



# **STRATEGIC REGENERATION FRAMEWORK EXECUTIVE SUMMARY**

**MANCHESTER NORTHERN GATEWAY**

February 2019

# INTRODUCTION

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

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

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

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

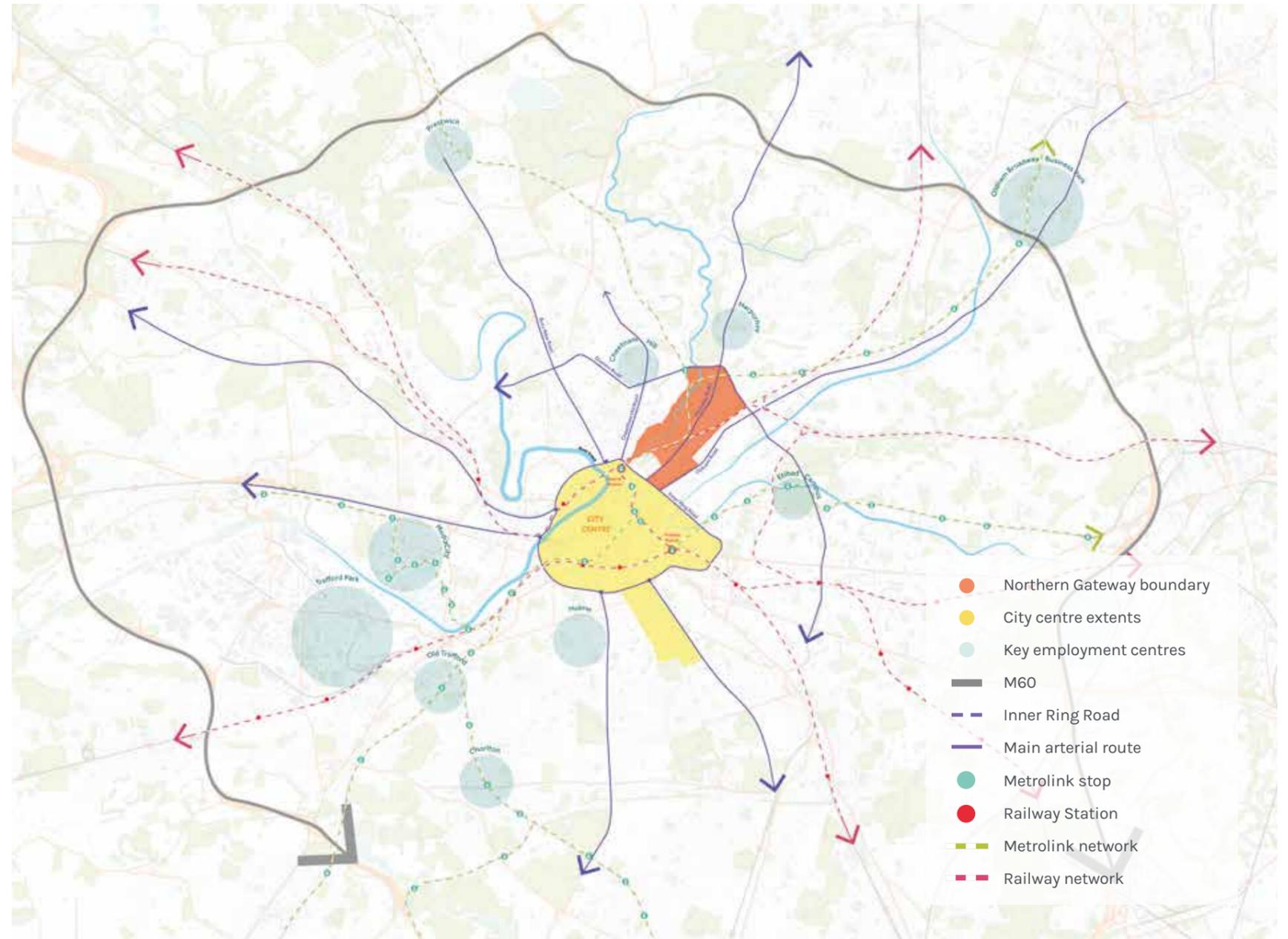
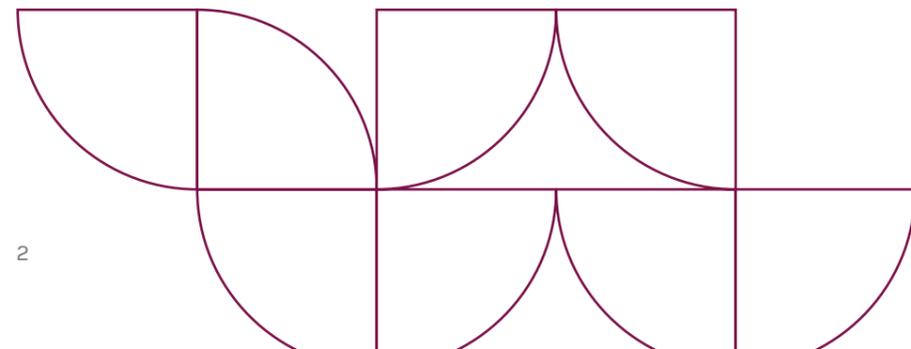


