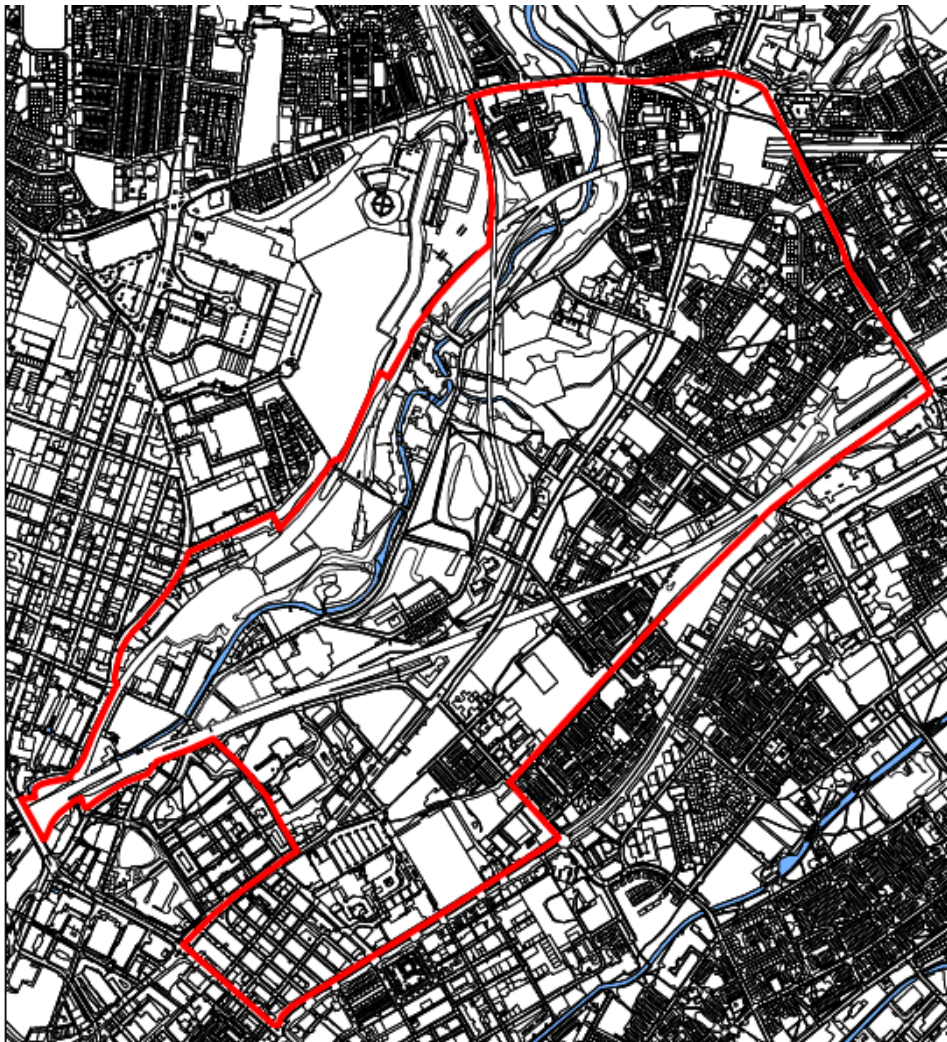
MCC and FEC are grateful to members of the local community for contributing their views during the neighbourhood consultation and looks forward to further constructive dialogue throughout the development process.

