# TABLE OF CONTENTS

1. INTRODUCTION 1
   Introduction
   SRF Process and Status
   Delivery Partners
   Scale of Development

2. THE VISION 5
   Core Objectives

3. THE DRIVERS FOR CHANGE 11
   The Need for Regeneration and Renewal
   The Need for Housing and Connections

4. THE NORTHERN GATEWAY 17
   History
   Urban Grain and Built Form: The Northern Gateway Today
   Existing Neighbourhoods

5. SRF DEVELOPMENT FRAMEWORK: SRF-WIDE DESIGN AND DEVELOPMENT PRINCIPLES 33
   Structure and Role of the Development Framework
   1. Building Residential-led City Neighbourhoods
   2. Delivering Social and Community Infrastructure
   3. Sustainable Movement and Transport Connectivity
   4. Urbanising Rochdale Road
   5. Enhancing the Green-Blue Infrastructure and Public Realm
   6. Creation of the Place
   7. Promoting Place Management and Design Quality
   8. Planning for a Low Carbon Future

6. SRF DEVELOPMENT FRAMEWORK: NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES 69
   Collyhurst Village
   South Collyhurst
   New Cross
   New Town
   Red Bank
   Vauxhall Gardens
   Egginton Street and Smedley Dip
   Illustrative Masterplan

7. IMPLEMENTATION 165

APPENDIX A 171
   Strategic and Regeneration Context

APPENDIX B 185
   Planning Policy Context

APPENDIX C 193
   Technical and Environmental Considerations

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 PARTNERS

ARCHITECTURAL SKETCHES
by Adriette Myburgh
<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 1</td>
<td>The Northern Gateway in context</td>
<td>2</td>
</tr>
<tr>
<td>Figure 2</td>
<td>An opportunity one-third of the size of the city centre</td>
<td>3</td>
</tr>
<tr>
<td>Figure 3</td>
<td>Aerial view of the Northern Gateway today</td>
<td>4</td>
</tr>
<tr>
<td>Figure 4</td>
<td>Key GMPF Forecasts to 2036</td>
<td>13</td>
</tr>
<tr>
<td>Figure 5</td>
<td>Key housing figures</td>
<td>14</td>
</tr>
<tr>
<td>Figure 6</td>
<td>Cutting Room Square, Ancoats, one of the neighbourhoods driving residential growth around the Northern Gateway</td>
<td>16</td>
</tr>
<tr>
<td>Figure 7</td>
<td>Urban grain of the Northern Gateway and surrounding areas</td>
<td>21</td>
</tr>
<tr>
<td>Figure 8</td>
<td>Listed buildings in Northern Gateway</td>
<td>22</td>
</tr>
<tr>
<td>Figure 9</td>
<td>MGC Landownership</td>
<td>23</td>
</tr>
<tr>
<td>Figure 10</td>
<td>Landscape site analysis</td>
<td>24</td>
</tr>
<tr>
<td>Figure 11</td>
<td>Existing neighbourhoods</td>
<td>26</td>
</tr>
<tr>
<td>Figure 12</td>
<td>Gallyhurst</td>
<td>28</td>
</tr>
<tr>
<td>Figure 13</td>
<td>Lower Irk Valley</td>
<td>30</td>
</tr>
<tr>
<td>Figure 14</td>
<td>New Cross</td>
<td>32</td>
</tr>
<tr>
<td>Figure 15</td>
<td>Structure of the Development Framework</td>
<td>36</td>
</tr>
<tr>
<td>Figure 16</td>
<td>Northern Gateway neighbourhoods</td>
<td>38</td>
</tr>
<tr>
<td>Figure 17</td>
<td>Land use and potential infrastructure provision</td>
<td>40</td>
</tr>
<tr>
<td>Figure 18</td>
<td>Walking and cycling connectivity</td>
<td>44</td>
</tr>
<tr>
<td>Figure 19</td>
<td>Road and street connectivity</td>
<td>46</td>
</tr>
<tr>
<td>Figure 20</td>
<td>Identifying the need for an integrated transport hub</td>
<td>48</td>
</tr>
<tr>
<td>Figure 21</td>
<td>Urbanisation of Rochdale Road</td>
<td>50</td>
</tr>
<tr>
<td>Figure 22</td>
<td>Public realm and gateways</td>
<td>52</td>
</tr>
<tr>
<td>Figure 23</td>
<td>Green-Blue Infrastructure (concept diagram)</td>
<td>53</td>
</tr>
<tr>
<td>Figure 24</td>
<td>Green-Blue infrastructure</td>
<td>55</td>
</tr>
<tr>
<td>Figure 25</td>
<td>A toolkit of strategies to enhance the public realm and the blue-green infrastructure</td>
<td>56</td>
</tr>
<tr>
<td>Figure 26</td>
<td>City River Park (concept diagram)</td>
<td>57</td>
</tr>
<tr>
<td>Figure 27</td>
<td>Green-Blue Infrastructure network in the neighbourhood</td>
<td>58</td>
</tr>
<tr>
<td>Figure 28</td>
<td>St Catherine's Wood section</td>
<td>60</td>
</tr>
<tr>
<td>Figure 29</td>
<td>Viaduct Concept (illustrative diagram)</td>
<td>61</td>
</tr>
<tr>
<td>Figure 30</td>
<td>Red Bank Viaduct section</td>
<td>64</td>
</tr>
<tr>
<td>Figure 31</td>
<td>Northern Gateway Neighbourhoods</td>
<td>72</td>
</tr>
<tr>
<td>Figure 32</td>
<td>Key existing features of Gallyhurst Village</td>
<td>75</td>
</tr>
<tr>
<td>Figure 33</td>
<td>Outline urban concept for Gallyhurst Village</td>
<td>76</td>
</tr>
<tr>
<td>Figure 34</td>
<td>Gallyhurst Village walking and cycling connectivity</td>
<td>77</td>
</tr>
<tr>
<td>Figure 35</td>
<td>Gallyhurst Village roads and streets</td>
<td>78</td>
</tr>
<tr>
<td>Figure 36</td>
<td>Gallyhurst Village land uses and active frontages</td>
<td>79</td>
</tr>
<tr>
<td>Figure 37</td>
<td>Gallyhurst Village indicative density</td>
<td>80</td>
</tr>
<tr>
<td>Figure 38</td>
<td>Gallyhurst Village open spaces</td>
<td>82</td>
</tr>
<tr>
<td>Figure 39</td>
<td>Gallyhurst Village spatial framework</td>
<td>85</td>
</tr>
<tr>
<td>Figure 40</td>
<td>Key existing features of South Gallyhurst</td>
<td>89</td>
</tr>
<tr>
<td>Figure 41</td>
<td>Outline urban concept for South Gallyhurst</td>
<td>90</td>
</tr>
<tr>
<td>Figure 42</td>
<td>South Gallyhurst walking and cycling connectivity</td>
<td>91</td>
</tr>
<tr>
<td>Figure 43</td>
<td>South Gallyhurst roads and streets</td>
<td>92</td>
</tr>
<tr>
<td>Figure 44</td>
<td>South Gallyhurst land use and active frontages</td>
<td>93</td>
</tr>
<tr>
<td>Figure 45</td>
<td>South Gallyhurst indicative density</td>
<td>94</td>
</tr>
<tr>
<td>Figure 46</td>
<td>South Gallyhurst open spaces</td>
<td>96</td>
</tr>
<tr>
<td>Figure 47</td>
<td>South Gallyhurst spatial framework</td>
<td>99</td>
</tr>
<tr>
<td>Figure 48</td>
<td>Key existing features of New Cross</td>
<td>103</td>
</tr>
<tr>
<td>Figure 49</td>
<td>Outline urban concept for New Cross</td>
<td>104</td>
</tr>
<tr>
<td>Figure 50</td>
<td>New Cross walking and cycling connectivity</td>
<td>105</td>
</tr>
<tr>
<td>Figure 51</td>
<td>New Cross roads and streets</td>
<td>106</td>
</tr>
<tr>
<td>Figure 52</td>
<td>New Cross land uses and active frontages</td>
<td>107</td>
</tr>
<tr>
<td>Figure 53</td>
<td>New Cross indicative density</td>
<td>108</td>
</tr>
<tr>
<td>Figure 54</td>
<td>New Cross open spaces</td>
<td>111</td>
</tr>
<tr>
<td>Figure 55</td>
<td>New Cross spatial framework</td>
<td>112</td>
</tr>
<tr>
<td>Figure 56</td>
<td>Key existing features of New Town</td>
<td>115</td>
</tr>
<tr>
<td>Figure 57</td>
<td>Artist impression of New Town</td>
<td>116</td>
</tr>
<tr>
<td>Figure 58</td>
<td>New Town walking and cycling connectivity</td>
<td>117</td>
</tr>
<tr>
<td>Figure 59</td>
<td>New Town roads and streets</td>
<td>118</td>
</tr>
<tr>
<td>Figure 60</td>
<td>New Town land uses and active frontages</td>
<td>119</td>
</tr>
<tr>
<td>Figure 61</td>
<td>The case for height and density in New Town</td>
<td>120</td>
</tr>
<tr>
<td>Figure 62</td>
<td>New Town indicative massing</td>
<td>121</td>
</tr>
<tr>
<td>Figure 63</td>
<td>Approach to height in New Town</td>
<td>122</td>
</tr>
<tr>
<td>Figure 64</td>
<td>Key connectivity through New Town</td>
<td>122</td>
</tr>
<tr>
<td>Figure 65</td>
<td>Building typologies in New Town</td>
<td>122</td>
</tr>
<tr>
<td>Figure 66</td>
<td>Key views in New Town</td>
<td>122</td>
</tr>
<tr>
<td>Figure 67</td>
<td>New Town open space</td>
<td>125</td>
</tr>
<tr>
<td>Figure 68</td>
<td>New Town spatial framework</td>
<td>126</td>
</tr>
<tr>
<td>Figure 69</td>
<td>Key existing features of Red Bank</td>
<td>129</td>
</tr>
<tr>
<td>Figure 70</td>
<td>Honey Street view</td>
<td>130</td>
</tr>
<tr>
<td>Figure 71</td>
<td>Outline urban concept for Red Bank</td>
<td>130</td>
</tr>
<tr>
<td>Figure 72</td>
<td>Red Bank walking and cycling connectivity</td>
<td>131</td>
</tr>
<tr>
<td>Figure 73</td>
<td>Red Bank roads and streets</td>
<td>132</td>
</tr>
<tr>
<td>Figure 74</td>
<td>Red Bank land uses and active frontages</td>
<td>133</td>
</tr>
<tr>
<td>Figure 75</td>
<td>High accessibility and the context for height in Red Bank</td>
<td>134</td>
</tr>
<tr>
<td>Figure 76</td>
<td>Red Bank indicative massing</td>
<td>135</td>
</tr>
<tr>
<td>Figure 77</td>
<td>Approach to height in Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 78</td>
<td>Approach to height in Honey Street and Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 79</td>
<td>Connectivity through Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 80</td>
<td>Connectivity through Honey Street and Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 81</td>
<td>Building typologies in Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 82</td>
<td>Building typologies in Honey Street and Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 83</td>
<td>Key views in Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 84</td>
<td>Key views in Honey Street and Red Bank</td>
<td>136</td>
</tr>
<tr>
<td>Figure 85</td>
<td>Red Bank open spaces</td>
<td>138</td>
</tr>
<tr>
<td>Figure 86</td>
<td>Red Bank spatial framework</td>
<td>141</td>
</tr>
<tr>
<td>Figure 87</td>
<td>Key existing features of Vauxhall Gardens</td>
<td>145</td>
</tr>
<tr>
<td>Figure 88</td>
<td>Outline urban concept for Vauxhall Gardens</td>
<td>146</td>
</tr>
<tr>
<td>Figure 89</td>
<td>Vauxhall Gardens walking and cycling connectivity</td>
<td>147</td>
</tr>
<tr>
<td>Figure 90</td>
<td>Vauxhall Gardens roads and streets</td>
<td>148</td>
</tr>
<tr>
<td>Figure 91</td>
<td>Vauxhall Gardens land uses and active frontages</td>
<td>149</td>
</tr>
<tr>
<td>Figure 92</td>
<td>Vauxhall Gardens indicative density</td>
<td>150</td>
</tr>
<tr>
<td>Figure 93</td>
<td>Vauxhall Gardens open spaces</td>
<td>153</td>
</tr>
<tr>
<td>Figure 94</td>
<td>Vauxhall Gardens spatial framework</td>
<td>154</td>
</tr>
<tr>
<td>Figure 95</td>
<td>Key existing features of Eggington Street and Smedley Dip</td>
<td>158</td>
</tr>
<tr>
<td>Figure 96</td>
<td>Urban concept for Eggington Street and Smedley Dip</td>
<td>157</td>
</tr>
<tr>
<td>Figure 97</td>
<td>Eggington Street and Smedley Dip walking and cycling connectivity</td>
<td>159</td>
</tr>
<tr>
<td>Figure 98</td>
<td>Vauxhall Gardens open spaces</td>
<td>161</td>
</tr>
<tr>
<td>Figure 99</td>
<td>Urban concept for Eggington Street and Smedley Dip</td>
<td>162</td>
</tr>
<tr>
<td>Figure 100</td>
<td>Illustrative Masterplan</td>
<td>163</td>
</tr>
<tr>
<td>Figure 101</td>
<td>Landscape Masterplan</td>
<td>164</td>
</tr>
<tr>
<td>Figure 102</td>
<td>Housing White Paper</td>
<td>174</td>
</tr>
<tr>
<td>Figure 103</td>
<td>Greater Manchester Strategy</td>
<td>174</td>
</tr>
<tr>
<td>Figure 104</td>
<td>Our Manchester: Manchester Strategy 2010-2025 S key themes</td>
<td>176</td>
</tr>
<tr>
<td>Figure 105</td>
<td>National, regional and city-wide Strategic Plan in Greater Manchester</td>
<td>178</td>
</tr>
<tr>
<td>Figure 106</td>
<td>Existing frameworks</td>
<td>179</td>
</tr>
<tr>
<td>Figure 107</td>
<td>NOMA</td>
<td>180</td>
</tr>
<tr>
<td>Figure 108</td>
<td>Royal Mills</td>
<td>182</td>
</tr>
<tr>
<td>Figure 109</td>
<td>New Islington Marina</td>
<td>182</td>
</tr>
<tr>
<td>Figure 110</td>
<td>Existing cycle and pedestrian routes</td>
<td>188</td>
</tr>
<tr>
<td>Figure 111</td>
<td>Existing highways and transport</td>
<td>200</td>
</tr>
<tr>
<td>Figure 112</td>
<td>Flood risk</td>
<td>201</td>
</tr>
<tr>
<td>Figure 113</td>
<td>Ground conditions</td>
<td>202</td>
</tr>
<tr>
<td>Figure 114</td>
<td>Topography</td>
<td>203</td>
</tr>
<tr>
<td>Figure 115</td>
<td>GMCA Air Quality Management Area (AQMA)</td>
<td>204</td>
</tr>
<tr>
<td>Figure 116</td>
<td>Main transport and highways sources of noise and vibrations</td>
<td>205</td>
</tr>
<tr>
<td>Figure 117</td>
<td>Utilities</td>
<td>206</td>
</tr>
<tr>
<td>Figure 118</td>
<td>Habitat characterisation diagram</td>
<td>207</td>
</tr>
<tr>
<td>Figure 119</td>
<td>Buildings and structures of heritage interest</td>
<td>208</td>
</tr>
</tbody>
</table>
The Northern Gateway is a unique opportunity to deliver transformational regeneration on an unprecedented scale in Manchester and help fulfil Manchester’s potential as a truly innovative, sustainable and world-class city.