Figure 1 - The Northern Gateway in context



# SRF PROCESS AND STATUS

## PROCESS

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

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

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

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



Figure 2 – Aerial view of the Northern Gateway

# ROLE OF THE SRF

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

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

## DELIVERY PARTNERS

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

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

# THE VISION

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

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

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

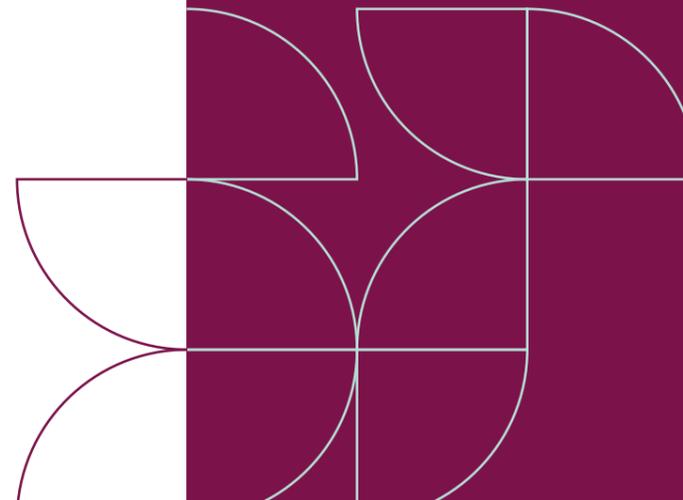


Figure 3 (Opposite page) –  
New and enhanced parkland at  
the heart of neighbourhoods



# THE CORE OBJECTIVES

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

## 1

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

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

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

#### KEY OPPORTUNITIES

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

## 2

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

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

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

#### KEY OPPORTUNITIES

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

## 3

### MANCHESTER'S UNIQUE CITY RIVER PARK

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

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

#### KEY OPPORTUNITIES

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

## 4

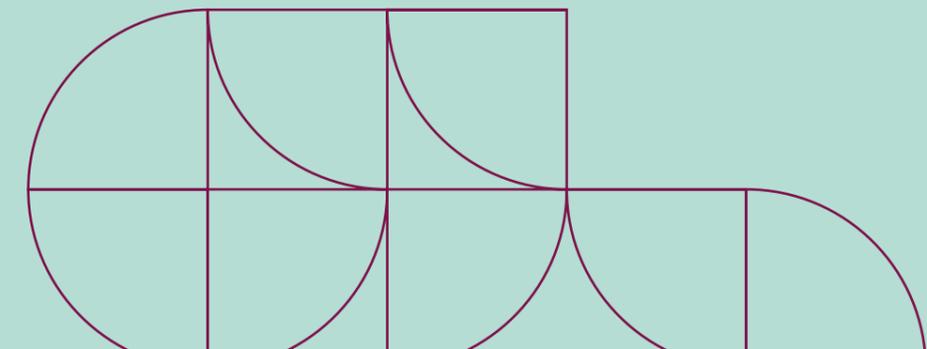
### BUILD ON THE BEST OF WHAT IS THERE

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

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

#### KEY OPPORTUNITIES

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



# 5

## IMPROVE CONNECTIVITY ACROSS THE NORTHERN GATEWAY AND BEYOND

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

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

### KEY OPPORTUNITIES

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

# 6

## CREATE NEW GATEWAYS TO AND FROM THE CITY CENTRE

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

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

### KEY OPPORTUNITIES

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

# 7

## PROMOTE TRULY SUSTAINABLE PLACES

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

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

### KEY OPPORTUNITIES

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

# 8

## FOSTER THE EMERGENCE OF LOCAL RETAIL AND SERVICE HUBS

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

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

### KEY OPPORTUNITIES

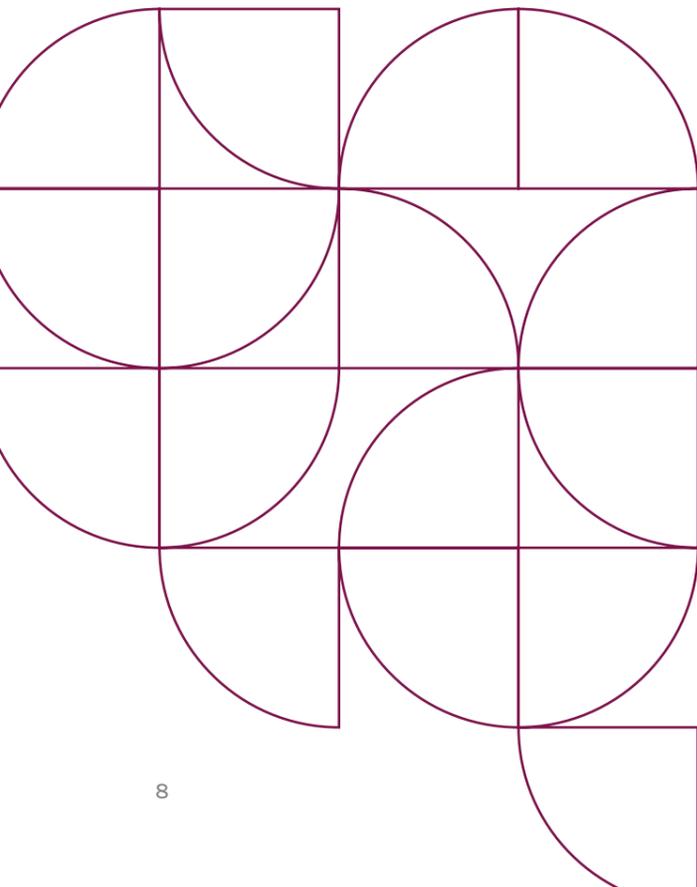
- » Highlighting opportunities for new Retail and Service Hubs throughout the Northern Gateway, while integrating and enhancing existing services and facilities;
- » A balance of employment, retail, social, community, health and education uses will be provided to meet the needs of diverse, integrational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

# STRUCTURE AND ROLE OF THE SRF DEVELOPMENT FRAMEWORK

## THE SRF DEVELOPMENT FRAMEWORK COMPRISES:

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

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



## SECTION 5 SRF-WIDE DEVELOPMENT PRINCIPLES



## SECTION 6 NEIGHBOURHOOD DEVELOPMENT PRINCIPLES

Collyhurst Village, South Collyhurst, New Cross, New Town, Red Bank, Vauxhall Gardens, Eggington Street and Smedley Dip