## 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

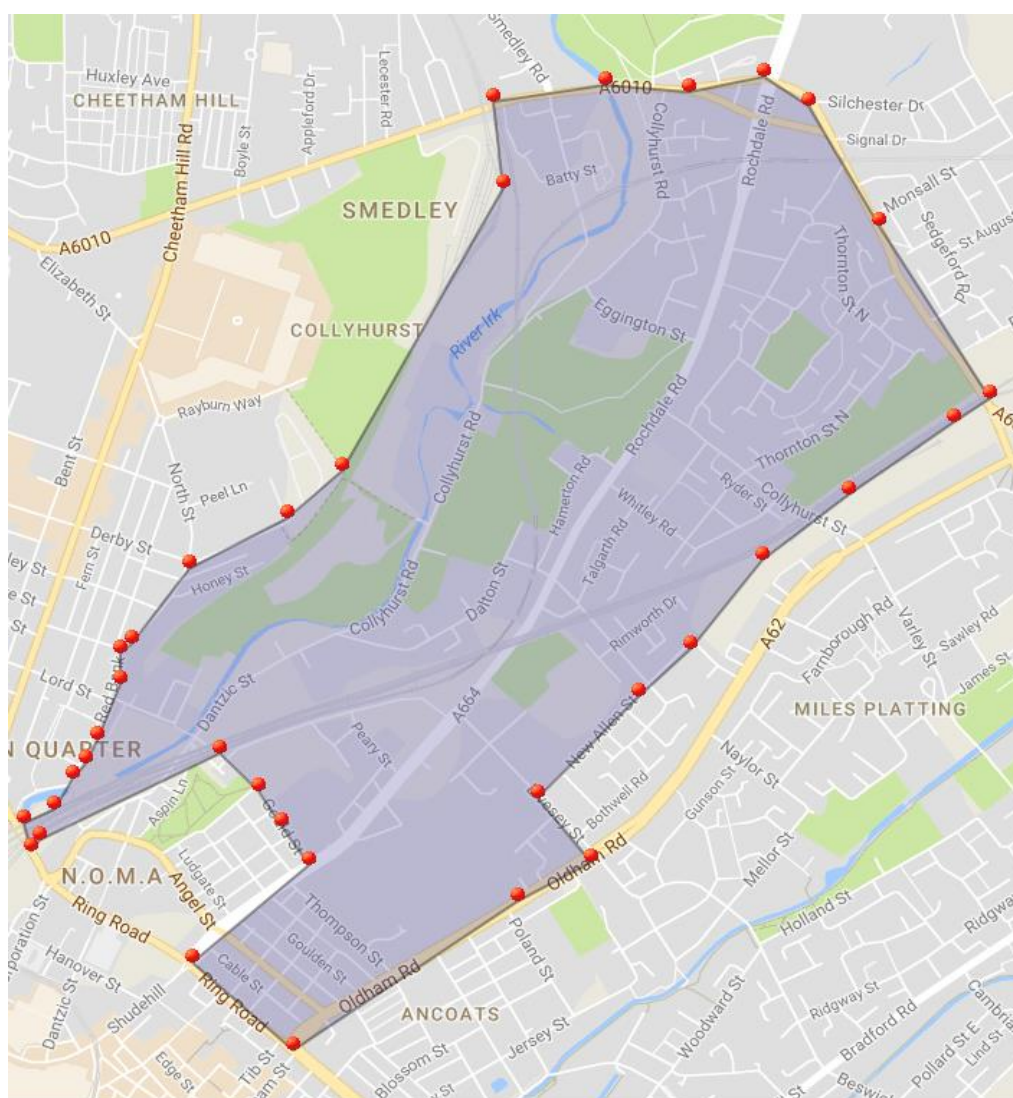
Consultation letters and questionnaires were sent directly to local residents and businesses within the Northern Gateway area, as identified in Figure 2 below, which included 2223 addresses. The letters were distributed via post on 6 August 2018, providing an overview of the consultation process and 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)