It has the potential to revitalise existing communities and provide a catalyst for the regeneration of neighbourhoods in the north of the city.

The regeneration of the Northern Gateway has the potential to unlock significant residential-led development that will positively contribute to Manchester’s growth agenda and that of the wider city region. The Northern Gateway Strategic Regeneration Framework ("SRF") sets out how Manchester City Council ("MCC") will work with partners and local communities to deliver this ambition.
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.

The SRF area ("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 an 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 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. This 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.

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.

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

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.

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

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 Northern Gateway is the single largest and most ambitious regeneration opportunity for Manchester. The area covered by the SRF takes up nearly a third of the size of the extended city centre, and represents a scale of development that warrants a holistic vision that integrates short, medium and long term opportunities.
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.
THE VISION

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;
- 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;
- 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;
- 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.
THE VISION

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;
» 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;
» 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;
» Promoting a sense of arrival by capitalising on the area’s natural assets and appeal of the river valley and unique natural landscape.
THE VISION

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;

» 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;

» Opportunities for innovative approaches to the delivery of education and health facilities as part of new, extended city centre neighbourhoods.

SUMMARY

This section of the SRF has set out a Vision for the Northern Gateway and eight Core Objectives that underpin and support the Vision.
THE DRIVERS FOR CHANGE
There are important drivers for change that form a strong foundation on which to build the regeneration of the Northern Gateway.

These include employment and population growth, housing provision and the need for wider connectivity.
THE DRIVERS FOR CHANGE

THE NEED FOR REGENERATION AND RENEWAL

MANCHESTER’S ECONOMIC CONTEXT FOR GROWTH

Manchester is a significant driver of the UK and Greater Manchester economies, and performs strongly on key measures of gross value added (“GVA”), employment and population growth, reflecting the positive changes in Manchester’s economic and demographic position in recent decades.

GVA

Overall GVA grew by 5.4% between 2014 and 2015, whereas the UK’s growth slowed to 2.6% over the same period. Manchester’s GVA per head of population was £32,114 compared to £21,626 for Greater Manchester and £25,601 for the UK as a whole in 2015 (27% higher than the national rate). The Greater Manchester economy generates £56 billion of GVA per annum, accounting for 40% of the total GVA in the North West.

The 2017 Greater Manchester Forecasting Model (“GMFM”) predicts an increase in the GVA of Greater Manchester to £83 billion by 2036. Manchester’s GVA is forecast to grow to £26 billion by 2036, up from £16 billion in 2015. This would represent around 31% of Greater Manchester’s overall GVA in 2036.

EMPLOYMENT

Manchester city centre has been a major driver and hub of employment growth over the last 15-20 years. Since 2009, 25,000 new jobs have been created. The city centre now accounts for 40% of all employment in Manchester and 12% across Greater Manchester. The latest ONS Business Register and Employment Survey (“BRES”) shows that employment rose from 340,100 in 2014 to 355,300 in 2015 (+14,200). The regeneration of Victoria Station and NOMA is also helping to drive growth in the city and push city centre uses further north. Once complete, NOMA is expected to support around 15,000 new jobs.

Employment growth in Manchester has been dominated by financial, professional and business services, creative and digital, science, research and development, hotels and food/drink services. This growth is not confined to the city centre. For example, significant growth has taken place associated with the Sharp and Space projects, Media City and the employment and research cluster around Corridor Manchester. There are several existing employers located in the Northern Gateway which can be consolidated and complemented through the regeneration of the area.

Looking ahead, the arrival of HS2, Northern Powerhouse Rail (“NPR”) and development of the Piccadilly Gateway are likely to further drive significant employment growth. The 2017 GMFM predicts an increase in total employment from 1.4 million to 1.5 million by 2036.

The city’s GVA growth is driven by key sectors which will continue to perform strongly, including business, financial and professional services; cultural, creative and digital; and science, research and development.

While population growth has occurred across the whole of the city, much has been concentrated in the city centre and surrounding wards. The latest MCC estimates indicate that around 54,000 residents currently live across the city centre, with this set to increase further as new developments come to the market.

The latest MCC forecasts indicate that Manchester’s population could be around 600,000 by 2021 and the 2017 GMFM predicts an increase in total population from an estimated 2.8 million in 2017 to almost 3 million in 2036 for Greater Manchester as a whole.

The population growth in Manchester and the city region is driving the need to provide a significant number of new homes and the social infrastructure required to support them.

The Northern Gateway presents a hugely important and sustainable opportunity to deliver a significant proportion of these homes within the extended city centre, to support anticipated growth.
THE DRIVERS FOR CHANGE

THE NEED FOR HOUSING AND CONNECTIONS

AN OPPORTUNITY TO DELIVER SIGNIFICANT HOUSING AND CONNECTIONS AT THE NORTHERN GATEWAY

It is clear that Manchester has seen and will continue to see rapid growth in its population and economy over the next 20 years. Despite its location within the extended city centre, the Northern Gateway has so far been unable to capitalise on this strong growth. This is impacted by significant constraints that present a challenging regeneration environment, linked to the legacy of former industrial uses, the River Irk and river valley topography, and the lack of core infrastructure required to support a new residential and mixed-use community.

The Our Manchester: Manchester Strategy (2016 -2025) sets out a vision of a new model for sustainable economic growth based around a more connected and greener city, where all residents are able to contribute to and benefit from sustained prosperity and a good quality of life. It seeks to secure Manchester’s position as a connected world class city with a competitive, dynamic and sustainable economy that highly skilled, enterprising and industrious people are attracted to. Providing good quality housing in clear, safe, attractive and connected neighbourhoods remains central to the Our Manchester vision.

The Northern Gateway has the potential to offer urban living at densities appropriate for an edge of city centre location, with high levels of sustainability close to economic and leisure opportunities, and strategic transport nodes throughout the conurbation core. Understanding potential demographics of the Northern Gateway is critical for informing the correct mix of dwellings, to ensure they are suitable for and available to residents on a range of incomes. The demographics and demand for new homes in the Northern Gateway will be informed by precedents in neighbourhoods throughout the extended city centre.

The following will be key considerations which will inform demand for new housing throughout the Northern Gateway:

1. Evidence from other areas such as Castelfield, Ancoats and New Islington and the Northern Quarter, which provide indicators of cohorts which may be attracted to live in higher density neighbourhoods, closer to the city centre;
2. The draw of younger working age residents to city centre and extended centre developments, who have higher than average economic activity and employment rates, along with the city’s expanding student population and increase in graduate retention;
3. The demographics of the Ancoats and New Islington neighbourhoods, which are going through a period of significant change and residential growth, driven by public and private sector partnerships between MCC, Manchester Life and Urban Splash;
4. Areas with socio-economic comparisons to Collyhurst, such as Miles Platting where a Private Finance Initiative (‘PFI’) to refurbish 1,500 Council houses and build up to 800 new homes is underway. Miles Platting’s resident base is evolving, with increasing levels of working age adults and working families;
5. The need to deliver suitable and desirable accommodation for families on a range of incomes to provide housing and neighbourhoods that support older people to be independent for longer, increasing their social and economic participation as part of well-rounded communities.

The Vision presented in this SRF is a once in a generation opportunity to respond to the pressures of growth and provide approximately 15,000 new homes over the next 15 to 20 years, while connecting the Northern Gateway to the growth of the city centre and activating the surrounding North and East Manchester communities.

The Vision also presents opportunities to deliver a new identity for the Northern Gateway, positively responding to the legacy of former industrial uses and the study area’s physical topography, enhance the Irk River Valley, deliver new neighbourhood infrastructure, and significantly improve connectivity and transport links.

THE RIGHT TYPE OF HOUSING

The Northern Gateway is an unprecedented opportunity to create integrated and sustainable neighbourhoods within the extended city centre that not only cater for the demographics and types of homes that are currently provided within and around the city but start to transform the area into a permanent and distinctive place to live. This means providing the necessary amount of new homes, and the right types of accommodation and supporting infrastructure, that will attract a permanent population that sees the Northern Gateway as an area where people and families can settle indefinitely.

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THE NORTHERN GATEWAY WILL CREATE

Integrated & sustainable

15,000

HOMEs IN THE NEXT 15 TO 20 YEARS
THE DRIVERS FOR CHANGE

CONNECTIONS

The Northern Gateway sits within the wider context of the city centre and city region economy, which will drive the growth and regeneration of the Northern Gateway. Reciprocally, the Northern Gateway has the potential to deliver a number of catalytic impacts for the city centre and North Manchester. Therefore, to ensure the Northern Gateway is truly sustainable, connections will be highlighted for new and existing residents in this area with employment, cultural and leisure opportunities in the city centre and throughout the conurbation core.

The Northern Gateway is in close proximity to established employment nodes in North Manchester, including the Strangeways commercial district, Manchester Fort within Cheetham Hill, North Manchester General Hospital, along with Central Park and the Sharp Project. There are also further opportunities to connect the Northern Gateway and its residents to key employment centres to the south including Corridor Manchester, Media City, Manchester’s university and hospital estates, Manchester Science Park, and Airport City.

To achieve these connections, opportunities for enhanced walking, cycling and public transport routes are identified, both within and beyond the Northern Gateway, to enable new and existing residents to capitalise on major investment in transport infrastructure across Manchester.

3. The second city crossing Metrolink connection through the heart of the city centre, which has increased the capacity, flexibility and reliability of the Metrolink network. It provides an additional route across the city centre that utilises Victoria Station, increasing connectivity with the north and west of the city region;

4. The Metrolink network to Trafford Park and Port Salford is under construction and is scheduled to be operational by 2020/2021, generating significant opportunities for further investment at Trafford City as a key retail and leisure destination;

5. A Bus Priority Package, which will deliver more than 8 miles of bus lanes, and improvements to Shudehill bus station. The vast transport transformation occurring across Greater Manchester provides many benefits, not only to passengers, but to the city’s sustainability, access to employment and the wider economy;

6. The £253 million Transforming Cities Fund which will include the delivery of new cycling and walking infrastructure in line with the Cycling and Walking Commissioner’s ‘Made to Move’ report and the ‘Streets for All’ Strategy, as well as future additional Metrolink capacity.

SUMMARY

This section has described Manchester’s economic context for growth and set out the key drivers for change. These drivers for change form a solid foundation on which to base the regeneration of the Northern Gateway.

The Northern Gateway will benefit from:

- Arrival of HS2 and Northern Powerhouse Rail
- £1 billion investment on Northern Hub rail project
- Second city crossing Metrolink connection
- Metrolink network construction to Trafford Park and Port Salford
- Bus Priority Package to deliver 8 miles of bus lanes
- £253 million Transforming Cities Fund
The Northern Gateway is a special place, defined by the Irk Valley’s striking landscape, and a variety of character areas, transitioning from the city centre to the existing community of Collyhurst.
The Northern Gateway today is defined by past patterns and drivers of growth and transformation, specifically from the onset of the industrial revolution. While only sparsely developed until the mid-nineteenth century, the area underwent rapid growth as Manchester’s expansion transformed it from a prosperous but small medieval town, to one described in the City Council’s ambitious 1945 Plan as “typifying the horrors of the new industrialisation”.

THE ROLE OF THE RIVER IRK
The River Irk was the focus of industrial activity, traced back to the presence of a grinding house and corn mill in 1596 and the emergence of industrial complexes in the mid-nineteenth century. The area was an early location for the industries that supported the textile growth, which made Manchester’s wealth and defined its nineteenth century character.

INDUSTRY IN THE NORTHERN GATEWAY
By the end of the nineteenth century, the Irk Valley was heavily industrialised with a range of chemical works and heavy industry related to textile manufacturing. The older, established industrial processes, including corn mills, brick-making works, and textile related industries, such as paper production, rope-works and dye factories, remained prominent in what had become a densely populated and heavily polluted part of the city.

A CHANGING URBAN FORM
Throughout the twentieth century, the grain of the area transitioned from a dense urban mix of residential and industrial premises to a looser, post WWII suburban form. The area was described in the City of Manchester Plan of 1945 as an ‘outer-fringe area which could be radically redeveloped, as part of the planned city renewal, to accommodate the dispersed population from more congested parts of the city.’

POST-WWII COLLYHURST
The physical evolution of the area during the twentieth and twenty-first centuries has been characterised by the reduction in the density of the built form and the creation of extensive areas of cleared land. The impact of continual urban transformation within the Northern Gateway has resulted in a loss of the earlier, historic fabric, which has led to the origins of the area being obscured.
TIMELINE
1830-1980
URBAN GRAIN AND BUILT FORM: THE NORTHERN GATEWAY TODAY

Today, the Northern Gateway spans across a uniquely varied range of environments, transitioning from an urban and industrial grain on the fringes of the city centre, to a more suburban form towards Collyhurst and the north of the area.

Similarly, the Irk Valley itself transitions along the waterway from a hard-edged identity at the south of the study area to a more natural setting upstream towards Queens Park. There is a stark contrast in the current urban fabric of the Northern Gateway, which is now significantly lower in density compared with that of its past, and with surrounding neighbourhoods today. The existing built form and urban grain could provide a basis for establishing new neighbourhoods, rooted in the quality, morphology, and topography of the place.
LISTED BUILDINGS

Whilst the continued transformation of the area since the mid-eighteenth century has seen a loss of earlier historic fabric of the area, several Listed Buildings remain.