# BUILDING RESIDENTIAL-LED CITY NEIGHBOURHOODS

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

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

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

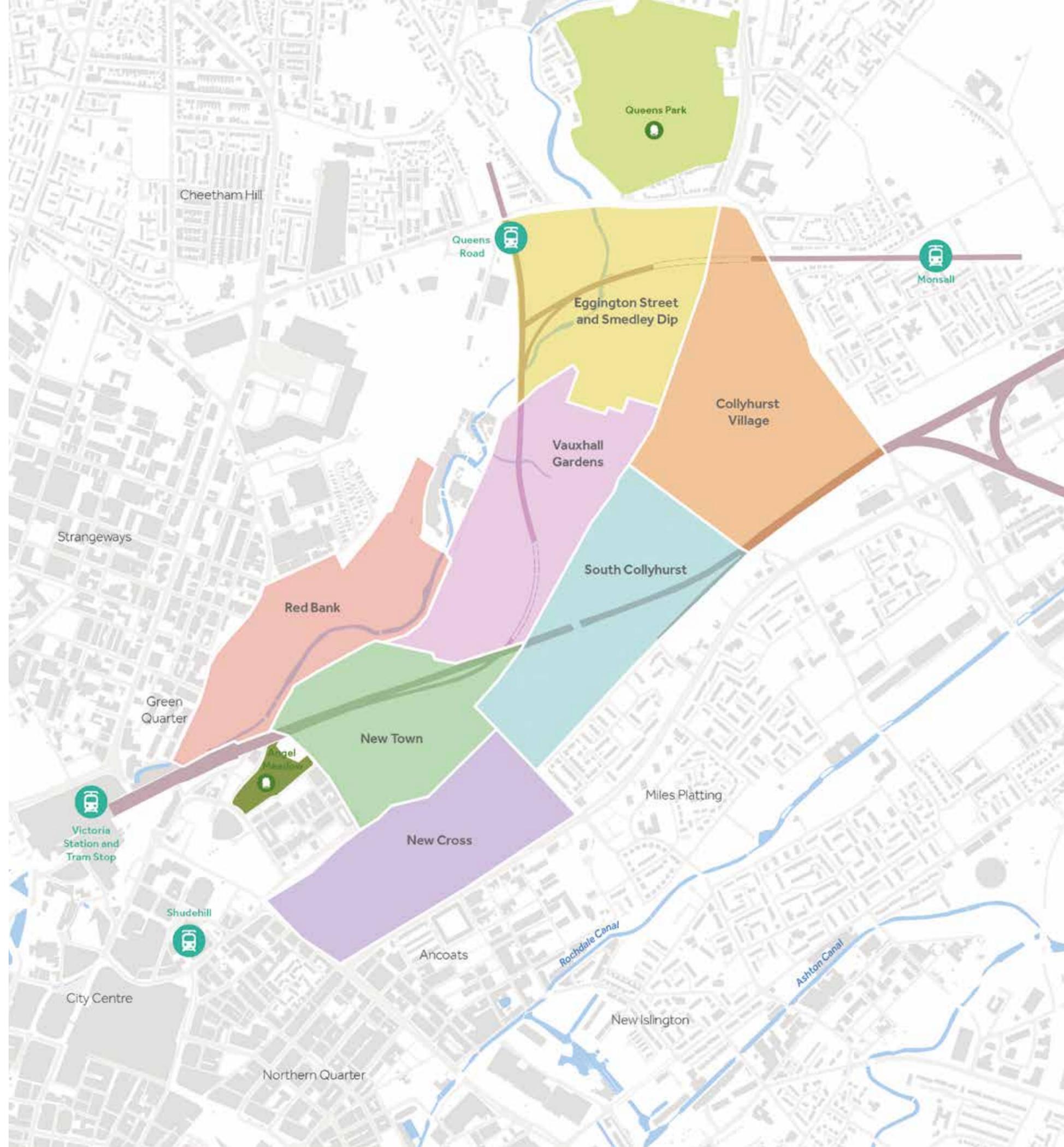


Figure 4 - Northern Gateway neighbourhoods

# DELIVERING SOCIAL & COMMUNITY INFRASTRUCTURE

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

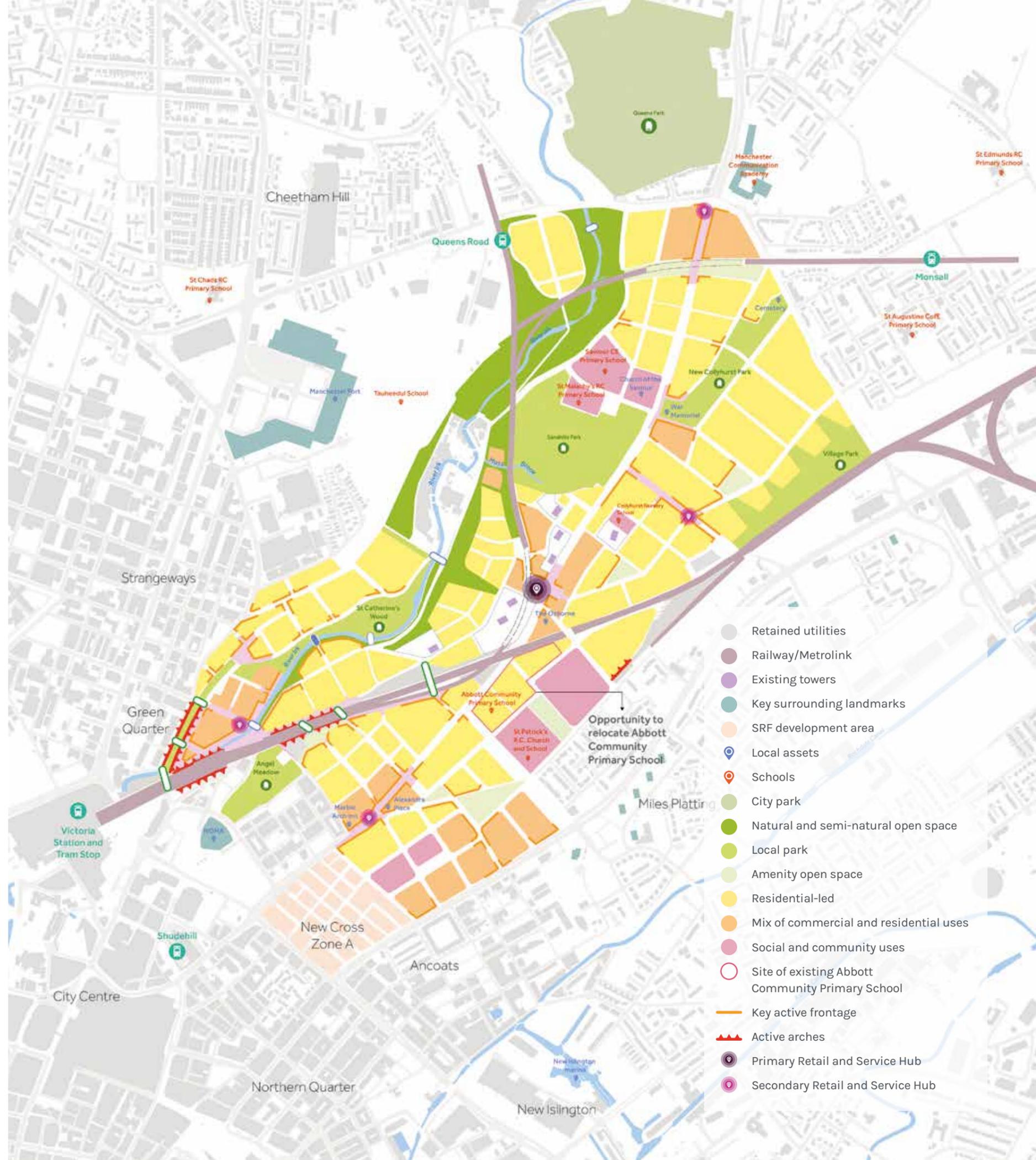
Social and community infrastructure will contribute to the overall health and well-being of residents and visitors, and the careful location of this provision will be critical to promoting greater accessibility. Where possible, co-location and sharing facilities with other uses and in areas which are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

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

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

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

Figure 5 – Land use and potential infrastructure provision



# SUSTAINABLE MOVEMENT & TRANSPORT CONNECTIVITY

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

