

**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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<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 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

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### **Financial Consequences – Revenue**

There are no financial implications arising directly from this report.

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### **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.