UNION BRIDGE
Grade: II
First listed: 1994
Union Bridge is a small public road bridge over the River Irk and is now closed. It comprises a single, low segmental arch with no parapet and iron railings to the south side.

FORMER GOULDEN STREET POLICE AND FIRE STATION
Grade: II
First listed: 1992
The former Goulden Street Police and fire station was designed to be a landmark within a tightly-grained area. Nearby cleared land and low-rise development enhance its prominence.

MARBLE ARCH INN
Grade: II
First listed: 1988
A two storey public house on a corner site on Gould Street, dating back to 1888. It features buff brick with polished pink granite on ground floor level.

ROMAN CATHOLIC CHURCH OF ST PATRICK
Grade: II
First listed: 1994
Roman Catholic Church dating 1936, by H. Greenhalgh. It features red brick with white stone dressings and a slate roof.

8 CABLE STREET
Grade: II
First listed: 1994
A 19th century former factory and warehouse. The building has been given prominence from Oldham Road as the adjacent site has been cleared for redevelopment.

FORMER MIDLAND BANK (3 & 4 SWAN STREET)
Grade: II
First listed: 1974
Designed as a local landmark in classical style, the two-storey building remains in active use for its original commercial purpose.

Figure 8 – Listed buildings in Northern Gateway
LANDOWNERSHIP AND EXISTING LAND USES

The Northern Gateway comprises multiple landownerships, with a relatively high level of fragmentation across the study area. MCC is a major landowner, with several strategic landholdings adjacent to the city centre and northwards. The joint venture investment partnership is in control of approximately 50% of the land in the Northern Gateway.

The Northern Gateway was historically made up of predominantly industrial uses and, as a result, presents opportunities and challenges to remediate areas of contamination, including mining and landfills. The current mix of uses in the Northern Gateway includes housing, offices, light industry, wholesalers and depots, surface parking, open space and cleared land.

A number of businesses operate within the Northern Gateway. Many of these businesses bring a positive contribution to the area, and provide much needed local employment, while contributing to vibrancy and character.

Notable businesses in the Northern Gateway include, among others, Chinese wholesaler Wing Yip, international paint manufacturer HMG Paints, Royal Mail, and a number of breweries and independent businesses operating from railway arches and smaller scale premises. 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.
LANDSCAPE

The Northern Gateway area sits within the Irk Valley, one of five river valleys in Greater Manchester that encompass a rich landscape of ecology, infrastructure and industrial heritage. The topography across the Northern Gateway has significant level changes, with the Irk Valley in the west and a plateau landform in the east. Manchester’s urban rivers were neglected for centuries and covered with infrastructure, visible only behind high walls or over tall viaducts. In the wake of the industrial revolution, the waters have slowly been regenerating themselves with new ecosystems taking over. Today some of Greater Manchester’s rivers and valleys have important regional recreational roles as linear connections and valuable green corridors. Their ecological value within the growing metropolitan area is significant. The Irk Valley provides both an insight into a landscape lost over the last 150 years and a green artery ending in the very heart of the city centre.

The area is rich in historic railway infrastructure and curving brick arches, including those within Collyhurst, which give a clear identity to the valley.

The disused railway infrastructure has the potential to bring new development and green links along and across the study area, driving the Irk Valley into the city centre. Some of the older industrial buildings have architectural value, including attractive brick details and slate roofs, but are in a state of disrepair and areas of the river frontage are effectively privatised due to the poor quality of adjacent uses and boundary treatments. The railway infrastructure across the study area represents an important opportunity to promote the areas heritage.

Away from the river valley, the natural landscape gives way to low density housing areas in Collyhurst to the east.

Although green spaces are found throughout, the quality and uses are extremely limited, with a basic amenity offer of grass verges and incidental cleared land. Closer to the city, an irregular network of cleared industrial sites dominate the street scene with limited public access and neglected, overgrown boundaries. Within this landscape there is very little green space connectivity, tree cover or potential for nature to establish, or for residents and visitors to access. The condition and quality of the pedestrian environment is often poor, however, there are many unique visual connections to the city centre, through open vistas along the residential streets and from green spaces.

The sky line of taller buildings provides a rich back drop to these suburban estates, and is a visual reminder of how close and accessible the city centre is.

Figure 10 – Landscape site analysis
The Northern Gateway brings together a number of previously identified regeneration areas and is home to three distinct neighbourhoods, characterised by different uses, built forms, and physical features.

An appreciation of the variety that defines the area today is paramount to ensuring a sensitive and place-based approach to future developments.

The SRF defines these distinct existing neighbourhoods as those areas covered by approved non statutory regeneration frameworks for Collyhurst, the Lower Irk Valley and New Cross. These boundaries, either physical or perceived, are reflective of the way in which the Northern Gateway is experienced by residents and visitors today.

Figure 11 - Existing neighbourhoods
Collyhurst occupies the northern and eastern parts of the Northern Gateway and is located north of the city centre and in close proximity to excellent public transport links.

It is a longstanding desire of MCC to deliver transformational regeneration at Collyhurst, which is strategically positioned to make a significant contribution to the regeneration of North Manchester and support the economic growth of the city centre. Collyhurst is currently home to existing residential communities and comprises mainly Council housing across Collyhurst Village, Eggington Street, Smedley Dip, Hamerton Road, South Collyhurst, and Osborne Street. In terms of a physical description, the north-eastern extents of Collyhurst are bounded by the railway line to the east and Queens Road to the north.

The north of Collyhurst enjoys good public transport connections to the city centre and Greater Manchester via the Monsall and Queens Road tram stops.

Although historically the northern parts of Collyhurst comprised a dense neighbourhood made up of terraced housing, they are now characterised by low-density development comprising houses, low-rise flats and bungalows. Large areas of cleared land also reinforce the loose suburban grain. There is a predominance of walkways and cul-de-sacs (as part of the Radburn Layout) which limits internal connectivity. Distant setbacks from Rochdale Road give a sense of isolation along this arterial road.

Moving South, Collyhurst is bounded to the east by the railway line, and to the west by Rochdale Road and the Lower Irk Valley. The character is not dissimilar to the northern parts of Collyhurst, given the overall low-density of housing and significant areas of cleared land fragmenting the study area. The built form includes a greater mix of housing, ranging from high-rise apartments at Humphries Court, to mid and low-rise flats, as well as terraced, detached, and semi-detached houses. South Collyhurst includes a small number of community facilities, including the Whitley Road Medical Centre and a small strip of shops along Rochdale Road, across from Sandhills Park. South Collyhurst lacks access to the Metrolink network in contrast to the northern and southern portions of the Northern Gateway, but enjoys good bus connectivity from Rochdale Road.

The southernmost extent of Collyhurst lies over the railway bridge around Osborne Street. This area is constrained by the severance caused by railway infrastructure that contains it. Like much of Collyhurst, the housing mix in Osborne Street consists of low-rise houses and low-density flats, arranged in a cul-de-sac form, accessed via Osborne Street and New Allen Street. Public transport access is limited in this area to bus services along Rochdale Road. A large area of green space, which acts as Abbott School playing fields, and a cleared development plot on New Allen Street separate the main housing area from the sites of Abbott and St Patrick’s Primary Schools.

To the west of Rochdale Road and south of Sandhills Park, the area is characterised by six landmark tower blocks, three Council blocks and the refurbished private high-rise ‘Three Sisters’ (Sylvia, Christabel and Emmeline). The remainder of the housing mix primarily comprises of medium-rise flats, with a small number of semi-detached and terraced houses along Dalton Street. The area has good bus access along Rochdale Road, but its accessibility westward to Collyhurst is currently hindered by topography. The area around Eggington Street is located across Rochdale Road, which today constitutes a physical and psychological barrier between the two communities. Eggington Street comprises a mix of houses and low-rise flats arranged along four cul-de-sacs as part of the Radburn Layout, and also the Saviour Church of England and St Malachy Roman Catholic Primary Schools. There is good access to the Rochdale Road bus route, although access to the Queens Road Metrolink stop is hindered by poor permeability and topography, which means access is only available via Queens Road and Smedley Road.

To the west of Eggington Street and the River Irk, Smedley Dip forms part of Collyhurst and sits at the intersection of Queens Road and Smedley Road and its eastern edge is defined by one of the most naturalistic sections of the Irk Valley. The area is delineated by tram and road viaducts, which enhance the picturesque quality and heritage character of the valley landscape. The built form is dominated by houses and low-rise flats, arranged around a road configuration defined by cul-de-sacs. Despite limited permeability and a single access point off Queens Road, there is excellent public transport access via the Queens Road Metrolink stop and bus connections on Queens Road and Smedley Road.

In summary, Collyhurst currently faces challenges related to limited internal connectivity, a sense of isolation and poor-quality natural environment and public realm that is reflective of the marginal economic uses that predominates. However, due to its proximity to a thriving city centre with a significant and expanding employment offer, and the excellent transport links that are present and can be enhanced, there is an unprecedented opportunity to make Collyhurst and its existing and future residents, a well-connected, active and fully integrated city neighbourhood.
**Key opportunities**

- Potential for low to mid-rise intensification with a mix of housing types and tenures appealing to various lifestyles and incomes;
- Provide a mix of high-quality family accommodation;
- Create outstanding public spaces and social infrastructure for existing and new residents;
- Enhance links to bus and Metrolink nodes;
- Prime Rochdale Road frontage creates an opportunity to support a higher density of residential development and strengthen the street edge; and
- Develop a strong Gateway at Queen’s Road and rationalise the junction.
THE NORTHERN GATEWAY

LOWER IRK VALLEY

The Lower Irk Valley occupies the western parts of the Northern Gateway and can be characterised as a relatively under-developed and under-utilised area of land on the doorstep of the city centre, where opportunity exists to create a substantial new mixed-use residential and employment area.

There are a number of constraints that will need to be addressed if the full potential of the area is to be fully unlocked. The area currently retains a legacy of industrial use and potential contamination hot-spots, limited existing infrastructure, river valley topography and significant changes in levels, along with the presence of both operational and redundant rail structures (including railway viaducts and an extensive former carriage sidings site that falls under the ownership of Network Rail).

The southern extent of the Lower Irk Valley (around Dantzic Street and Roger Street) interfaces with the northern boundary of the NOMA Estate and Cheetham Hill Road, and is delineated to the south by a railway viaduct that provides rail and Metrolink services to and from Manchester’s Victoria Station. This viaduct creates a physical and visual barrier between the Lower Irk Valley and NOMA, while, conversely, presenting an opportunity to create a striking portal into the Northern Gateway.

Land uses include surface and commuter car parks, a waste management company and a former industrial warehouse that now contains some smaller-scale commercial businesses. Although the natural topography of the river valley has been levelled to accommodate industrial uses, a sharp incline is caused by the retaining wall to the rear of the waste management facility. The river is currently enclosed in an open culvert and opportunities exist to significantly enhance its amenity value and positively improve its present contribution to the area, while addressing existing flood risk issues. Access to this part of the study area is via managed roads and railway bridges through Dantzic Street and Gould Street.

The northern extents of the Lower Irk Valley, occupied by HMG Paints and Packaging Products, mark the north-western edge of the Northern Gateway area. To the south of HMG Paints and Packing Products, the area is characterised by a steep valley side that inclines towards a plateau formed by the made ground of the cleared industrial warehouses that once occupied this space. This topography provides opportunities to create built forms that enhance the hillside environment.

Smaller industrial units, a public house and limited retail provision are located between the railway viaduct and Red Bank, which can be accessed via Honey Street. Connections from Lower Irk Valley into Collyhurst to the east are constrained, with pedestrian access only available through a railway underpass, and the area is relatively isolated from transport links. However, potential linkages via Honey Street could be provided and bridges across the River Irk would help connect to Dantzic Street and Collyhurst Road, improving east to west movements, especially for pedestrians and cyclists.

In summary, the Lower Irk Valley is currently dominated by a poor-quality natural environment and public realm that is reflective of the marginal economic uses that predominate, along with the large areas of underutilised brownfield former industrial land. However, there is a significant opportunity to transform the Lower Irk Valley into a well-connected, active and fully integrated part of the city and take advantage of its several unique characteristics.

Except for St Catherine’s Wood, the area’s extensive greenspace is, at present, predominantly unmanaged but has significant potential to provide high-quality recreational space, enhanced biodiversity, green linkages and connections throughout the wider valley.
Key opportunities

» Improve connectivity with the city centre;
» Active arches to support a vibrant public realm along the Red Bank viaduct and the operational viaduct;
» Develop a strong gateway to the Irk Valley;
» Work with topography to develop an appropriate built form that maximises views to the Irk Valley;
» Potential for high-rise development in the valley floor and mid to high-rise developments that respond to the hillside and maximise green amenity on the plateau;
» Opportunity for outstanding quality public realm, combining retained wooded areas and riverside trails; and
» Improve river crossings and permeability through the arches.
NEW CROSS

Originally deriving its name from an intersection of important thoroughfares (Oldham Road, Oldham Street, Great Ancoats Street and Swan Street), New Cross is strategically located in relation to the city centre and is a key location for accommodating growth and driving investment into North Manchester.

New Cross is bounded by the Northern Quarter and Swan Street to the south, Oldham Road to the east, Rochdale Road and Gould Street to the west, and Livesey Street and Collyhurst to the north.

The southern extents of New Cross currently include a mix of commercial, light industrial and residential uses, with surface car parking dominating the urban form. There is a legacy of former industrial land uses, such as the former Gas Works and Oldham Road Rail Station, which have left large, consolidated land ownerships and blocks of commercial uses with poor permeability. Townscape and transport-related challenges, such as the presence of the Inner Ring Road along Addington Street and the convergence of Rochdale Road and Oldham Road also exist, along with constraints to pedestrian and cycle connectivity and connections to the city centre and neighbouring areas. However, the south of New Cross is also characterised by an urban grid, commensurate with that of Ancoats and the Northern Quarter, both formerly key commercial districts at the heart of the industrial revolution. The traditional urban grain and street pattern, with a mix of existing commercial and residential uses clustered towards the south and west of New Cross, help preserve and provide character to the historic core of New Cross.