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

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

## ENHANCED WALKING AND CYCLING CONNECTIVITY

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

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

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

## VEHICLE MOVEMENT AND PUBLIC TRANSPORT

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

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

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

## PUBLIC TRANSPORT

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

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

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

## FACILITATING AN EFFICIENT MOVEMENT NETWORK

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

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



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



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

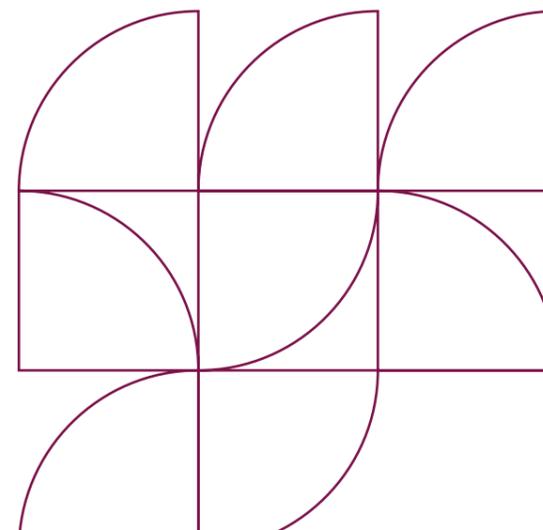
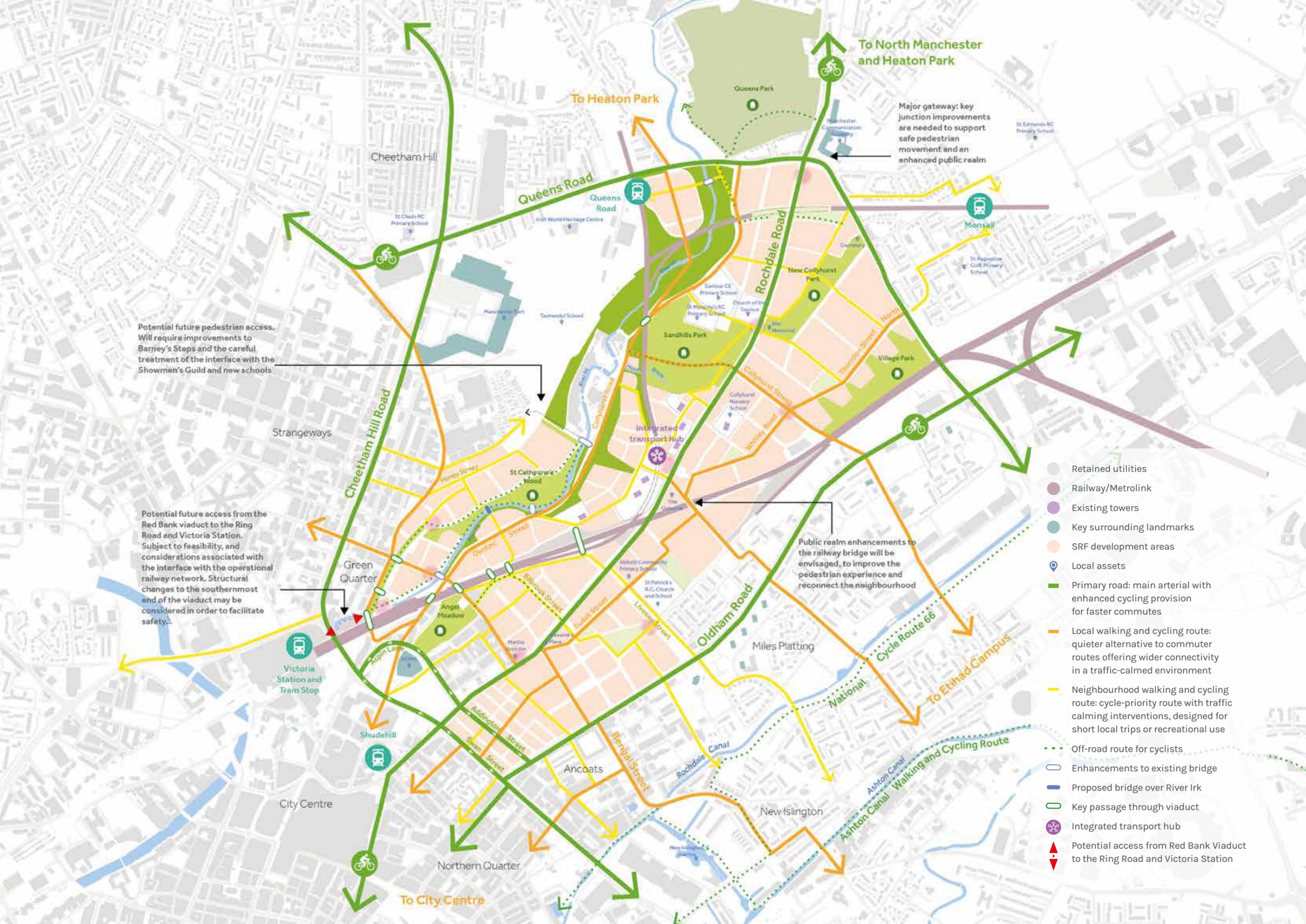