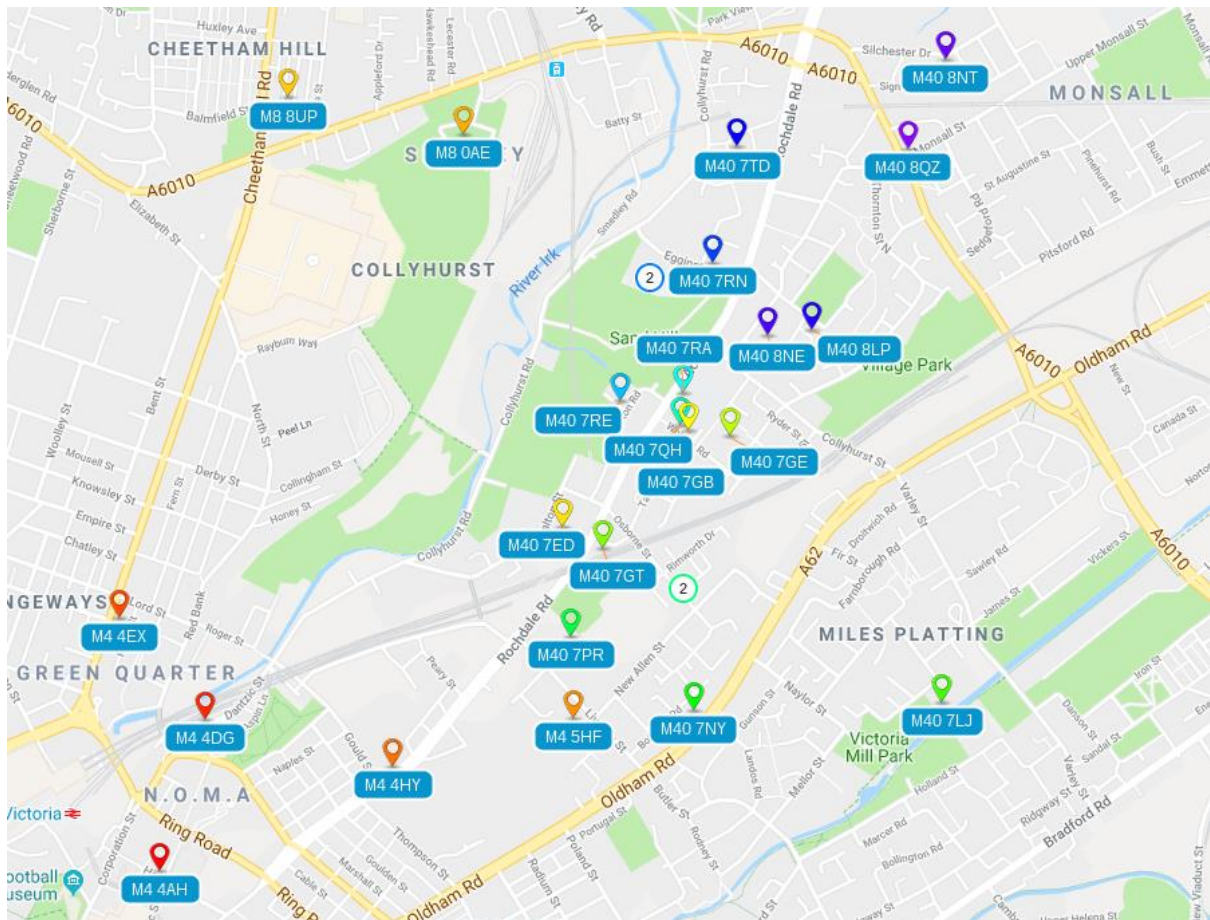


Figure 4 and 5 – Displays of Consultation Postcards and Posters



### 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.