The eastern parts of New Cross include the Manchester Central Fire Station and a number of key commercial occupiers, such as Wing Yip and Royal Mail, that dominate an interface with Oldham Road and connections with the Ancoats and Miles Platting neighbourhoods. These occupiers make significant contributions to local employment and are likely to remain for the foreseeable future, however, a greater mix of uses could be promoted in this area to provide increased permeability and a stronger relationship with communities throughout eastern portions of the extended city centre.

The northern extent of New Cross (to the north-west of Rochdale Road) primarily comprises a series of cleared, previously developed sites and vacant industrial and commercial premises. Permeability is constrained by large, consolidated land uses and fragmented land ownership, dictated by the legacy of former land uses (including Gas Works and the former Collyhurst Police Station), with potential for significant ground contamination and remediation requirements. Along Rochdale Road, low-rise industrial units, some of which are vacant, form the townscape together with gap sites and temporary surface car parking, which terminate at the Grade II Listed Marble Arch Inn on the corner of Gould Street. Consistent with the development areas of NOMA and Angel Meadow, the north-eastern parts of New Cross include sites that are suitable for residential and commercial mixed-use development. The railway arches fronting Bromley Street accommodate a range of existing industrial businesses, some of which are occupied by uses, including MOT centres and micro-breweries. A large electricity bulk supply point (operated by Electricity North West) is located to the north westerly corner of Gould Street and Williamson Street. This provides a physical barrier to permeability with Angel Meadow Park and the wider NOMA development area. Significant potential exists in this part of the study area to promote a mix of uses that maximise the potential of the railway arches, and proximity to the high-quality green space at Angel Meadow as a key connection to the city centre.

New Cross has great potential to become a sustainable and attractive quarter of Manchester’s extended city centre through a celebration of ‘what is there’. The area is extensively served by exceptional transport connections, and its proximity to a thriving city centre with its ever-expanding employment offer, meaning that New Cross is excellently placed to take advantage of regeneration opportunities.

Key opportunities

» Create a gateway from Angel Meadow;
» Reuse the arches to activate Bromley Street;
» Investigate the possibility of relocating and co-locating utilities;
» Build on existing community uses and open space, to create a sense of place, as well as high-quality residential amenities; and
» Capitalise on synergies with surrounding regeneration initiatives in Miles Platting and Ancoats.
SUMMARY

This section has provided a description of the history, urban grain and built form, landownership and existing land uses of the Northern Gateway.

The Northern Gateway brings together three existing regeneration areas and is home to the existing and established neighbourhoods of Collyhurst, the Lower Irk Valley and New Cross.
SRF DEVELOPMENT FRAMEWORK:

SRF-WIDE DESIGN AND DEVELOPMENT PRINCIPLES
The SRF Development Framework is an indicative guide for future development across the Northern Gateway. It comprises a set of SRF-wide and neighbourhood-specific design and development principles (hereafter referred to as the design and development principles).
SRF-WIDE DESIGN AND DEVELOPMENT PRINCIPLES

STRUCTURE AND ROLE OF THE SRF DEVELOPMENT FRAMEWORK

THE SRF DEVELOPMENT FRAMEWORK COMPRISSES:

- 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 and are described in this section.
- Neighbourhood design and development principles that aim to guide development in each of the neighbourhoods. These neighbourhood design and development principles are described in the following section.

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.

SRF WIDE DESIGN AND DEVELOPMENT PRINCIPLES:

1. Building Residential-led City Neighbourhoods;
2. Delivering Social and Community Infrastructure;
3. Delivering Sustainable Movement and Transport Connectivity;
4. Urbanising Rochdale Road;
5. Enhancing the Green-Blue Infrastructure and Public Realm;
6. Creation of the Place;
7. Promoting Place Management and Design Quality; and

NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES:

1. Transport, Accessibility and Permeability;
2. Land Use;
3. Scale, Density and Form; and
STRUCTURE OF THE DEVELOPMENT FRAMEWORK

SECTION 5
SRF WIDE DEVELOPMENT PRINCIPLES

1. BUILDING RESIDENTIAL-LED CITY NEIGHBOURHOODS
2. DELIVERING SOCIAL AND COMMUNITY INFRASTRUCTURE
3. DELIVERING SUSTAINABLE MOVEMENT AND TRANSPORT CONNECTIVITY
4. URBANISING ROCHDALE ROAD
5. ENHANCING THE GREEN-BLUE INFRASTRUCTURE AND PUBLIC REALM
6. CREATION OF THE PLACE
7. PROMOTING PLACE MANAGEMENT AND DESIGN QUALITY
8. PLANNING FOR A LOW CARBON FUTURE

SECTION 6
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

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

1. TRANSPORT, ACCESSIBILITY AND PERMEABILITY
2. LAND USE
3. SCALE, DENSITY AND FORM
4. PLACE: PUBLIC REALM AND PUBLIC SPACES
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 reinforce 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:

» Collyhurst Village;
» South Collyhurst;
» New Cross;
» New Town;
» Red Bank;
» Vauxhall Gardens; and
» Eggington Gardens and Smedley Dip.

The creation of a series of high performing city neighbourhoods and the successful integration of existing communities would be achieved through:

» Supporting diversity and social sustainability by delivering a balanced mix of housing types and tenures. A mix of housing sizes and typologies could be combined to accommodate residents of different ages and on a range of incomes. A mix of housing options would contribute to the overall vibrancy of neighbourhoods, each with their own distinct character. Apartment-led development could create higher densities in appropriate locations, such as southern neighbourhoods adjoining the city centre and close to key public transport nodes. Medium density housing could be focused in northern neighbourhoods and closely integrated with existing communities in Collyhurst, and surrounding areas such as Monsall and Miles Platting. All proposals for new residential development will need to accord with the requirements of Manchester’s Core Strategy, and supplementary planning and regeneration policy guidance.

» 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.

Our 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 we recognise that until we have completed the review of our local development plan, specific development proposals will continue to be judged in accordance with Policy HB of the Council’s adopted Core Strategy (2012).

» Making the Northern Gateway a desirable place for families to live. Housing for families shall be provided in neighbourhoods throughout the Northern Gateway as part of a balanced mix of housing types and tenures. Family housing will contribute to creating a more permanent population, made up of new and existing residents, which will add to the vibrancy of neighbourhoods and help create stable and balanced communities. Appropriate housing options for families will be supported by high-quality open and green spaces, along with the required social, community and transport infrastructure to create truly sustainable, family-friendly neighbourhoods.

» Housing to meet the needs of an ageing population. Flexible, well-planned, high-quality housing will offer choice about how and where older people live, widening the choice of opportunities to access housing that supports continued independence, maintains social interaction and tackles fuel poverty. This could include extra care retirement living that can reduce residential care placements, facilitate earlier hospital discharges or prevent emergency admissions.

» Improving north-south and east-west connections through the Northern Gateway and between neighbourhoods. The seven neighbourhoods and surrounding areas will be interconnected through the delivery of walking, cycling and public transport improvements. A new route along the River Irk could connect existing green infrastructure at Angel Meadow and Queens Park. Routes to the north and south will connect the city centre, NOMA and the Northern Quarter with locations to the north, including Collyhurst and wider North Manchester communities. Improved east-west connections will address physical constraints to movement in Red Bank, New Town, NOMA and Angel Meadow, and promote greater permeability throughout the extended city centre. Similarly, improved connections between New Cross and Ancoats will create movement networks that better integrate both districts and enhance their development potential.

» Maximising development densities where possible and where appropriate, across the Northern Gateway. The approach to the density of new development will vary throughout the study area and between each of the seven neighbourhoods. There are opportunities to deliver higher densities of development throughout the Northern Gateway, capable of supporting high performing social and community infrastructure and local amenities. Densities could be maximised in sustainable locations close to the city centre and on sites close to key public transport nodes, public spaces, main arterial routes and gateway locations. The siting of tall buildings in identified locations shall be explored in light of the neighbourhood design and development principles presented in the following section. New development in neighbourhoods further north from the city centre shall incorporate opportunities for lower-rise, yet sensitively designed and compact development, again maximising densities where appropriate.

» Creating active residential communities through the delivery of adequate social and physical infrastructure. To ensure high-quality place-making is achieved throughout the Northern Gateway, a wide range of high-quality social, community and physical infrastructure will be required to support the new and existing population. It is necessary to provide a wide range of social and community infrastructure to support an increase in population and, conversely, an increase in population, located in strategic locations at appropriate densities, will provide critical mass to support new, high-quality infrastructure through increased demand for services and amenities. The necessary social and physical infrastructure will vary within and throughout each neighbourhood, and is explored in greater detail later in this section.

1 BUILDING RESIDENTIAL-LED CITY NEIGHBOURHOODS

SRF-WIDE DESIGN AND DEVELOPMENT PRINCIPLES

» 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.

Our 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 we recognise that until we have completed the review of our local development plan, specific development proposals will continue to be judged in accordance with Policy HB of the Council’s adopted Core Strategy (2012).

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» Maximising development densities where possible and where appropriate, across the Northern Gateway. The approach to the density of new development will vary throughout the study area and between each of the seven neighbourhoods. There are opportunities to deliver higher densities of development throughout the Northern Gateway, capable of supporting high performing social and community infrastructure and local amenities. Densities could be maximised in sustainable locations close to the city centre and on sites close to key public transport nodes, public spaces, main arterial routes and gateway locations. The siting of tall buildings in identified locations shall be explored in light of the neighbourhood design and development principles presented in the following section. New development in neighbourhoods further north from the city centre shall incorporate opportunities for lower-rise, yet sensitively designed and compact development, again maximising densities where appropriate.

» Creating active residential communities through the delivery of adequate social and physical infrastructure. To ensure high-quality place-making is achieved throughout the Northern Gateway, a wide range of high-quality social, community and physical infrastructure will be required to support the new and existing population. It is necessary to provide a wide range of social and community infrastructure to support an increase in population and, conversely, an increase in population, located in strategic locations at appropriate densities, will provide critical mass to support new, high-quality infrastructure through increased demand for services and amenities. The necessary social and physical infrastructure will vary within and throughout each neighbourhood, and is explored in greater detail later in this section.
> Supporting an appropriate mix of non-residential uses to support the vibrancy of residential-led neighbourhoods. To support the creation of sustainable neighbourhoods, the Northern Gateway can provide employment through existing employment uses and commercial occupiers, as well as through new employment generating uses, compatible with new and existing residential communities. Employment uses that contribute to the area, local economy and place-making will be supported, and retained, where practicable (for example microbreweries within railway arches). 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. This SRF presents a vision for the next 15-20 years and explores opportunities for the rationalisation and relocation of employment uses, and the redevelopment of these sites in the long term.

> Delivering high-quality, well-designed neighbourhoods with a strong sense of place. All new development should have a high place-making and design quality and should accord with the requirements of Manchester’s Residential Quality Guidance (2016). There are opportunities throughout the Northern Gateway for new development to capitalise upon, and respond positively to the area’s unique characteristics. These include key views and vistas (particularly towards the city centre and key public spaces) along with its natural and built assets, including the River Irk, the area’s unique topography and the railway viaducts and arches. Active frontages should be maximised in all new development to activate streetscapes and provide life and vitality within neighbourhoods. A mix of active frontages will be located around public spaces and along key routes. Where commercial uses are not appropriate at ground floor level, residential uses that propose front doors on to streets should be prioritised.

Figure 16 - Northern Gateway neighbourhoods
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 also enable local employment opportunities and provide facilities for wider community benefit throughout the Northern Gateway.

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

- Planning for adequate education provision. Existing educational institutions within the Northern Gateway form part of a network of education facilities that service the north and east of the city.
- Primary Schools: There are currently four primary schools in the Northern Gateway with only limited spare capacity. There may be opportunities to expand and/or relocate existing primary schools within the area in accordance with the Development Plan to meet projected demand.
- Secondary Schools: Secondary school provision may initially be served outside of the study area through the use of existing facilities. It is probable that enhanced education could be provided at the Manchester Communication Academy to the north of the Queens Road junction. Enhancements in this regard will require better integration with Northern Gateway communities and safer, more accessible routes across Rochdale Road and Queens Road. There is the potential to explore additional secondary school provision with capacity to serve both the Northern Gateway and wider city centre community.
- Crèches and nursery schools: there is a potential need for new crèches and nurseries to be provided at in appropriate locations, such as close to public transport nodes, that are easily accessible from the surrounding areas on foot. They could also be located close to nearby, employment, and in the proposed Retail and Service Hubs which would minimise travel distance for parents.

The design of walking and cycling routes, and improved public transport accessibility, will ensure that connectivity to education is enhanced, to reduce the number of vehicle movements associated with drop-off and pick-up times, and the resultant impacts on air quality and road safety.

- Delivering new healthcare facilities. The existing healthcare provision within the Northern Gateway will not provide the quality or capacity of services needed to support a growing residential community. There is limited local GP provision, with existing services already experiencing higher than average patient-to-GP ratios. 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.

- Setting the framework for high-quality public space provision. The Northern Gateway has an existing network of public parks, amenity open spaces, playing fields and play areas. Many of these spaces have been created by the clearance of old industrial buildings, quarrying and landfill operations. New development will be expected to utilise and enhance existing green infrastructure, particularly along the Irk Valley, and re-invent these spaces to provide a range of attractive, accessible and safe recreational spaces. New, well-connected green spaces and green links will draw the river’s influence into the wider Northern Gateway and provide natural and semi-natural amenity spaces that are well located in relation to homes, and key pedestrian and cycle routes. The spaces themselves should be of sufficient size to accommodate a range of new uses, allow for the incorporation of SuDS and biodiversity features and draw the character of the river valley eastwards across the study area. The reinvention of existing and incidental green space will support a significant qualitative enhancement of the green infrastructure throughout the Northern Gateway, and for residents of Manchester’s expanding city centre.

- Delivering sports, play and recreation facilities. New green spaces for sport, play and recreation shall be provided within new and existing parks, streets and residential blocks. Facilities within new and enhanced school sites will provide local level provision for formal sports within the Northern Gateway itself and be easily accessible to new homes. With many significant existing sports facilities and city parks surrounding the study area, (such as Queens Park, Philips Park, the Etihad Campus and, further north, Heaton Park), new development should strengthen pedestrian, cycle and public transport connections, to promote local access and ensure existing facilities become more sustainable. Play for all age groups will be integrated into surrounding public spaces, with opportunities to promote fitness and wellbeing through outdoor gyms, exercise trails and events spaces.