Figure 6 (Opposite page) – Walking and cycling connectivity



To North Manchester and Heaton Park

To Heaton Park

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

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

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

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

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

Strangeways

Cheetham Hill Road

Green Quarter

Victoria Station and Tram Stop

Shudehill

City Centre

Northern Quarter

To City Centre

Queens Road

Queens Road

Queens Road

Rochdale Road

Oldham Road

Miles Platting

Ancoats

New Islington

National

To Etihad Campus

Ashton Canal Walking and Cycling Route

Cheetham Hill

St Chad's RC Primary School

Irish World Heritage Centre

Queens Road

Tatfield School

Manchester Fort

Collyhurst Road

Sandhills Park

# URBANISING ROCHDALE ROAD

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

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

Urbanising Rochdale Road will be achieved by:

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

Figure 7 - Urbanisation of Rochdale Road

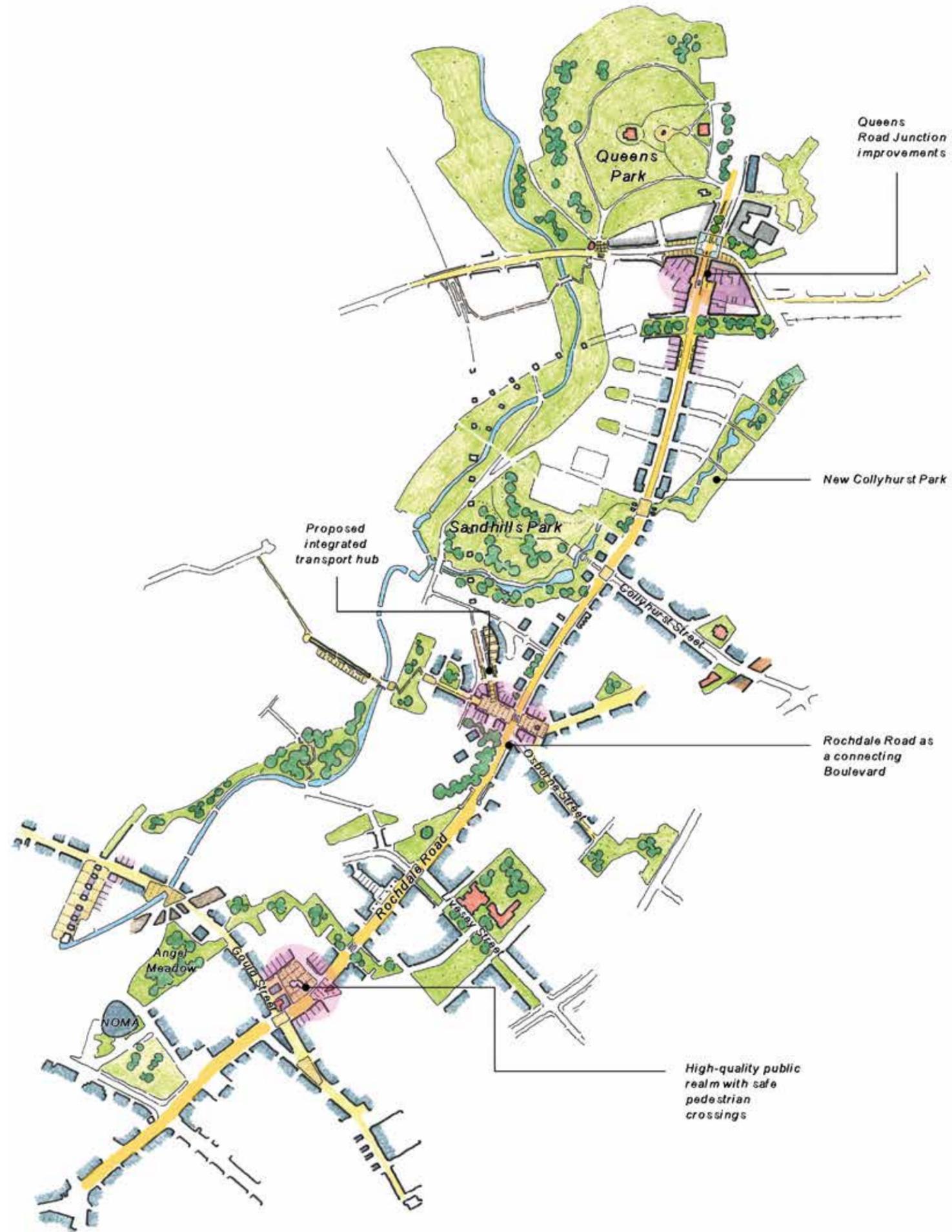
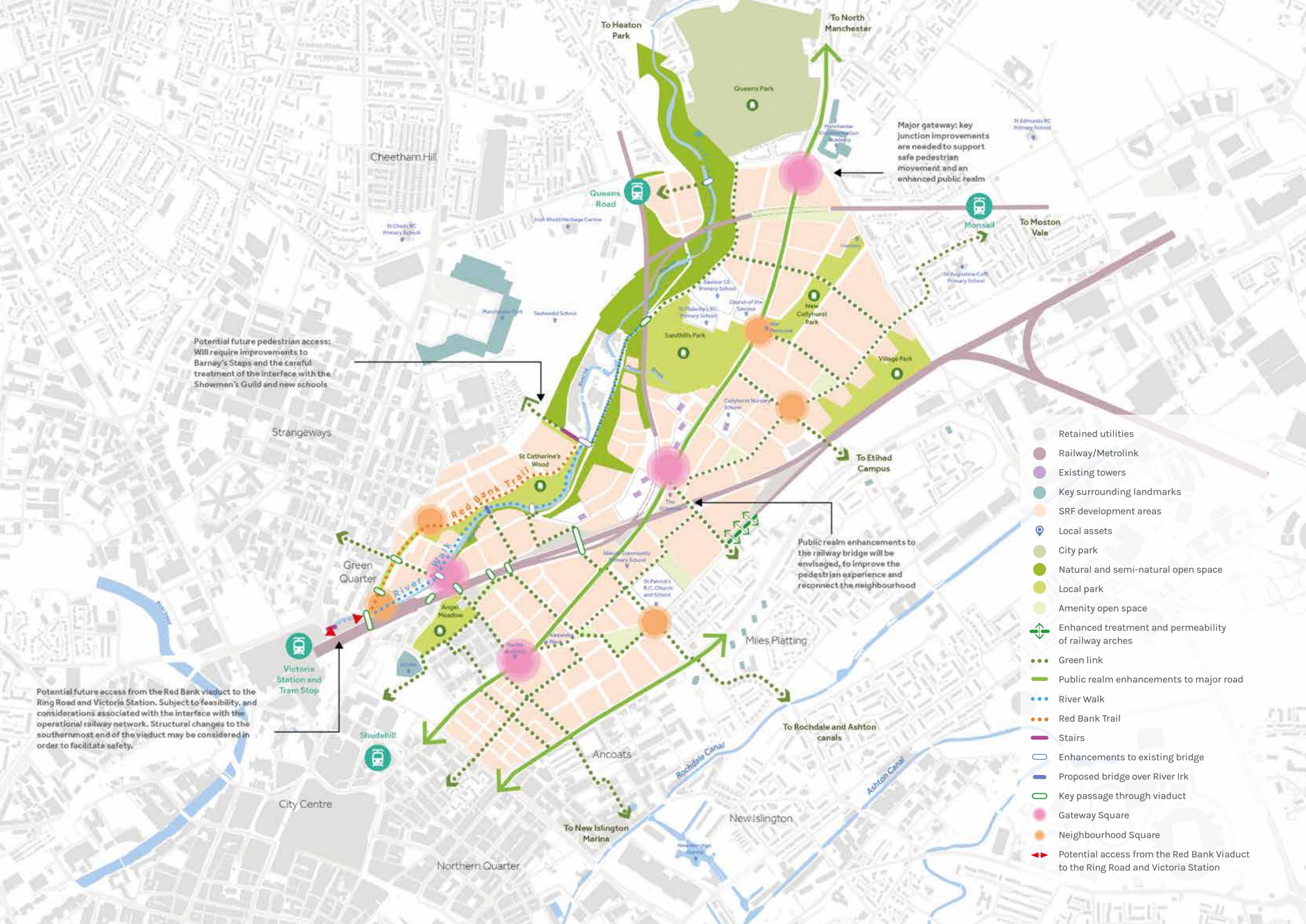