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

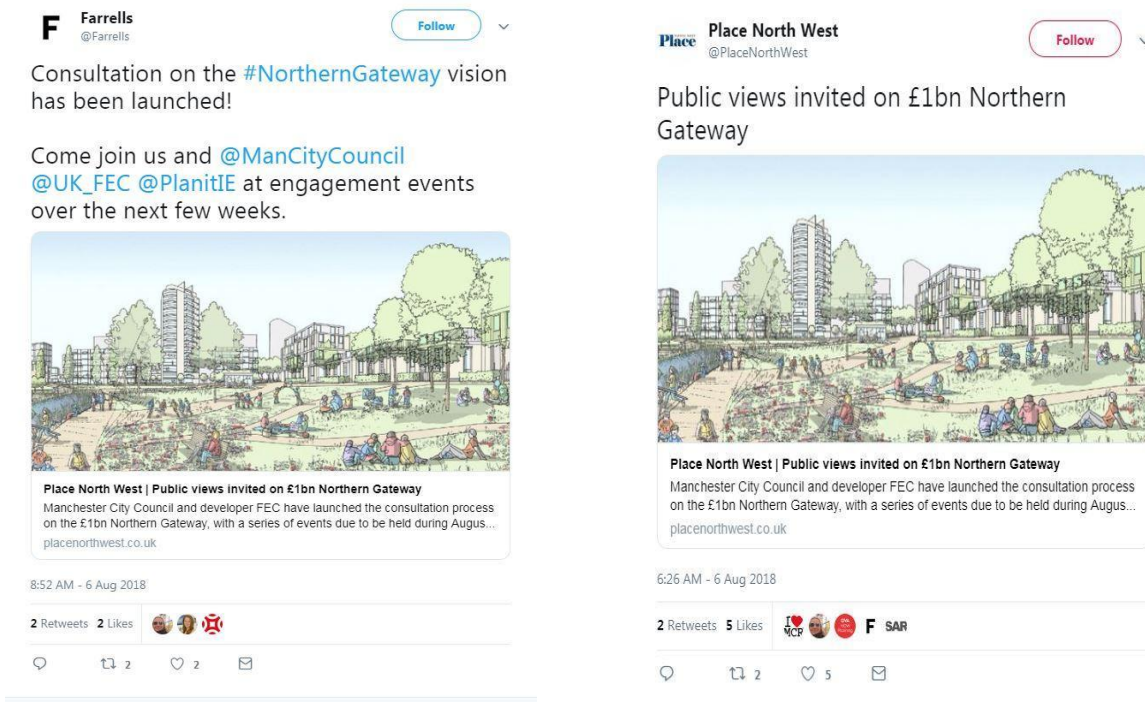


Figure 8 – Social media posts on Twitter during formal consultation period on 5 September 2018



