

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

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

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