Figure 8 (Opposite page) - Public realm and gateways



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

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

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

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

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

# ENHANCING THE GREEN-BLUE INFRASTRUCTURE & PUBLIC REALM

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

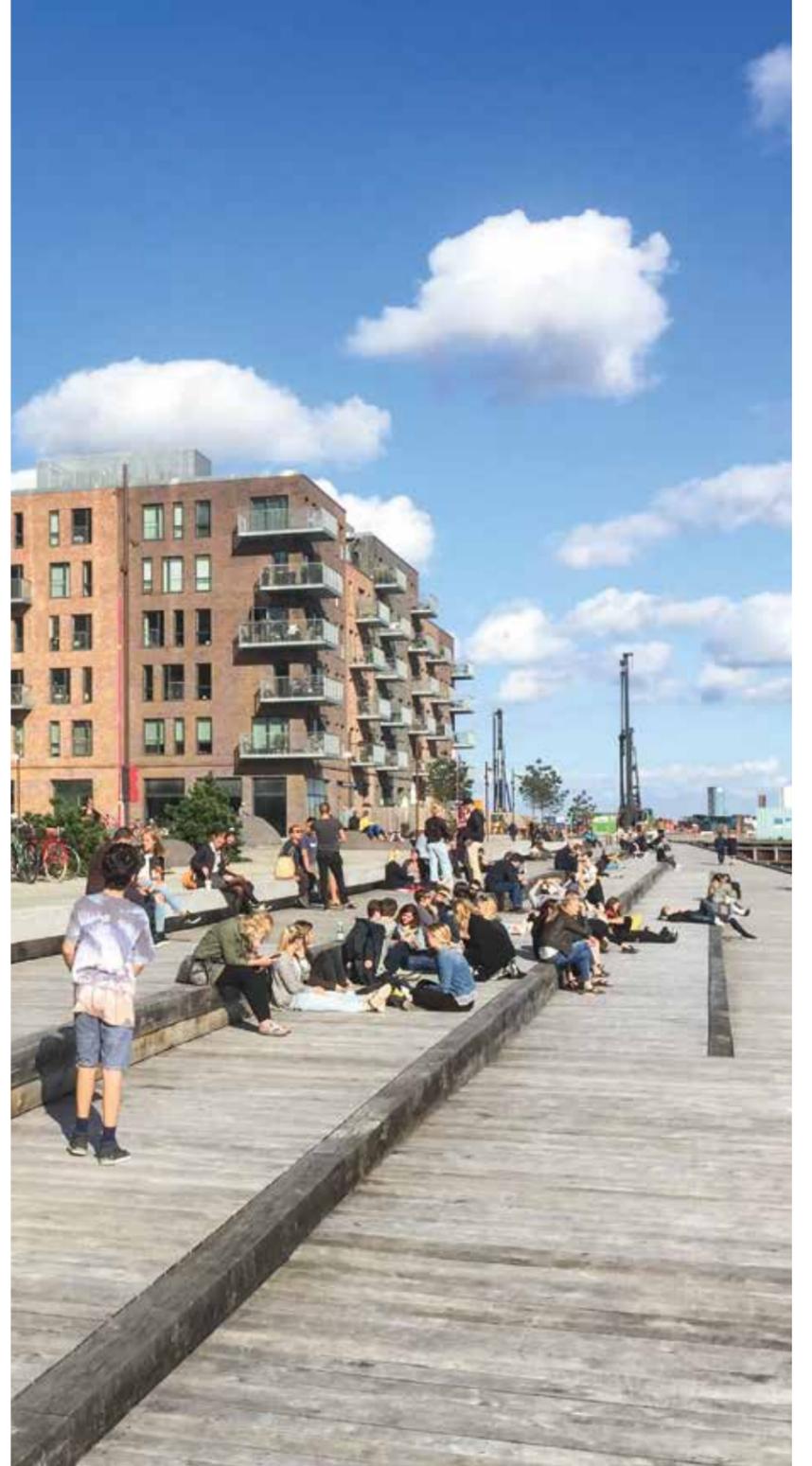
Capitalising on this potential will support the creation of the place, changing perceptions that will be the key to successful regeneration.