## 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)

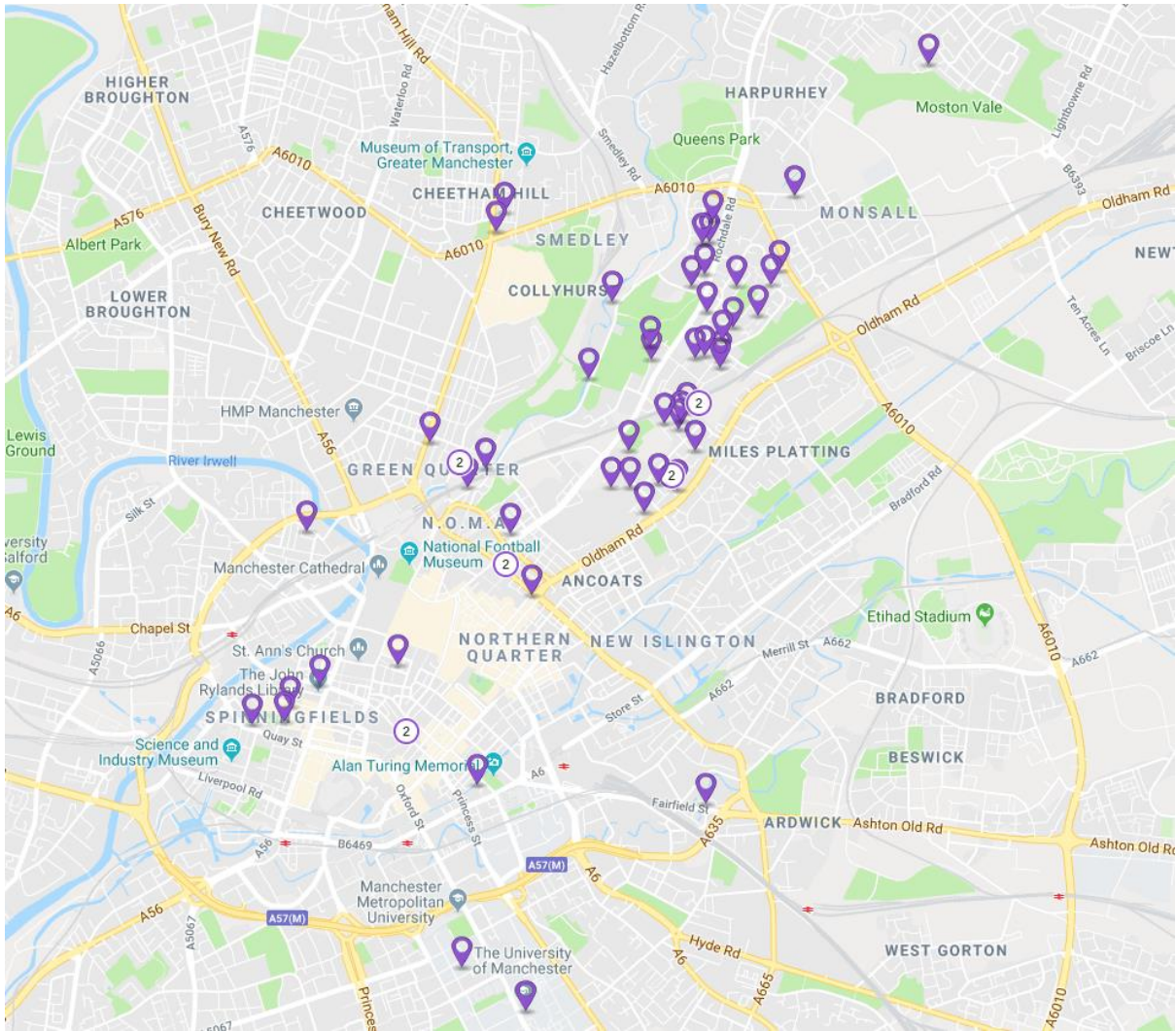


Figure 10 – Photographs from consultation drop-in sessions

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.

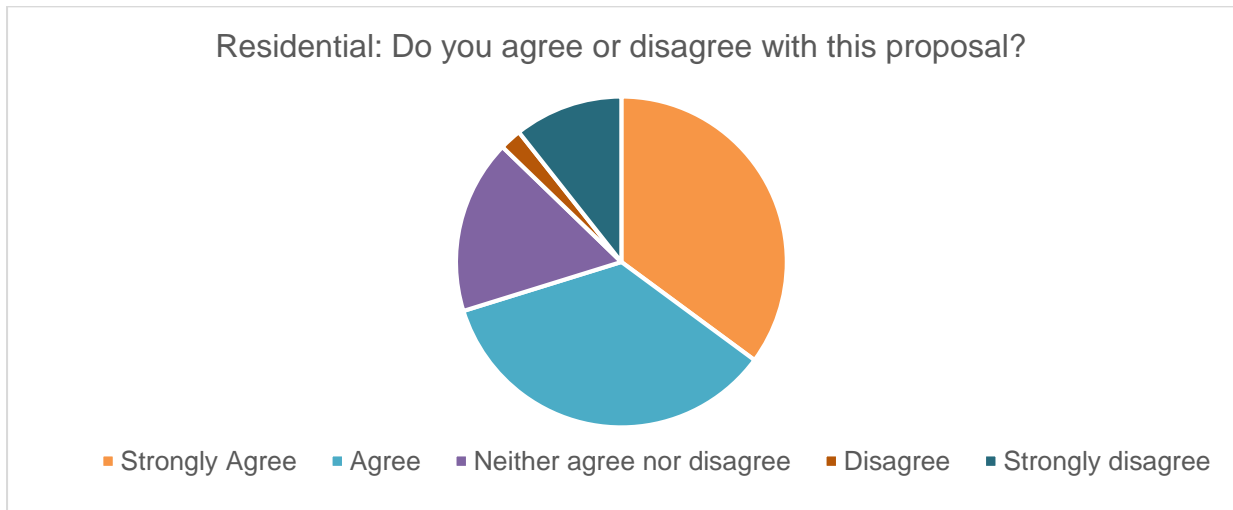
This section also contains direct quotes taken from the free-form responses. These quotes were selected in order to provide a summary of the common concerns/issues raised. The complete set of feedback responses is provided at Appendix 8.

