

SRF Section	Commentator	Comments and responses
Section 2: The Vision; Section 6: Neighbourhood Design and Development Principles	Northwards	<p>Concern around breaking up existing communities in favour of new development - questions raised around the proposals to demolish good housing stock in favour of moving park closer to Rochdale Road - residents/ Northwards see this as waste in resource given ongoing investment in park and properties.</p> <p><i>RESPONSE: A key commitment from the Council is that there will be no further demolition of social housing until new homes have been provided in their place. Any social housing tenants affected by demolition will also be given priority rehousing status. The SRF provides an illustrative spatial plan for how new development could come forward, including the potential location of public realm and open spaces. Officers are committed to maintaining productive dialogues with local residents and Members as the project moves forward.</i></p> <p>The existing layout of Collyhurst Village needs to be addressed to improve housing design and quality with opportunities to provide an increased number of new homes including those that are affordable to buy and rent as part of a mixed tenure neighbourhood.</p> <p><i>RESPONSE: The SRF sets out an opportunity to provide increased building heights and densities than currently exist in Collyhurst Village to achieve a critical mass and to support good quality social and community infrastructure, with safer streets and a variety of good quality open spaces, and local amenities. New development at the heart of the neighbourhood will be medium density, to create an environment that is attractive and desirable to families and a modestly-scaled central area. Proposals that demonstrate a compact approach to low-rise housing whilst encouraging medium densities will be supported to encourage a more sustainable use of land. A mix of approaches to typologies will be encouraged to support a varied urban townscape. Medium-high density apartment buildings along Rochdale Road and Queens Road will provide urban character to the streets. Affordable housing will be provided throughout the neighbourhood to accommodate a range of tenures, and new social housing delivered in early phases will provide access to homes for existing and new residents.</i></p> <p>Transport accessibility, safety and affordability issue for local residents</p> <p><i>RESPONSE: THE SRF includes considerable content around the need to provide improvements to walking and cycling infrastructure and the highways and public transport networks. The project team will work closely with the Local Highways Authority and Transport for Greater Manchester (TfGM) to ensure all planned improvements are fully inclusive and meet the needs of the communities they serve.</i></p> <p>Improvement of health outcomes in Collyhurst and better quality of social and community infrastructure, including shops (affordable to be rented to start-up businesses) and social spaces.</p> <p><i>RESPONSE: There is an opportunity to seek synergies between the Northern Gateway regeneration programme and new and existing health initiatives. Links have been made to the Winning Hearts and Minds Initiative currently operating in Collyhurst and the Public Health team are seeking Government funding to plan a Trailblazer Project in Collyhurst to tackle Childhood Obesity. The SRF sets out an objective to establish a series of Retail and Service Hubs, with a mix of uses, including employment, retail, social, community, and health and education facilities, to ensure a sustainable network of provision that serves the local community and supports the growth of the city centre. The accessibility of high quality parks and green spaces can make play a positive role in encouraging active healthy lifestyles.</i></p>
Section 2: The Vision; Section 5: SRF-wide Design and Development Principles; Section 6: Neighbourhood Design and Development Principles; Appendix C: Technical & Environmental Considerations	Environment Agency	<p>Opportunity and challenges of City River Park - current failing standards and highly polluted - opportunity to improve, extend river and deliver actions of NW River Basin Management Plan, EU Water Framework Directive and Manchester Core Strategy Policy EN17.</p> <p><i>RESPONSE: The SRF wording under the objectives has been updated to reflect the opportunity to enhance the river and deliver improvements in line with the principles of the EU Water Framework Directive and Manchester Core Strategy Policy EN17.</i></p> <p>SUDs should feature as part of the overall design & green spaces should provide multifunctional benefits. The new river walkway should be sensitively designed to to mitigate flood risk and should allow potential for a wildlife corridor.</p> <p><i>RESPONSE: Further updates have been made to the SRF text to reference the incorporation of SUDs features and the promotion of the sustainable management of surface water. with additional content relating to flood risk and drainage added under the 'Technical & Environmental Considerations' appendix of the document. The location and function of 'green links' across the site has also been reinforced within the SRF-wide Design and Development Principles section of the SRF. Green links and the green spaces adjacent to the River Irk are proposed to be fully multifunctional green spaces capable of accommodating a range of habitat typologies to support biodiversity across the site. It is anticipated that they will be more than simply streets/footways with trees and will include wide verge spaces that form linked linear green spaces, which can form part of a sustainable drainage network.</i></p> <p>Support expressed for Neighbourhood Design and Development Principles with additional comments advocating:</p> <ul style="list-style-type: none"> - a sensitive approach to height and mazing at the design stage to avoid risk of excessive shadowing of river corridor. - integration of new development with existing topography - a more sensitive parking regime along Dantzic Street with a more accessible, open frontage to the river at Redbank - Recommendation that any new or replacement bridge across the River Irk is open span in design - Consideration of long-term maintenance of new river walk - Highlights the opportunity to provide ecological improvements through removal/modification of weirs <p><i>RESPONSE: All of these comments are supported and are commensurate with the vision and objectives set out in the SRF. All of the points raised will be incorporated into the detailed design stage for the City River Park and associated infrastructure works.</i></p>