Green spaces will be evenly distributed across the study area, ensuring quick and easy access from new and existing homes, and will complement semi private courtyard green spaces within residential blocks.

- Meeting the need for leisure facilities. There will be a requirement for leisure facilities to serve the needs of residents of the Northern Gateway and surrounding areas. The provision of new leisure facilities may have the potential not only to serve the needs of Northern Gateway residents, but also serve the needs of residents of the extended city centre and North Manchester. Similarly, improvements to green routes and connectivity, particularly to the east and north of the study area, will not only represent opportunities for active movement, but will provide accessible links to existing leisure provision at the Etihad Campus and Abraham Moss Centre.
- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development area
- Local assets
- Schools
- City park
- Natural and semi-natural open space
- Local park
- Amenity open space
- Residential-led
- Mix of commercial and residential uses
- Social and community uses
- Site of existing Abbott Community Primary School
- Key active frontage
- Active arches
- Primary Retail and Service Hub
- Secondary Retail and Service Hub
Where new facilities are provided, shared facilities will be promoted, encouraging integration with schools and providing wider community use.

- Providing retail and services in locations which are easily accessible and will contribute to neighbourhood vibrancy. A hierarchy of retail and service provision will be delivered throughout the Northern Gateway. Given the Northern Gateway’s location as part of the extended city centre, a more integrated approach is required to the provision of services, reflecting the amenities available in the city centre and the high levels of connectivity to and from it. Retail and service provision will complement neighbouring facilities and will reflect factors such as housing density, access to public transport, open space, health facilities and schools. In many places, this will be principally in ground floor locations and of an appropriate scale to serve the local population. Provision at Retail and Service Hubs is likely to include a wide range of uses, such as small supermarkets, convenience shops (for example butchers and bakers), cafés and restaurants, Post Office and banking facilities, newsagents, pharmacies, and a range of social and community uses.

To ensure the Retail and Service Hubs are successful, it will be essential that they are located at the heart of new neighbourhoods with appropriate levels of density and adjacent to public transport, as well as walking and cycle routes to and from adjacent neighbourhoods.

The scale of uses at each of the proposed hubs will reflect demand created by the population of the surrounding area. A flexible approach to leasing strategies will also be required to encourage start-ups, independent and established operators and to ensure that required retail and service provision is delivered.

- A Primary Retail and Service Hub could be centrally located in the Vauxhall Gardens neighbourhood and will have an essential role in providing key services to the Northern Gateway, and surrounding neighbourhoods within a larger catchment. The Primary Retail and Service Hub will include a good range of core public services, community uses, retail and local facilities, ensuring easy access for local residents and the wider community.

The Primary Retail and Service Hub will also benefit from high-quality public transport and active travel access, in close proximity to the proposed integrated transport hub, along with connectivity along Rochdale Road and throughout the river valley.

- Secondary Retail and Service Hubs will provide smaller-scale retail and services to meet day-to-day local needs within a local catchment, and will provide activity and ground floor animation. These hubs should be located as part of a local cluster and will be aligned with accessibility and other non-residential uses. Two Secondary Retail and Service Hubs are envisaged at either end of Rochdale Road, at gateways such as Gould Street and Queens Road to correspond to increased activity and footfall. A Secondary Retail and Service Hub is also envisaged at Union Bridge between Red Bank and New Town, to emphasise its role as a gateway to the Irk Valley, and where the opportunity exists to build on a range of pre-existing businesses to enhance the viaduct arches and provide a unique mixed-use offer adjacent to the city centre. A fourth Secondary Retail and Service Hub envisaged near to the intersection of Collyhurst Street and Thornton Street North between Collyhurst Village and South Collyhurst.

- Ensuring that public spaces are active throughout the day and evening. Public spaces should be connected to the local area and be located on key routes and at nodes of activity, ensuring movement and activity throughout the day and to provide passive surveillance and improved community safety. The appropriate location of public spaces, both external and internal, will also maximise participation and ensure that they are accessed for cultural, social and community uses, including bases for developing social networks and intergenerational exchanges.
SUSTAINABLE MOVEMENT AND 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.

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.

There is an opportunity to connect the Northern Gateway to established employment areas throughout the regional centre and wider Greater Manchester conurbation, including the city centre, the Strangeways commercial district, Central Park and the Sharp and Space projects, Media City, Manchester Science Park, the Airport and Trafford City initiatives, along with research and education uses centred around the Oxford Road corridor.

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. Enhanced connectivity within the Northern Gateway will integrate and re-vitalise existing communities, by positively addressing the physical barriers that exist and significantly improving movement and permeability. Central to this objective will be the importance of a movement framework and supporting public realm, which enables walking and cycling and ensures that sustainable modes of travel are the principal form of movement for residents and visitors to the area.

Supporting the design of a permeable street network will be critical in facilitating connectivity and ease of movement, alongside promoting access to sustainable public transport nodes, social and community infrastructure, public spaces and the River Irk. This could be achieved through measures to prioritise walking and cycling which will require a careful consideration of street layouts and could include the promotion of shorter blocks and buildings on direct desire lines to key destinations. It will consider the provision of new public transport services and nodes within the study area, ensuring that all parts of the study area are fully accessible to the public transport network i.e. within acceptable (within 800m) walking distances of public transport services.

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.
- A key element to the movement framework will be the provision of high-quality public realm solutions, positively responding to the existing physical barriers to movement presented by main arterial routes (such as Rochdale Road and Oldham Road), railway infrastructure, topography, and poor street patterns associated with the Radburn layout. Enhancements to walking infrastructure, such as crossing points placed at key desire lines, will improve connectivity.

- 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:

It is essential that potential barriers to walking and cycling, such as a change in levels at Red Bank, limited connections over the River Irk, and existing railway infrastructure are overcome.
- Local Walking and Cycling Routes: Alternatives to commuter cycling routes, where walking and cycling can be promoted as primary modes of transport. Routes such as Collyhurst Road, Thornton Street North and Collyhurst Street offer wider connectivity to key destinations and integration with key public transport nodes;
- Neighbourhood Walking and Cycling Routes: Routes with traffic calming interventions, designed to facilitate shorter, local trips between neighbourhoods and connecting local amenities such as schools, GPs and shops;
- Off road routes for pedestrians and cyclists

Providing direct north-south walking and cycling routes, enhancing connectivity to the city centre. Enhancements to walking and cycling infrastructure along routes such as Dantzic Street, Collyhurst Road, Sudell Street, Whitley Road and Thornton Street North would provide direct connections between the Northern Gateway and surrounding areas of the city centre and NOMA to the south, and Queens Park and Monsall to the north.

The creation of new public realm along Rochdale Road offers an opportunity to create cycling networks along this route. Existing cycling infrastructure along Rochdale Road is characterised by on-road routes. Changes to the public realm offer the potential for off-road, segregated, cycling facilities to be implemented into the wider scheme.

= Providing direct east-west walking and cycling routes enhancing connectivity to the River Irk and to existing communities adjoining the Northern Gateway. A network of east-west routes will provide attractive and much valued linkages between the Irk Valley, green and blue routes, and amenities. Gould Street, Osborne Street, Roger Street and Collyhurst Street will serve as key links, characterised by wider streets that accommodate efficient walking and cycling movement and a high-quality public realm, enhanced by SuDS and landscape elements. These routes run perpendicular to the main arterial routes into Manchester and will provide important connections across the study area and help overcome the challenging topography of areas such as Red Bank and Collyhurst Road. Public realm interventions will be proposed to existing railway infrastructure to increase permeability through the viaducts and railway arches, along with better connections across the river in priority locations and along key desire lines.

= Improving intersections for pedestrians and cyclists and improvements to key junctions will be important to strengthening pedestrian and cycle connections throughout the Northern Gateway, and will be encouraged in locations where they can help to strengthen desire lines and links to key destinations. This will be particularly important along Rochdale Road, as part of a wider strategy to humanise and urbanise the corridor, and to support improved movement between east and west, and key destinations, including the proposed Primary Retail and Service Hub and the proposed integrated transport hub.
SRF-WIDE PRINCIPLES

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
Key passage through viaduct
Integrated transport hub
Potential access from Red Bank Viaduct to the Ring Road and Victoria Station

Potential future pedestrian access, WR require improvements to Berry’s Bridge 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.

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

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:

Vehicle Movement Hierarchy. The highways network will include a range of road types as set out below. Enhancements to the existing network will be delivered where required.

- **Primary Roads.** Existing network corridors providing connectivity to all neighbourhoods. These include Rochdale Road, Oldham Road, Queens Road, Cheetham Hill Road and the inner relief route;
- **Secondary roads.** Key east-west and north-south routes connecting the Northern Gateway to local destinations and neighbourhoods. These key routes include Dantzic Street, Collyhurst Road, Collyhurst Street, Whitley Street, Thornton Street North, Livesey Street, Gould Street, Thompson Street, Red Bank, Honey Street and Smedley Road;
- **Restricted Car Access.** Routes with car access serve an important function for neighbourhood connectivity within the Northern Gateway, but require careful planning and design to ensure these routes are not used as rat-runs. This could be achieved by ensuring internal highways connecting to the external highway are designed to be in-direct, and become unattractive for vehicles looking to use them as a cut through. It could also include the implementation of bollards restricting the through movements of vehicles at key areas, but still allow for through movements of pedestrians and cyclists; and
- **Key Connectivity Nodes.** Key junctions along main routes, providing an opportunity for junction and public realm enhancements.

The 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 the needs of all road users and the communities that use the space.

**Rationalising the Queens Road Junction.** The Queens Road junction is a major intersection between Rochdale Road and the intermediate relief route along Queens Road, and suffers from a legacy of the area’s industrial past. The junction is poorly laid out and inefficient in its use of land, which detracts from the quality of the environment and place-making potential of the wider neighbourhood. There is an opportunity to rationalise the junction at Queens Road and Rochdale Road, through a reduction of the junction footprint and improvements to walking and cycling movements.

*Figure 19 (Opposite) – Road and street connectivity*
SRF-WIDE PRINCIPLES

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Primary road
- Secondary road
- Restricted car access
- Existing vehicular bridge
- Vehicular viaduct passage
- Key connectivity node
- Integrated transport hub
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 fulfill 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.** There are existing, high-quality public transport nodes (Metrolink and rail) already serving existing Northern Gateway communities at Monsall, Shudehill and Victoria. The Metrolink stop at Queens Road is an integral part of the Northern Gateway’s existing travel network and is located in the Eggington Street and Smedley Dip neighbourhood. However access to this area is currently constrained by challenging topography and limited east-west connectivity across the river.

An improved movement framework, supported by enhanced public realm throughout the Northern Gateway, is required to improve access to existing Metrolink stops, particularly Queens Road, Victoria and Monsall, and to promote better integration with opportunities for walking and cycling.

- **Enhancing the bus network.** Improvements to bus provision will be required to ensure new infrastructure and services are provided as part of an integrated transport strategy for the Northern Gateway. New routes such as Collyhurst Road, building on improved connectivity and highways infrastructure that provide stronger north-south and east-west links, can offer provision for buses to better service new and existing communities as part of a comprehensive public transport offer.

- **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 services within the Northern Gateway.** A centrally located integrated hub will ensure that areas of the Northern Gateway, currently outside of acceptable walking distances to public transport nodes including the Metrolink network, are provided with enhanced accessibility to sustainable modes of travel. It would also provide enhanced access for visitors to the leisure and recreational uses of enhanced green and blue infrastructure, such as the City River Park, making Northern Gateway a destination in its own right. The integrated transport hub would provide an interchange between Metrolink and bus services and include cycling and pedestrian facilities.

The development of new Metrolink infrastructure and bus routes at this location will be identified in collaboration with MCC, TfGM and bus operators. The hub could include cycle parking provision and potential cycle hire facilities.

- **Emerging Technologies.** The Northern Gateway will be designed with consideration of future advances in public transport, creating a development that can accommodate the introduction of new and emerging technologies. This will include provision for advancements in public transport such as integrated ticketing and wider adoption of electric vehicles.

Future changes to the way buses are operated will provide opportunities for integrated ticketing, ensuring public transport is an attractive and affordable mode of travel, and core offer for the Northern Gateway in the short, medium and long-term. The development of new bus infrastructure will include collaborative working with bus operators and TfGM to ensure that future travel patterns are captured as the network develops, to complement existing infrastructure along Rochdale Road, as a Priority Bus Corridor, and Oldham Road. New development should contribute towards the provision of high-quality bus infrastructure throughout the Northern Gateway, which could include bus priority measures and high-quality, ‘digital ready’ waiting facilities.

The introduction of an integrated transport hub will provide further opportunity to enhance bus provision through new and re-routed services, potentially supported by bus franchising opportunities.

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 services within the Northern Gateway. A centrally located integrated hub will ensure that areas of the Northern Gateway, currently outside of acceptable walking distances to public transport nodes including the Metrolink network, are provided with enhanced accessibility to sustainable modes of travel. It would also provide enhanced access for visitors to the leisure and recreational uses of enhanced green and blue infrastructure, such as the City River Park, making Northern Gateway a destination in its own right. The integrated transport hub would provide an interchange between Metrolink and bus services and include cycling and pedestrian facilities.

The development of new Metrolink infrastructure and bus routes at this location will be identified in collaboration with MCC, TfGM and bus operators. The hub could include cycle parking provision and potential cycle hire facilities.

The potential for an integrated transport hub presents an opportunity to enable high-density housing that could support the provision of Metrolink, that would connect new and existing residents to employment and leisure opportunities across the entire TfGM network.

To enable access to the potential integrated transport hub from a wide catchment, a network of active travel routes will connect to surrounding areas. This will include routes that overcome differences in levels in the Vauxhall Gardens neighbourhood and provide step-free access to ensure access for all. These connections will form part of a wider wayfinding strategy that will connect the integrated transport hub to the wider Northern Gateway area and beyond.

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FACILITATING AN EFFICIENT MOVEMENT FRAMEWORK

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. Appropriate car parking strategies will be effective if they consider the potential demand by future residents, the promotion of alternative sustainable forms of transport and any impacts arising from the displacement of on and off-street car parking, along with additional car parking demand from the city centre.

Car parking provision for each neighbourhood will be considered, having regard to the context of the wider transport offer in the area.