## 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'.*

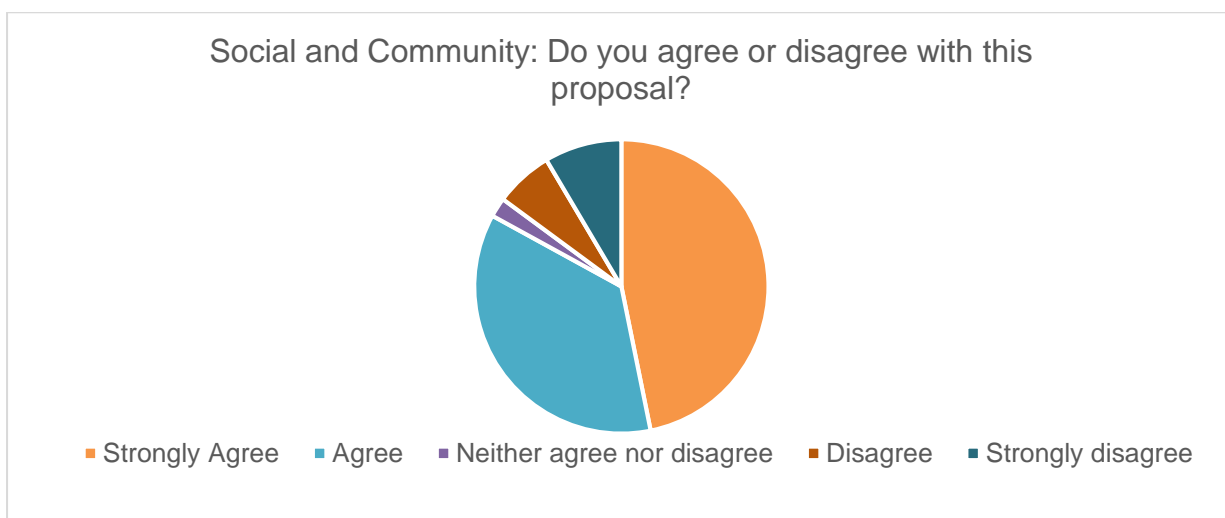
#### 4.2.2 Topic 2 - Delivering Social and Community Facilities

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.

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: Do you agree or disagree with this proposal?



■ Strongly Agree  
 ■ Agree  
 ■ Neither agree nor disagree  
 ■ Disagree  
 ■ Strongly disagree