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

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



Figure 9 - Landscape Masterplan



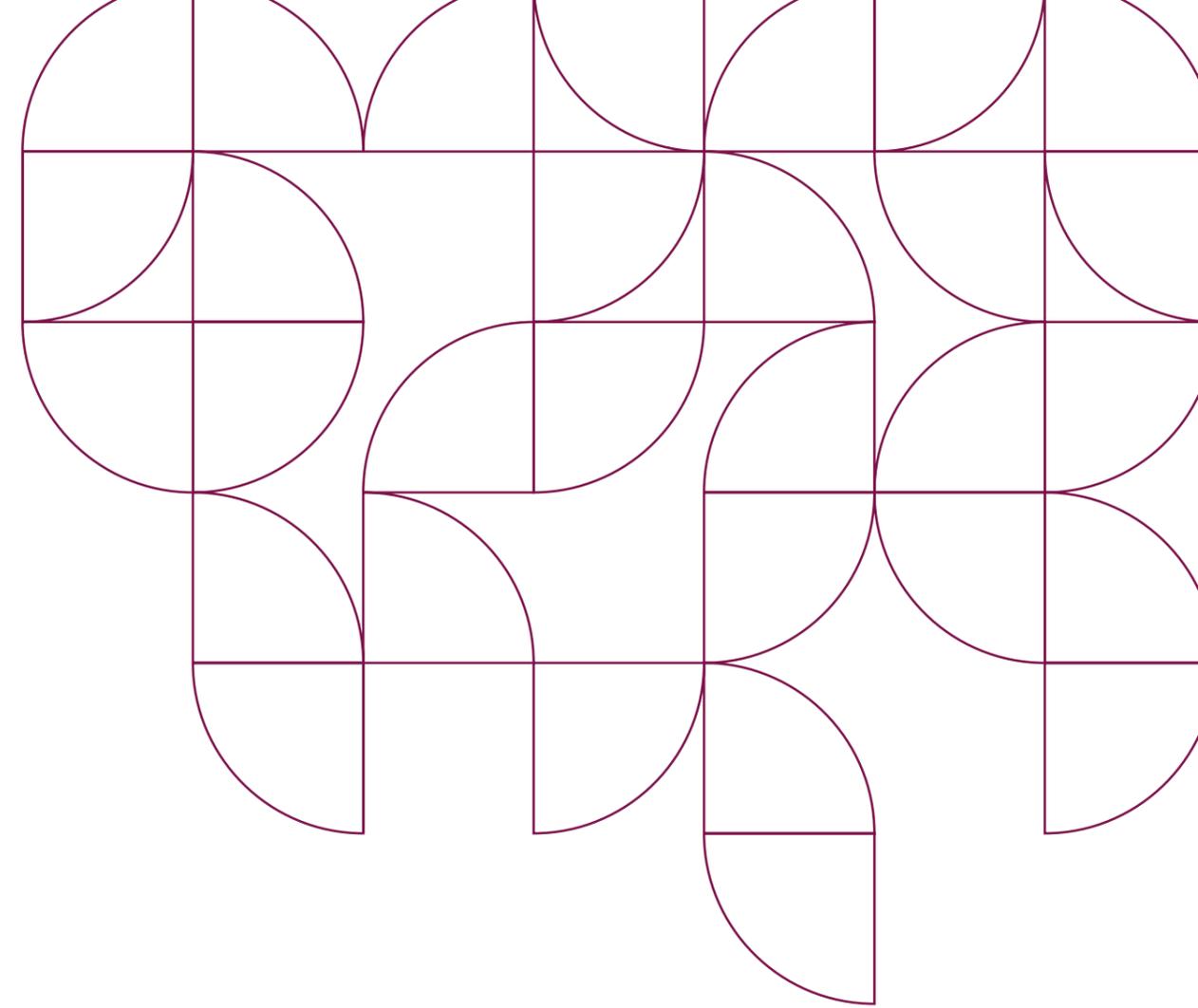
# CREATION OF THE PLACE

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

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

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

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



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



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

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



Cafe

Shop

taster

crisps

redbank  
10th a  
victoria

angel meadow  
g  
irk

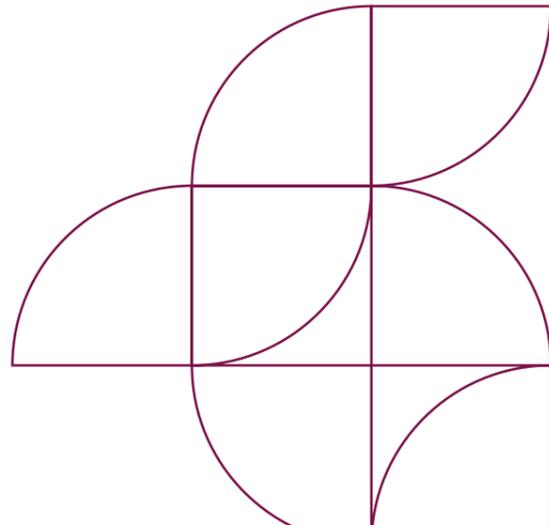
coffee

# PROMOTING PLACE MANAGEMENT & DESIGN QUALITY

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