This should include opportunities to provide lower levels of car parking in areas such as Red Bank, New Town, New Cross and Vauxhall Gardens, where higher density homes will be located in close proximity to public transport nodes and key trip generators in the city centre. Car parking provision in areas such as Egginton Street and Smedley Dip, Collyhurst Village and South Collyhurst, will be commensurate with the housing typologies, location and the anticipated levels of car ownership. The design of the public realm should also consider requirements for car parking and include appropriate provision for parking control measures. The strategy for car parking will be closely linked to plans to connect electric vehicles to the grid to ensure opportunities for electric vehicles are maximised. Proposals for car parking should be incorporated into developments in a way that does not detract from streetscapes.

» Controlling on-street car parking to improve the way in which people move around the Northern Gateway. There is a significant amount of existing on-street car parking prevalent at Dantzic Street, Bromley Street and Roger Street. The implementation of Traffic Regulation Orders to control and limit on street car parking in these locations, as well as to prevent over flow car parking from private car parks in other locations, will be considered. 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. The control of on street car parking will allow upgrades to the public realm, which is currently adversely affected by kerbside parking limiting the amount of space available for movement on footways. This will assist the way people move around the study area and ensure that connectivity to existing and newly created neighbourhoods is enhanced.

An inclusive design process should be adopted to all public realm enhancements, which considers the movements of all users, including those with mobility impairments.
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, pedestrians and cycling routes at the heart of its design. Urbanising Rochdale Road will be achieved by:

- Creating high-quality public realm along Rochdale Road to enable its transformation from a vehicle-oriented environment to a pedestrian and cycle-friendly boulevard. Rochdale Road will continue to be a main arterial route that connects the neighbourhoods of the Northern Gateway with the city centre and North Manchester communities.

Sensitive design will deliver public realm improvements, which could include the provision of high-quality paving, the planting of boulevard trees and the installation of street furniture, including seating and cycle parking.

- Providing safe pedestrian crossings at key intersections along Rochdale Road. The provision of safe crossings will be paramount to re-enforcing the pedestrian-friendlyness of Rochdale Road. New crossings should be located where they facilitate key connections and desire lines and provide access to public transport provision, Retail and Service Hubs, public squares and other nodes of activity. Attention will be given to areas where the river parkland from the Irk Valley extends to the river parkland from the Irk Valley, the corner of Sandhills Park.

Improving junction design will help address issues of severance and ensure that pedestrian and cycle crossings allow safe access to the communities adjoining Rochdale Road.

- Enabling the creation of a legible sequence of gateways and squares within the Northern Gateway. To emphasise the importance of connectivity and complement the emergence of Retail and Service Hubs, these public squares will provide a public realm response to nodes of activity, including those around Retail and Service Hubs. Two types of public squares are envisaged:
  - Gateway Squares: Key arrival points to the Northern Gateway, characterised by landmark squares at locations such as the Queens Road Junction, Osborne Street, Gould Street and Dantzic Street. These squares are intended to accentuate a sense of arrival and should be defined by high-quality landscaping and a distinct architectural language.
  - Neighbourhood Squares: Squares that are more local in nature and emerge around local amenities and services and are intended to provide social spaces for the community. Neighbourhood Squares will mark a particular convergence of activity, such as the presence of transport nodes, active frontages, retail and services and key crossings.

- Adopting a new approach to the movement of people along Rochdale Road. Rochdale Road will remain a key link connecting the city centre and North Manchester. Core to its offer will be the provision of high-quality public transport alongside safe, legible walking and cycling infrastructure, placed at the heart of the design to ensure they are the natural modes of choice for users of Rochdale Road.

- Public transport will remain a core offer and improvements to bus priority measures will be reviewed to ensure they complement infrastructure that was delivered as part of the Bus Priority Package scheme and ensure bus journey times are optimised and, where possible, improved. Opportunities to improve the movement of people to reduce congestion and environmental impacts, such as air quality and noise, arising from the volume of traffic currently using this route will be explored. This work will ensure that the capacity of the highway network is maximised for all modes of travel on a key route connecting the city centre and North Manchester.

- Supporting a mix of typologies and land uses along Rochdale Road. Rochdale Road connects many different neighbourhoods and will therefore have variety of typologies throughout its extent. It is anticipated that the uses will be primarily residential-led but there will be opportunities, particularly towards the city centre and at the road’s northern junction with Queens Road, for other uses to be incorporated. Due to the scale of residential development proposed, there will be increased activity and footfall along Rochdale Road which will create opportunities for mixed-use development, with non-residential uses predominantly at ground floor level.

- Taking account of environmental issues. Development will take account of environmental issues, including contamination, former mine workings, sunlight and orientation, prevailing wind direction, noise, air quality and topography. These factors will also influence issues, such as surface water run-off, public realm, landscape, heritage, views and routes. Creative solutions to building form will be sought, for example, building form and siting should respond positively to address issues such as noise and air quality.

- Encouraging high-quality architectural treatments. Significant junctions will present an opportunity for distinctive landmark buildings, characterised by height and/or architectural treatment. The streetscape of Rochdale Road as a whole will read as a clear sequence of buildings forming a strong and varied street edge. Where higher buildings are deemed appropriate, upper floors should step back to ensure the street-level experience retains a pleasant human scale.

The massing of buildings will be broken up to maximise sunlight and avoid overshadowing the street. Variations in heights, scale and facade treatments will be encouraged, to ensure that Rochdale Road offers a high level of architectural interest and variety.

- Improving junction design will help address issues of severance and ensure that pedestrian and cycle crossings allow safe access to the communities adjoining Rochdale Road.

- SRF-WIDE DESIGN AND DEVELOPMENT PRINCIPLES

- Neighbourhood Squares:
  - Gateway Squares:
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- Neighbourhood Squares: Squares that are more local in nature and emerge around local amenities and services and are intended to provide social spaces for the community. Neighbourhood Squares will mark a particular convergence of activity, such as the presence of transport nodes, active frontages, retail and services and key crossings.
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- Improving junction design will help address issues of severance and ensure that pedestrian and cycle crossings allow safe access to the communities adjoining Rochdale Road.
SRF-WIDE PRINCIPLES

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

Potential future pedestrian access: With required improvements to Barney’s Steps and the careful treatment of this interface with the Shudehill’s Guild and new schools.

Public realm enhancements to the railway bridge will be developed, to improve 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 southern most end of the viaduct may be considered in order to facilitate safety.
ENHANCING THE GREEN-BLUE INFRASTRUCTURE AND PUBLIC REALM

The Irk Valley and River Irk were once a vital part of the area’s industrial past and are now underused natural assets of the Northern Gateway, with a unique topography that offers vistas across the area and into the city centre. Over time, due to changes in land use, industrial decline and urbanisation, the river has been diverted, culverted, polluted and forgotten. There are also areas of ground that have been contaminated by their previous uses. 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 described below:

» 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. The City River Park will not only provide a natural refuge for residents and visitors, drawing people from the city centre, but will offer a glimpse into a landscape that once was and will be a place to appreciate the rich industrial heritage that shaped it. The City River Park will deliver a new corridor for recreation and leisure, contribute to improving ground conditions, increase flood resilience, and enhance the ecology and biodiversity of the Northern Gateway, injecting new life into the area and remediating areas of contaminated land. The existing green assets of the low-lying river basin, steep wooded embankments and a narrow watercourse along the River Irk will be utilised and reinvented to provide a range of attractive, green, safe and enjoyable recreational areas, which together will become a new ‘City River Park’. Existing and proposed green spaces should be linked together to create a comprehensive green space network, thereby improving access to the river edge and creating a new River Walk along the full length of the site, that links the city centre through to upper sections of the Irk Valley and Heaton Park.

The City River Park will form the heart of the new Green and Blue Infrastructure network and will provide a well-connected network of green spaces. These green spaces will vary in character providing a diverse and active new recreational corridor for the community. Parks and smaller amenity spaces that connect to the Irk Valley and green assets beyond the Northern Gateway will be paramount to successful delivery.

» Delivering new green spaces and links. As part of the Green-Blue Infrastructure, a series of new green links should be provided that draw together the landscape principles of: ecological restoration; flood alleviation; water management; and, enhanced public recreation into the heart of new neighbourhoods. Proposals that incorporate green routes with safe and comfortable walking and cycling provision will be supported. Sandhills Park, Village Park and a new public park, at the heart of Collyhurst, will be created that incorporate these features, whilst providing a green link from the City River Park to Queens Road and Moston Brook, and a focus to the wider neighbourhood. The materiality and detail of these spaces should be carefully considered and, wherever possible, locally sourced materials should be used to help reinforce local identity. Development is expected to demonstrate subtle variation in materials to help enhance the distinction between neighbourhoods.

By providing green spaces, people can reconnect with nature and enjoy recreation opportunities, benefiting their health and improving wellbeing.

» Public Realm. Creating a high-quality public realm is pivotal to generate well-designed spaces, enhance the built form, interconnect neighbourhoods, and form an environment for activity. The public realm must be appropriate for its location, incorporating hard and soft landscape and accommodate pedestrian and cycle movement, whilst ensuring that vehicle movements, vehicle access and parking do not dominate.

The public realm will be the connective matrix that ensures all elements of the Northern Gateway can be integrated to become a flexible and robust space and create a high-quality environment in which people can thrive.
A successful new Green-Blue Infrastructure network will be achieved by:

- Harnessing the natural assets of the River Irk and the Irk Valley through improvements in ecology and the creation of a restored green corridor that provides river linkages from the city centre through to Queen’s Park, Heaton Park and Moston Brook. Regard should be had to the objectives of the MCC Green Blue Infrastructure Strategy, Policy EN7 of the Core Strategy and the wider North West River Basin Management Plan. River edges will be naturalised where possible to improve habitat value, eradicate invasive species and provide potential for new planting to establish and help improve water flow, attenuation and water quality.

- Polluting run off into the river will be reduced, delivering better quality water and improving the river’s health.

- New public spaces along the river course are expected to respond to the changing character of the river corridor, changing from urban squares close to the city centre, through to a semi-rural landscape and provide a range of recreational and civic facilities within each neighbourhood. The unique topography of the river corridor should be celebrated and the key elevated views of the valley and wider city retained as focal public spaces.

- Enhancing access to the River Irk. Proposals should 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. Existing bridge crossings should be enhanced and new crossing points considered to promote pedestrian and cycle movement across the valley and out to surrounding neighbourhoods.

- Contributing to healthy living, activity and fitness. The green and blue infrastructure of the Northern Gateway will promote active and healthy lifestyles for residents and visitors. New streets and green spaces should create a positive environment for pedestrian and cycle movement, whilst reducing dependency on car travel. It will ensure that all new and existing homes have excellent access to well designed, safe green space and that a full range of formal sport, play and recreational facilities are provided within easy access of neighbourhoods and communities.
The design must be legible to ensure that wayfinding can be carried out naturally without over-reliance on excessive signage, by using landmarks and local features to navigate around and between each neighbourhood in an intuitive way.

- Creating functional landscapes throughout the Northern Gateway to support flood alleviation and promote SuDS where possible. Existing low-lying areas should be promoted as potential wetland parks that can contribute to a site-wide flood and drainage strategy, as well as providing distinctive new public spaces. These spaces offer the opportunity for increased flood storage, whilst also reducing the volume and speed of the water flow that will help the city better mitigate its flood risk. Improvements should be delivered to both the in-stream habitat and adjacent bankside habitats, with treatments linked to adjacent green spaces and parkland. Within the residential streets, parks and private plots, development should explore options for localised SuDS through treatments such as rain gardens and permeable paving solutions.

- Planting trees within the proposed public realm with appropriately designed infrastructure to ensure they reach full maturity. By promoting planting to all streets and public realm, new trees can assist in the creation of neighbourhood character, improve air quality, provide shade, shelter, drainage and promote urban cooling. Any removal of trees must be mitigated by the planting of replacement trees as part of new public realm and green infrastructure. Where utilities and ground constraints restrict planting, alternative urban greening measures, such as green roofs and walls, should be considered.

- Improving habitat connectivity to contribute to the Greater Manchester Biodiversity Action Plan and relevant national priorities, and to establish the Northern Gateway as an exemplar of best practice in biodiversity-sensitive design. Biodiversity enhancement principles should be incorporated into developments and provisions made for key Manchester species and habitats. Public involvement and experience of green spaces should be encouraged, supporting local conservation groups, neighbourhood conservation areas and species champions. Neighbourhoods should seek to promote the conditions for enhanced biodiversity based on retained natural assets as well as new soft landscaped areas, where the focus should be on native species and habitat creation.

- Creating a high-quality public realm to generate well-designed spaces, enhance the built form, interconnect neighbourhoods, and form an environment for activity. The public realm must be appropriate for its location, incorporating hard and soft landscape and accommodate pedestrian and cycle movement, whilst ensuring that vehicle movements, vehicle access and parking do not dominate.

Figure 26 – City River Park (concept diagram)
Figure 27 - Green-Blue Infrastructure network in the neighbourhood
St Catherine’s Wood benefits from close proximity to the River Irk, therefore providing the opportunity to contribute to the city centre’s network of open spaces, as a unique riverside park and an integral part of the City River Park.

The park could include a range of new recreational uses, improved access along the river edge and new routes linking through to adjacent residential areas creating opportunities for a range of activities will make it a safe and attractive green space destination.
Aspirations for St Catherine’s Wood

- New pedestrian routes out of the valley
- Pedestrian/cycle pathway
- Woodland managed to promote native species
- New play facilities within the woodland
- New river edge pathway and board-walks
- The River Irk
- Dantzic Street

Figure 28 - St Catherine’s Wood section
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.

Figure 29 – Viaduct concept (Illustrative diagram)
The retention and enhancement of railway infrastructure along the river valley corridor. This will be achieved through:
- A sensitive response to the landscape context, especially heritage, the railway infrastructure and urban grain, and makes an area unique, including references to industrial progress, technology and reinvention. Design responses should demonstrate a bold character that embraces Manchester Residential Quality Guidance, proposals of the Northern Gateway. Following the principles of the landscape, built form and movement patterns.
- The creation of place has been conceived by using these existing features to inform new landscape, built form and movement patterns.

Some of these structures currently house elements of commercial use, start up and entrepreneurial businesses, which shall be preserved and enhanced with other non-residential mixed-use encouraged that are compatible with residential-led development. Development should provide new commercial, retail, business and/or community uses within the railway arches to create active frontages and permeability in key locations.