**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'.*

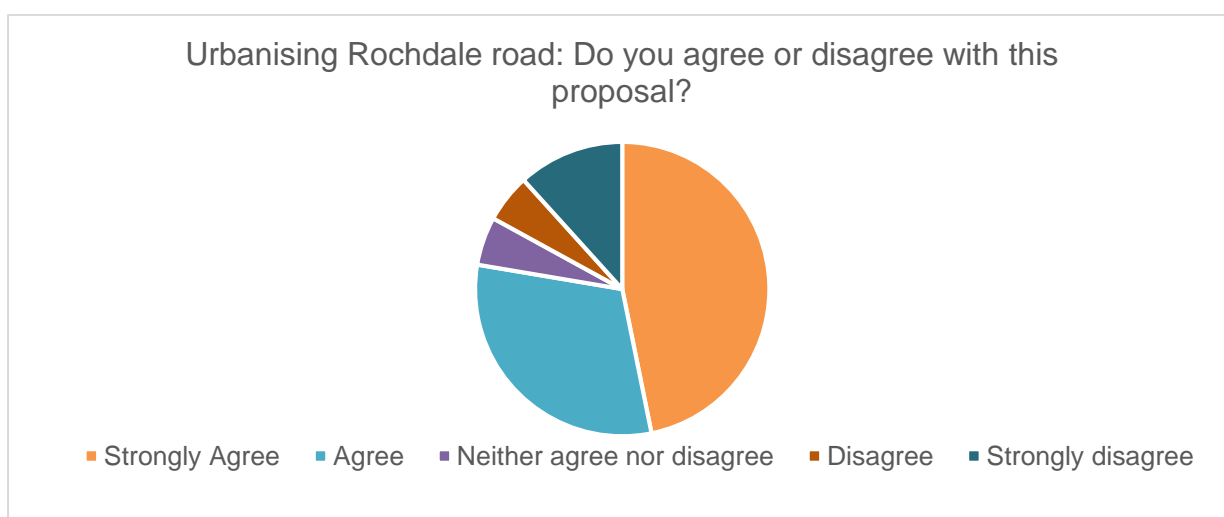
*'Good idea however without the proposed transport routes being provided it is difficult to judge how much better it will be. And will it compromise the current ease of heading to other areas like town with the more pedestrianised scheme and restricted car accessibilities and diversion of public transports'.*

#### 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'.*

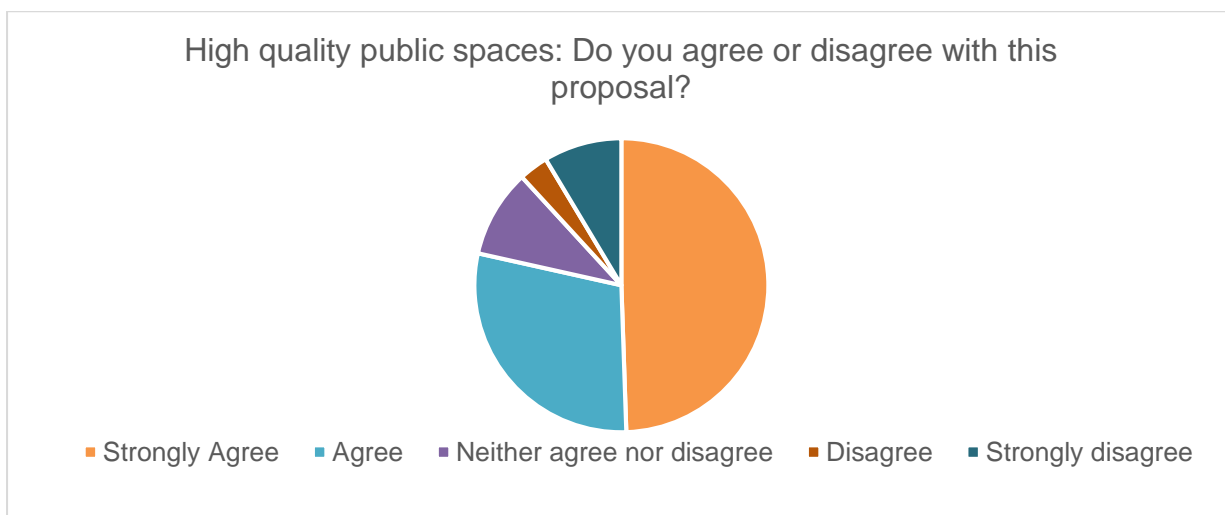
## 4.2.5 Topic 5 - Providing High Quality Parks and Public Spaces