Character, identity and public realm will be achieved by:

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



Well managed green spaces and public realm



Respecting and complementing listed buildings and structures through sensitive design



Carefully considered lighting to encourage safe and active public open spaces



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

# PLANNING FOR A LOW CARBON FUTURE

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

Planning for a low carbon future will be achieved by:

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

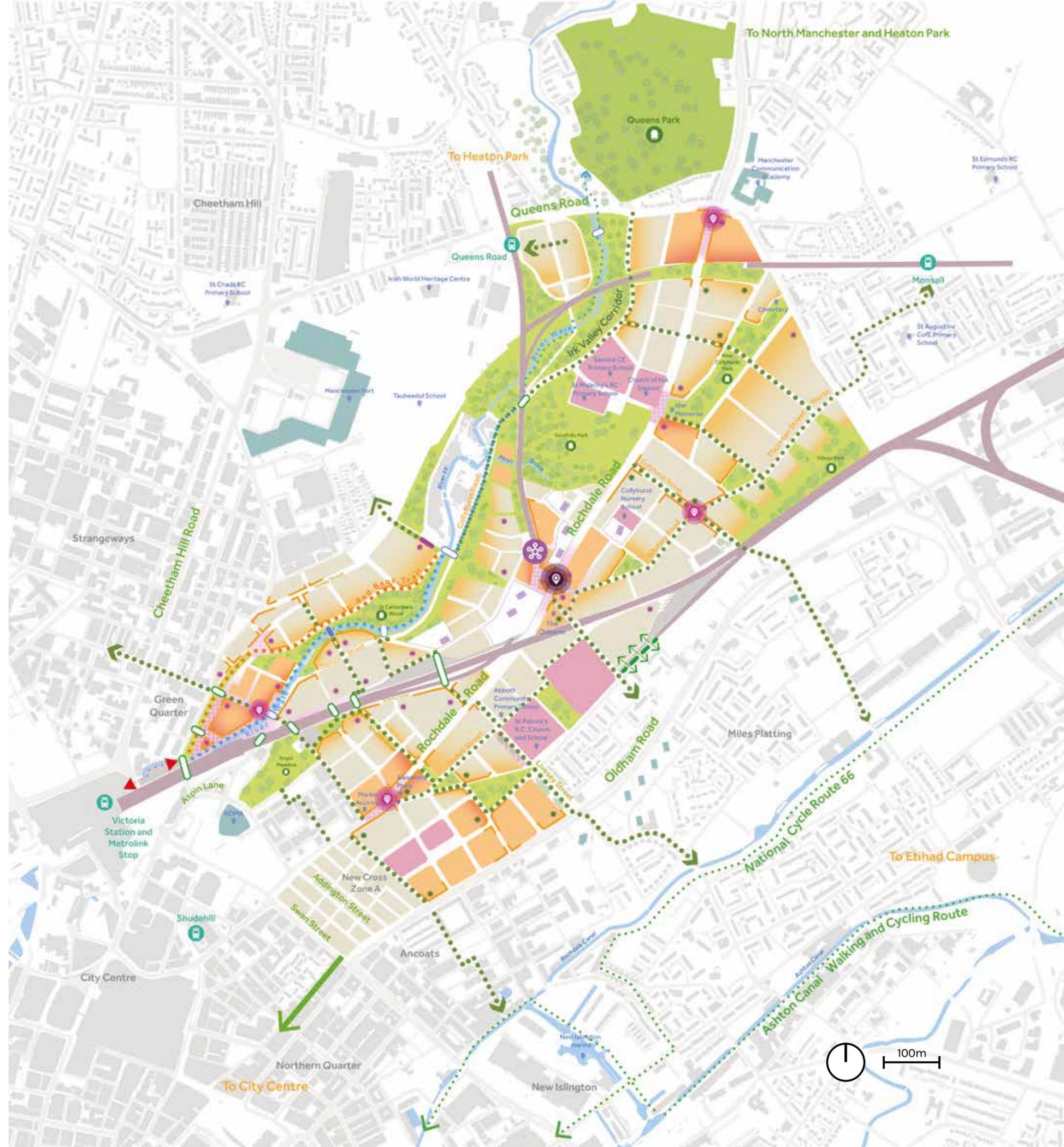


# ILLUSTRATIVE MASTERPLAN

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

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

Figure 11 - Illustrative Masterplan





**MANCHESTER  
CITY COUNCIL**



**Far East  
Consortium**