Promoting a sensitive approach to buildings and structures of merit. Listed buildings and structures are an essential component of the Northern Gateway’s character. Within existing housing areas there are buildings and structures of merit (including listed buildings), such as the Marble Arch Inn and St Patrick’s Church. These will be retained to create centrepieces to their neighbourhoods. This will allow key heritage assets to be woven into housing areas, retaining visual interest and established uses, with new open space and public realm areas promoted to improve their setting and potential for reuse and interpretation. New development shall respect the setting of listed buildings and structures through sensitive design with appropriate scale, height, massing, alignment and use of materials.

Respecting and celebrating the topography and landscape of the Irk Valley. The Irk Valley is a physical record of a rich industrial past characterised by quarrying, factory complexes and the creation of entire new hillside landscapes. Industrial activities have left a complex and intriguing landscape behind, and one which includes features such as mature trees and other Green-Blue Infrastructure which provides character and context for development.

The qualities of the landscape should be valued and respected by new development to guide the design of new residential areas, that work with the slopes and valleys and incorporate any features such as mature trees that are worthy of retention. This will ensure that new development is well integrated into the wider valley environment.

Preserving key viewpoints. Viewpoints and high ground are unique features of the study area which allows an appreciation of the valley and the surrounding urban area. A number of these rare open viewing points are located along the valley ridge and development which celebrates and retains them, through incorporation as open space, public realm or key movement corridors, will be supported.

Re-purposing of the Red Bank Viaduct as a connecting route and public space. The Red Bank Viaduct presents a potential opportunity to form a new and important green and blue corridor from the city centre to the green and blue spaces throughout the Irk Valley and beyond. This corridor could provide a substantial off-road walking and cycling route that links the new housing proposed at the Northern Gateway with the city centre and Victoria Station. Exploration into the possibility of a new northern entrance to Victoria Station will be carried out in consultation with key stakeholders (i.e. Network Rail). The corridor could play an important role in enhancing connectivity to the Northern Gateway, which is currently constrained by topography and access. Access may be provided through the existing railway arches to connect the Red Bank neighbourhood through to NOMA and the city centre.

The place-making potential of these structures is significant as a way of invigorating adjacent development with active, high-quality public realm spaces, and creating new connections of character and legibility that form links between new and existing neighbourhoods. The delivery and feasibility of this opportunity will be explored through further detailed investigations.
The railway viaduct that runs parallel to Red Bank was part of the Manchester-Leeds railway line that still bisects the once heavily industrialised Irk Valley.

This was the stretch between Manchester Victoria and the former Red Bank Carriage Sidings where vans for newspaper trains heading for Newcastle, York and Leeds were stored between nightly duties. The sidings closed in the 1980s, leaving the viaduct abandoned. Today, pioneer tree species settled on the viaduct create a unique townscape element. This spontaneous linear park, accessible only to birds, rodents and the occasional persistent human visitor, offers a staging post for a second life of the Irk Valley and of Manchester’s rich industrial heritage. Pioneer occupiers within the viaduct arches closely identify with their home, share its name and enjoy the tight setting. By learning from successful national and international examples of post-industrial transformation, the Red Bank Viaduct can become the icon of the Irk Valley.

There is great value in celebrating the local industrial heritage and giving the neighbourhood a soul and connection to what it once was.

OPPORTUNITIES
The Red Bank Viaduct can become a connection to the Northern Gateway’s industrial heritage, giving a sense of ownership and pride for people living and working there. As a unique element in the landscape, it gives an identity and brand to the neighbourhood, building on the already existing businesses that are there.

Subject to feasibility studies, the elevated park could be the centrepiece of the neighbourhood and a unique destination for the city. It creates a potential linear pedestrian connection between new and established neighbourhoods, and a valuable ecological corridor in the city. Close interaction with the surrounding buildings that face and frame the Red Bank Viaduct is crucial to create an accessible and welcoming public amenity. Active arches would bring liveliness throughout the day, buzzing with business, events and experiences.
Aspirations for the use of the Red Bank Viaduct

Figure 30 - Red Bank Viaduct section
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. Legible layouts that promote active frontages onto public spaces, with positive definition of the key routes and entrance points into the development, should be provided. A hierarchy of new public spaces will be created along routes that help to define gateway locations, Retail and Service Hubs, or where green links and parkland intersect. These spaces will be designed as public squares, with treatments helping to reduce the impact of traffic, promote pedestrian priority and provide space for active building uses to spill out onto the street.
- Designing internal streets within new development as quiet, balanced environments. There will be a focus on reducing the dominance of cars by avoiding excessively wide carriageways, providing wide pavements and designated cycle lanes, to promote and encourage walking and cycling, and connecting to the wider cycling network.
- Providing and facilitating effective management of new green spaces and public realm. Clear long-term management agreements and strategies should be put in place to ensure the quality, condition and uses of proposed green spaces are appropriately maintained. The design of public realm and public spaces should allow for easy and cost effective management and maintenance. It is expected that the main green spaces of each of the City River Park, Sandhills Park, Village Park in Collyhurst and New Collyhurst Park will have specific plans in place to address management, maintenance and responsibilities.
- Inclusive design, providing access to all and supporting safe and secure environments. New developments should provide appropriate lighting and the built form should support appropriate surveillance of public spaces at night. A clear demarcation between public and private space should be legible and support a sense of ownership that deters littering and antisocial behaviour.
- Creating opportunities for existing and new community groups to thrive. New development can encourage opportunities for community groups to engage and facilitate communication among residents, as an integral part of the design process and the future success of neighbourhoods. Opportunities for developing social networks and intergenerational exchanges through social spaces will support a sense of ownership and will add value to quality of life, creating successful public spaces and neighbourhoods where people want to live.
- Supporting the late night economy while minimising potential negative impacts on neighbouring uses. Some uses beyond normal working hours may be appropriate in certain areas where this stimulates other compatible uses in particular neighbourhoods. However, neighbouring non-residential uses that are in conflict with residential amenity, such as commercial premises that generate noise, odour, excessive vehicle movements, or attract inappropriate levels of activity late at night may not be appropriate.
Achieving a varied form, streetscape and architectural diversity. A varied streetscape will be achieved through changes in heights, massing and materiality. A composite approach to block design, blending scales and building types is required to avoid a monolithic streetscape. Distinct corner buildings articulated either by height or architectural treatment will be located at key junctions to punctuate the streetscape.

Development that responds to streetscape. A strong sense of place can be created by new development adopting a high-quality design approach to shop front and advertisement design to support a well-designed and lively built environment. This will include responding to the surrounding streetscape and the provision of active frontages.

Implementing an appropriate refuse strategy. Access for refuse collection will be designed to accord with MCC’s Waste Storage and Collection Guidance for new developments. This will reduce disruption to the local highway network during periods of high travel demand and ensure that new developments can be adequately accessed for refuse collection.

The provision of direct access of refuse vehicles into medium and high density developments will ensure that impacts on the highway network and public realm are minimised.

Promoting and advocating enhanced incentives to increase quantities of recycling. New development will ensure the provision of recycling facilities that are practical and do not impact on buildings thresholds and street scene. In accordance with Manchester Residential Quality Guidance (2016), all large developments will seek to develop innovative solutions to maximise recycling and reduce waste and its impact on their design and the wider sustainable character of the Northern Gateway.

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

Northern Gateway communities should be enabled to thrive in Manchester’s 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. The streets and public spaces within the Northern Gateway will be designed to maximise the adoption of active travel, making walking and cycling the travel options of choice for journeys to local community facilities and into the city centre.

> Adopting high standards of building design to minimise the energy required for heating and cooling. This will be achieved through careful orientation of buildings in respect of the sun’s path, the selection of safe, high insulation materials and close attention to build quality.

> Moving transport away from the Internal Combustion Engine, to low and zero carbon energy forms:
  - Manchester’s Metrolink network is already powered by low carbon electricity, and so already provides a future proofed transport mode within the Northern Gateway.
  - The Northern Gateway will be able to provide the necessary charging or refuelling points as Manchester’s bus network migrates to zero carbon electric or hydrogen power.
  - Smart charging points will be provided throughout the Northern Gateway to allow private and shared ownership electric vehicles to charge at times that minimise their load impact on the electricity network.

> Designing heating and cooling systems for a low and zero carbon future. Areas of denser housing are likely to be suitable for heat networks that allow heat to be generated in a central shared facility, such as that proposed in Manchester’s Civic Quarter. In lower-density areas, there is potential for zero carbon heating and cooling to be achieved through solar PV electricity generation and heat pumps.

> Taking opportunities for renewable zero carbon energy to be generated and used throughout the Northern Gateway. Techniques used could include solar PV, wind, water and ground source heating and cooling and hydropower using the existing weirs on the River Irk. Batteries are likely to be increasingly used to balance the peaks and troughs of supply and demand and these may be located in individual buildings or community energy centres.

> Embracing the potential for district heating. District heating centres may initially be powered by gas, to efficiently generate both heat and power and potentially cooling. They will however be capable of adapting over their lives to accommodate either a hydrogen, or other, zero carbon energy sources.

> 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. Areas have been identified for future primary (33kV) substations and discussions have been held and will continue with Electricity North West, the local electricity Distribution Network Operator, about when these will need to be commissioned.

> Use Smart Grids and MicroGrids for efficient energy consumption and distribution. The increasing use of renewables will mean that the local electricity network will need to manage a flow of power, in and out of buildings, at different times of the day.

Smart Grids and Micro Grids will be used to allow energy to be consumed in the most cost efficient manner, taking best advantage of low-cost local energy generation.

> Increasing the adoption of digital technologies such as the Internet of Things and Blockchain. This will allow the residents and businesses of the Northern Gateway to personally manage their energy generation and use to minimise their costs and understand the contribution they are making to a Low Carbon Manchester.

> Improving the existing physical infrastructure within the Northern Gateway. This includes streets, drains, utility networks and public spaces to meet the needs of the existing and new communities and to adapt to new challenges, such as climate change and changing technologies such as 5G. Over such a large area, infrastructure improvements will be carefully planned to minimise disruption to residents and businesses, and to ensure that the new infrastructure is available in time to accommodate new residents.

> Using innovative commercial arrangements. This will ensure that the cost of new infrastructure is shared fairly between developers and consumers, and to exploit the current appetite for investment in infrastructure development.
SRF DEVELOPMENT FRAMEWORK: NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES
This section sets out indicative design and development principles for the seven individual neighbourhoods and completes the SRF Development Framework. It builds upon the SRF-wide design and development principles described in the previous section.
The design and development principles are presented in four themes for each of the neighbourhoods:

1. Transport, Accessibility and Permeability;
2. Land Use;
3. Scale, Density and Form; and

An ‘illustrative’ Spatial Framework is then presented for each neighbourhood which brings together the design and development principles proposed across each of the four themes.

Where aspirations for regeneration in neighbourhoods are longer-term, the SRF Development Framework presents a series of higher level, strategic design and development principles, that will be expanded upon through future updates to the SRF and following on-going consultation and engagement with stakeholders, and the local community.

The approach to defining the scale, density and form encouraged across the neighbourhoods varies, with building height parameters defined in some areas, whereas development density and typology precedents are provided for others. Potential locations for landmark buildings are also highlighted in neighbourhoods to indicate opportunities for height or distinctive architectural treatments. Where building heights are shown in a development parcel, it is expected that these heights are not uniformly applied across that development parcel in order to ensure an interesting and varied skyline. Planning applications for new development should be informed by detailed design, townscape and sunlight/daylight assessments, and where appropriate, microclimate and heritage impact assessments.

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.

An Illustrative Masterplan for the entire Northern Gateway is presented at the end of this section to show how the neighbourhoods could be developed, in response to the design and development principles. The Masterplan is an accumulation of the Indicative Spatial Frameworks presented for each neighbourhood.
INTRODUCTION

Collyhurst Village is an existing neighbourhood in the Northern Gateway. The vision for Collyhurst Village is to create a high-quality, family-oriented, residential-led neighbourhood, with a distinctive sense of place, a mix of housing options and a dynamic community heart, supported by high-quality social and community infrastructure. There are opportunities to improve connectivity to the city centre and existing neighbourhoods, and provide a range of public realm interventions, including a New Collyhurst Park linking Collyhurst Village to the new City River Park. There is an opportunity in the short-term to deliver a range of new and affordable housing, which could include a number of new social housing units within Collyhurst as part of the initial phases of development.

Figure 32 - Key existing features of Collyhurst Village

1. Willert Street Park
2. War Memorial
3. Open space
4. Cemetery
5. Manchester Communication Academy
6. Monsall tram stop
7. Queens Road gyratory
The Irk Valley is brought into Collyhurst Village through the creation of a strong connection between Sandhills Park and Collyhurst Park.

Clear east-west routes support improved neighbourhood permeability and access to open space amenities for all.

A Secondary Retail and Service Hub acts as a heart for Collyhurst Village, South Collyhurst, and delivers meaningful services for neighbouring areas.

Existing green spaces are improved, framed by residential buildings to ensure they are overlooked and safe. The built form enables parkland to permeate into the neighbourhood, linking to other parks and further to the Irk Valley Corridor.

Thornton Street North offers a quiet, traffic-restricted north-south route through Collyhurst Village. This route continues south as an alternative cycle route to Rochdale Road.

Clear east-west routes support improved neighbourhood permeability and access to open space amenities for all.

Legible routes to Monsall Metrolink stop support good pedestrian access to sustainable transport.

Public realm and traffic enhancements to the Queens Road junction support the creation of a landmark gateway, with improved pedestrian and cycle access to Queens Park and the Communication Academy.

Figure 33 - Outline urban concept for Collyhurst Village
Walking and cycling connections will be provided to offer a choice of routes connecting Collyhurst Village with the city centre, surrounding neighbourhoods, green spaces and amenities within and beyond the Northern Gateway.

**WALKING AND CYCLING**

- **North-south connectivity.** The north-south permeability of Collyhurst Village will be enhanced, along with walking and cycling connections between the city centre, South Collyhurst, and adjacent North Manchester neighbourhoods. Rochdale Road will continue to function as the most direct route between the city centre and North Manchester. Enhancements to Thornton Street North as a local walking and cycling route will improve connectivity between South Collyhurst, Queens Road and Monsall Metrolink Station.

  Neighbourhood walking and cycling routes will provide access through New Collyhurst Park, connecting through to Monsall and south to a potential Primary Retail and Service Hub at Vauxhall Gardens.