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**

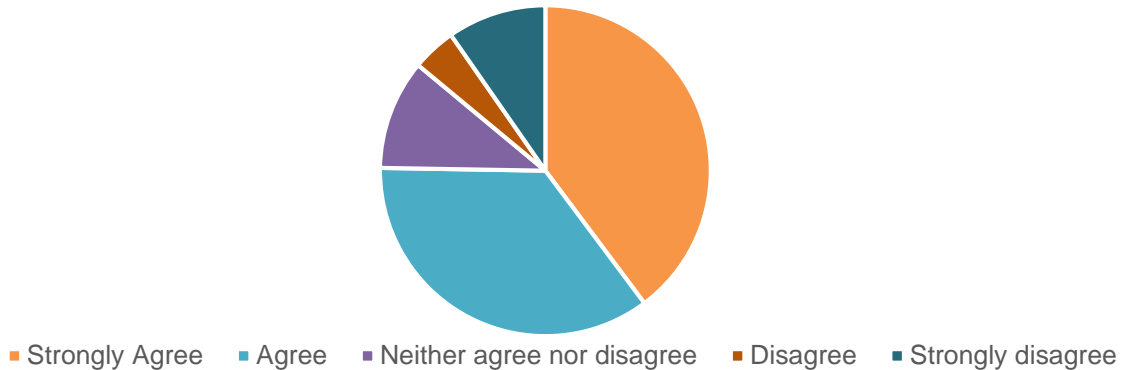
The creation of the place as set out in the SRF has been conceived by incorporating the existing characteristics such as the railway architecture, the valley topography and the listed buildings and structures, to generate a distinct character for the area as a whole and for each of the neighbourhoods.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

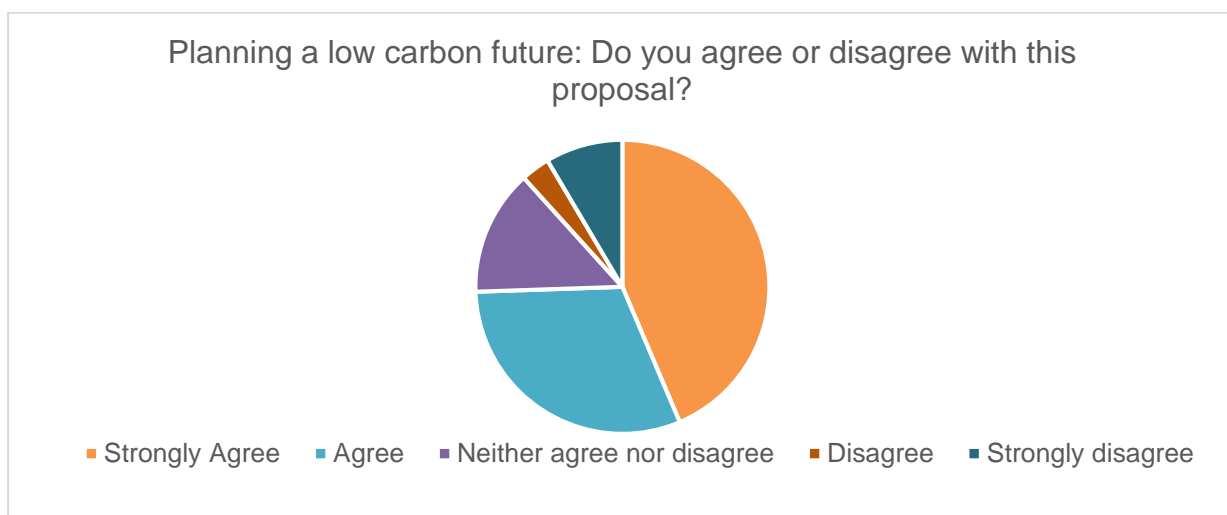
*'Well-built Collyhurst houses well-structured bungalows. Large houses for family life. Why demolish this? Build around the remainder of what's left!'*

#### 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

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.