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

<p>Section 6: Neighbourhood Design and Development Principles</p>	<p>National Grid</p>	<p>Concerns National Grid essential infrastructure has inadequate attention with wider policy aspirations of the framework - especially PRS unit on Gould Street (need for this to be modernised and relocated) - discussions for reprovision have currently stalled and need to be picked up before development brought forward - potential issues of integrating PRS system into New Town with proposed active frontages (which will not integrate well with infrastructure). <i>RESPONSE: The Land Use section for New Town has been updated to reflect that development within the New Town neighbourhood may need to integrate existing utilities infrastructure as part of a co-ordinated approach to redevelopment. Gould Street PRS is an important supply/ link to Manchester City Centre therefore extreme difficulty in reprovision elsewhere - importance of this piece of infrastructure provides restrictions on site development - engagement with MCC/FEC to find alternative solutions for the PRS station have stalled - options need to be revisited before moving forward with development.</i></p>
<p>Section 5: SRF-wide Design and Development Principles; Section 6: Neighbourhood Design and Development Principles</p>	<p>TfGM</p>	<p>TfGM have expressed broad support to site wide development principles and highlighted the ambition to transform Roachdale Road into a more multi-functional space which is easily accessible for all users. They highlight the status of Queens Road, Oldham Road, Cheetham Hill Road and Rochdale Road being important bus routes. TfGM considers there to be potential to create a sustainable transport corridor through the SRF area running southwest to northeast along the Lower Irk Valley utilising Collyhurst Road and Dantzic Street. Safety considerations are raised around walking/ cycling at junctions and along green routes where natural surveillance is not always achievable. Comments drew attention to the effect of the Inner Relief Route in acting as a significant barrier pedestrian and cycle movement. TfGM have suggested that these concerns can be addressed through working in collaboration and have made a suggestion to establish a Northern Gateway Transport and Movement Working Group to help further develop a number of infrastructure proposals in the SRF. <i>RESPONSE: Since the representation from TfGM progress has been made in establishing a Transport and Movement Working Group between key stakeholders and chaired by TfGM to plan and progress a range of transport infrastructure requirements including the Northern Gateway's role within the wider public transport network, and exploratory studies into the introduction of a new Metrolink stop. Integrated planning of Northern Gateway walking and cycling schemes, including potential improvements to key junctions will be addressed as part of this Group.</i> Rationale behind vehicle movement hierarchy in this section is not clear in relation to how the following terms are defined: Primary Roads, Secondary Roads, Restricted Car Access and Key Connectivity Nodes. <i>RESPONSE: The rationale supporting the vehicle movement hierarchy has been updated in the SRF-wide Design and Development Principles section of the document under the Vehicle Movement heading.</i> TfGM point out that the SRF is not accompanied by a Transport Assessment so its is not clear at this stage the anticipated volume of trips that will be generated as a result of the development. It is recommended that a bespoke assessment of trip generation and mode share analysis is undertaken. <i>RESPONSE: This point has been discussed directly with officers at TfGM and the Local Highways Authority. The parties will work closely to assess and forecast journey modelling to as part of work currently being undertaken to develop an infrastructure strategy for the Northern Gateway.</i></p>
<p>Section 5: SRF-wide Design and Development Principles; Section 6: Neighbourhood Design and Development Principles</p>	<p>Network Rail</p>	<p>Commented on the SRF aspiration to improve pedestrian connectivity to Manchester Victoria Station and highlighted the willingness to explore interfacing options with Metrolink. <i>RESPONSE: As referenced in the draft SRF, there is an aspiration to work collaboratively with Network Rail to explore the possibility of a new northern entrance to Victoria Station. It is felt that this could play an important role in enhancing connectivity to the Northern Gateway, which is currently constrained by topography and access. Network Rail's desire to explore interfacing options with Metrolink is welcomed and this will be progressed as a collaborative effort alongside Transport for Greater Manchester and Metrolink.</i> Advocates opportunities to for the Northern Gateway project to work with the Network Rail Commercial Estate team in order to maximise the contribution that the rail arches can make to the character and activation of the neighbourhoods, with particular regards to Redbank. <i>RESPONSE: The draft SRF highlights the important role that the existing rail arches will play in establishing a distinct sense of place within the Northern Gateway neighbourhoods. The Northern Gateway project team have engaged positively with Network Rail's Commercial Estates Team and continue to engage positively with the relevant personnel and look forward to bringing forward a shared vision for this part of the city.</i></p>

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

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

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

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

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

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

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

Trip Generation and distribution

Modelling

Mitigation Measures

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

Public Transport Accessibility and Infrastructure

Travel Planning

Vulnerable Road User Audits

Car Parking

Cycle Parking

Personal Injury Accident Data

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

Construction Management

Section 5: SRF-wide

Design and

Development

Principles;

Section 6:

Neighbourhood Design

and Development

Principles

Local Highways

Authority

Section 5: SRF-wide

Design and

Development

Principles;

Appendix C: Technical

and Environmental

Considerations

Local Flood Authority

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

RESPONSE: Comments noted

Section 5: SRF-wide

Design and

Development Principles

MCC Work and Skills

Team

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

RESPONSE: Comments noted.

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