- **East-west connectivity.** Enhanced east-west connectivity across Rochdale Road will facilitate walking and cycling trips to the City River Park, Sandhills Park, and the proposed integrated transport hub at Vauxhall Gardens. Queens Road will continue to function as a key cycling route at the northern end of Collyhurst Village and Collyhurst Street will provide a local walking and cycling route at the south of the neighbourhood. Both of these routes will connect to off road routes along the Rochdale and Ashton canals, and to the Etihad Campus in the east of the city. Additional neighbourhood walking and cycling routes will be provided on streets between Rochdale Road and Thornton Street North.

- **A sense of place.** There are opportunities to maximise walking and cycling at New Collyhurst Park and Village Park through a series of proposed public realm improvements. The implementation of these improvements will promote integration and a sense of place within Collyhurst Village by connecting the adjacent green spaces of Sandhills Park and the City River Park, allowing them to permeate out from the river valley and up onto the Collyhurst plateau.
TRANSPORT, ACCESSIBILITY AND PERMEABILITY

VEHICULAR MOVEMENT

- **North-south connectivity.** Rochdale Road will continue to be a primary road providing vehicular access between the city centre and North Manchester, and the wider motorway network via the M60. A secondary road will be provided along Thornton Street North that provides access between South Collyhurst and Queens Road. This road is not intended as a through-route for vehicles and will provide access to residential properties and amenities at Collyhurst Village.

- **East-west connectivity.** Queens Road will also continue to be a primary road connecting to Oldham Road and the Etihad Campus to the east, and to the Strangeways and Cheetham Hill neighbourhoods to the west. Collyhurst Street will be a secondary road connecting Rochdale Road to the Miles Platting neighbourhood in the east of the city.

Car access through the New Collyhurst Park will be available but restricted to discourage rat-running.

- **Discouraging rat-running.** The highway connection along Thornton Street North and the road connection through New Collyhurst Park will be designed to actively discourage rat-running through the implementation of measures such as traffic calming, encouraging use by local traffic only.
Collyhurst Village will continue to be a residential-led neighbourhood in accordance with the Council’s Development Plan which will be supported by suitable, high-quality social and community infrastructure.

Retail and Service Hubs will improve the sustainability of the neighbourhood by providing retail, service and community facilities.

- A residential-led neighbourhood. Collyhurst Village will be a residential-led, family-orientated neighbourhood, which will accommodate a mix of medium to high density housing types and tenures for residents of all ages, including houses and apartments all with high-quality access to green spaces. Some blocks in the east of the neighbourhood along Rochdale Road may provide a mix of commercial and residential uses.

- 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.

- Queens Road/Rochdale Road Secondary Retail and Service Hub. The intersection between Rochdale Road and Queens Road provides an opportunity to form a primary gateway to Collyhurst Village and the Northern Gateway, around which commercial and service provision will be supported by a mix of land uses and active frontages. The existing Queens Road/Rochdale Road junction will be rationalised to support pedestrian and cycling connectivity across Queens Road to Queens Park, and the Manchester Communication Academy.

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.

A mix of commercial and community uses will support an active, attractive and socially sustainable neighbourhood. The location of this Secondary Retail and Service Hub will encourage integration between Collyhurst Village and South Collyhurst.

- Active frontages. Active frontages will be prioritised to support varied and safe streets. Commercial and community uses will be provided along important routes where increased footfall is expected, such as Rochdale Road, Collyhurst Street, Thornton Street North and Queens Road, and around the southern and western and northern sections of New Collyhurst Park. Active residential frontages will enhance quieter routes to create interesting, safe and varied neighbourhood areas.

Figure 36 – Collyhurst Village land uses and active frontages
Building heights and densities in Collyhurst Village will be comparatively lower than other parts of the Northern Gateway. There is an opportunity, however, to provide significantly increased building heights and densities than currently exist, 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.

**Density**

- **Medium density development.** 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.

- **Medium-high density development.** 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. Development will accentuate important gateways and junctions through height and/or architectural treatment.

**Increased heights along park and green space edges will maximise views and create well-overlooked public spaces.**

Where commercial uses are accommodated at ground floor level, these will be serviced from one street back to avoid interruption of active frontages or interference with main vehicular routes.

- **Landmark buildings.** Landmark buildings will be located in appropriate places including around the Secondary Retail and Service Hubs at the potential location of Queens Road/Rochdale Road and at Collyhurst Street/Thornton Street North. Landmark buildings will also be located along Rochdale Road and Queens Road and along the western edge of New Collyhurst Park and Village Park.

**The location of taller blocks must be carefully planned to avoid undue impact on surrounding areas and should not overshadow open spaces.** A considered approach to upper storey set-backs and the promotion of daylight penetration will be required.
Building typologies will be designed to provide a defined street frontage along primary roads, to maximise density on the edge of the neighbourhood, while supporting a more human scale of development at the heart of Collyhurst Village.

**FORM**

Higher densities of development around parkland will help frame and overlook large open spaces, while ensuring that as many residents as possible can enjoy views to nature.

The built form will transition to a lower scale at the centre of the development, with houses and private gardens, and access to green spaces and green networks.

A range of housing typologies will define the character of the neighbourhood:

- **Townhouses and terraced houses** will be located at the centre of the neighbourhood providing a family-orientated environment. These houses will include garden spaces and will provide a pleasant and attractive setting, while benefiting from improved connections to the city centre and adjoining neighbourhoods;

- **Mews houses** will be provided where a slightly higher density is appropriate within the low-rise core of Collyhurst Village. These can incorporate apartments and private gardens, and will benefit from a well-equipped communal outdoor areas;

- **Semi-detached houses** will help to introduce green character, with greater levels of open space associated with development of this nature. There are opportunities for this house type to be introduced along park edges, blending gardens into the adjacent open space and allowing landscape to engage with new development;

- **Low to mid-rise apartment buildings** will allow a transition from the medium-rise and higher density parts of the neighbourhood, including along Rochdale Road and Queens Road and towards the medium density core of the neighbourhood.
Open space in Collyhurst Village will provide opportunities for local amenity and will enhance connections across adjacent neighbourhoods by linking large green spaces to the City River Park and to green and blue networks beyond the Northern Gateway boundary. A key objective for the regeneration of the Northern Gateway is to connect new and existing neighbourhoods with the river valley. New Collyhurst Park and wider green networks will be integral in providing connectivity between Collyhurst Village and the City River Park.

**New Collyhurst Park.** A new park in the heart of the neighbourhood will form part of a wider green network, that will connect Collyhurst Village with Vauxhall Gardens and the City River Park to the west, and Monsall to the north and east. The park will sensitively incorporate the War Memorial and Cemetery and create new opportunities for play, sports and recreation. A series of attenuation ponds will serve the purpose of flood alleviation and will add biological and recreational value to the park.

A variety of new habitats will be created to improve biodiversity and add variation to the park’s character.

**Village Park.** The Village Park at the south-east edge of the neighbourhood will be improved to facilitate activities for sports, play and recreation. This park will be designed to act as a natural buffer to the railway line and will be a safe public open space which provides activities that contrast to those provided at New Collyhurst Park.
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

PUBLIC REALM AND PUBLIC SPACES

» Avenue treatment of Rochdale Road. Rochdale Road will become an urban avenue, incorporating a high-quality public realm environment, safe pedestrian crossing points, lines of tree planting, wide biodiverse verges and simple pedestrian spaces, whilst maintaining its role as a primary vehicular route connecting the city centre and North Manchester.

» Green Links. Collyhurst Street will form a green link providing east-west connections from the City River Park, extending the influence of the Irk Valley eastwards through the Northern Gateway. Thornton Street North will provide a north-south green link through the neighbourhood extending towards Mossall Metrolink station, incorporating appropriate tree planting and soft landscaping. Further green links will also be provided, linking Thornton Street North and Rochdale Road.

» Amenity Open Spaces and Local Parks. A new area of amenity open space and two new Local Parks will be located within the neighbourhood. The smaller area of amenity open space will provide a focus for informal play and will complement the two larger Local Parks. The design of the green links should allow sufficient space to accommodate generous planting, cycling and pedestrian routes, promote biodiversity through native planting and water management and provide opportunities for informal activities.

» Gateway Square. There is an opportunity to create a high-quality public space at or close to the junction of Rochdale Road and Queens Road, acting as the entrance point into the Northern Gateway from the north. The square would be strategically located in close proximity to the Communication Academy and Queens Park to enhance connectivity between these key social and community uses.

» Neighbourhood Squares. There is potential to locate neighbourhood squares at the intersection of Rochdale Road and New Collyhurst Park near to the War Memorial, and at the junction of Thornton Street North and Collyhurst Street, at the interface of Collyhurst Village and South Collyhurst. These squares would act as focal points for activity and social interaction and form part of a green network, connecting the wider neighbourhood and providing social spaces that will support local activities.

Improved pedestrian and cycle connections, and safe, more frequent crossings will encourage different travel modes for all users.

» Landscape design and materials. Landscape proposals will contain a simple modern palette that complements the treatment of buildings and respects the neighbourhood’s context and character.

The design of the green links should allow sufficient space to accommodate generous planting, cycling and pedestrian routes, promote biodiversity through native planting and water management and provide opportunities for informal activities.

High-quality landscaping along pedestrian routes will ensure that people are encouraged to walk

Attractive and safe pedestrian and cycle routes will connect parkland and support active transportation

New play facilities will be provided within the parks and street spaces
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

COULYHURST PARKS

1. Village Park
   - New key connection activates area adjacent to the railway line
   - Existing earth mound retained as a feature within the park
   - Outdoor gym equipment
   - Arrival space
   - Equipped play area
   - Public spaces along park edges for community interaction
   - Existing trees retained and thinned where necessary to provide visibility
   - Lawn areas provide open space for sport and recreation
   - Artificial grass sports pitch for informal recreation
   - Well-designed seating and lighting

2. Collyhurst Park
   - New key connection towards the tram stop
   - Water features provide sustainable drainage whilst referencing existing watercourse beneath the ground
   - Lawn areas provide open space for sport and recreation
   - Equipped play area
   - Informal pedestrian route meanders through the park
   - Existing memorial space
   - Woodland blocks break the park up into a series of spaces
   - Colourful surfacing invites play and provides space for informal sport and recreation
   - Well-designed seating and lighting
COLLYHURST VILLAGE SPATIAL FRAMEWORK

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Blocks with open space views
- Key active frontages
- Social and community uses
- Green space
- Green link
- Public realm enhancements to major road
- Gateway Square
- Neighbourhood Square
- 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
SOUTH COLLYHURST
South Collyhurst will be a medium-high density residential-led neighbourhood providing a variety of house types to create diversity and a suitable mixture of tenures, with family housing being a significant component.

South Collyhurst will be predominantly low-rise, with higher-density buildings in important locations. South Collyhurst will provide a transition between the higher density of New Cross and New Town neighbourhoods, with the family orientated offer of Collyhurst Village, and will be an important gateway from Miles Platting to the proposed integrated transport hub at Vauxhall Gardens. South Collyhurst has the potential to become a high-quality residential environment, with a mix of social and community infrastructure that supports a range of lifestyles, including family living, in close proximity to the city centre. There is an opportunity in the short-term to deliver a range of new and affordable housing, which could include a number of new social housing units as part of the initial phases of development.

Figure 40 - Key existing features of South Collyhurst

1. St Patrick’s R.C. Church and School
2. Disused arches
3. Utilities site
4. Railway
5. Humphries Court
6. Abbott Community Primary School
1. Opportunity to relocate Abbott Community Primary School to a new site.

2. Livesey Street and Collyhurst Street form important key east-west connections, linking the Lower Irk Valley to Miles Platting, canal routes, and the Etihad Campus. These are characterised by a high-quality urban realm with SuDS supporting the green quality of the routes.

3. The intersection of Rochdale Road and Osborne Road presents an opportunity for the Gateway Square at Vauxhall Gardens to spill across Rochdale Road, supported by a safe pedestrian crossing and enhanced public realm. This would serve to bridge across the main road and provide permeability where there currently is a severance.

4. Improvements to the bridge on Osborne Street that crosses the railway line, creating a safe and accessible environment for pedestrians and cyclists.

5. The railway arches at New Allen Street provide opportunities for pedestrian and cycle routes to improve permeability and active uses between South Collyhurst and Miles Platting. The walkway above the arches has the potential to be used as a pedestrian route to bridge the railway from the south and improve access to Miles Platting.

6. Mid-rise residential buildings frame Rochdale Road and give a strong edge to the street, supporting more vibrant street life and enhanced public realm.
Connections for pedestrians and cyclists in South Collyhurst will be reinforced, to address constraints to movement posed by existing railway infrastructure, particularly at Osborne Street.

**WALKING AND CYCLING**

- **North-south connectivity.** Improvements will be provided throughout the neighbourhood to ensure that walking and cycling movement is maximized for residents. Rochdale Road will continue to function as a direct north-south route between the city centre and North Manchester, however, Whitley Road and Sudell Street will offer priority for active modes of travel. A series of north-south routes will better connect South Collyhurst with the New Cross neighbourhood and the city centre to the south, along with Collyhurst Village to the north.

- **East-west connectivity.** Enhancements to east-west links, including upgrades to the public realm, will be provided with local walking and cycling routes along Collyhurst Street and Osborne Street, and a neighbourhood walking and cycling route along Livesey Street. These east-west routes will connect South Collyhurst to Vauxhall Gardens, the City River Park and neighbouring areas to the west, and to Oldham Road and the Rochdale and Ashton Canals to the east. Public realm enhancements are also proposed to the railway bridge at Osborne Street to enhance pedestrian and cycle connectivity.

- **Enhanced permeability through the South Collyhurst railway arches.** The existing disused railway arches could be opened up to provide opportunities to reconnect South Collyhurst with Miles Platting. An enhanced public realm treatment and lighting strategy in this location could help establish new, characterful pedestrian and cycling routes to Miles Platting and Oldham Road.
TRANSPORT, ACCESSIBILITY AND PERMEABILITY

The existing highway network will be adapted to create a more accessible and permeable system which deters rat-running and ensures the south part of the neighbourhood is not severed, and is adequately accessible from the north.

VEHICULAR MOVEMENT

» **North-south connectivity.** North-south access for vehicles will be provided along Rochdale Road as a primary route for vehicles and buses. A secondary road along Whitley Road will connect Rochdale Road and Collyhurst Street, and provide local access northwards to Collyhurst Village and Queens Road.

» **East-west connectivity.** East-west vehicular access will be provided along secondary roads at Collyhurst Street and Livesey Street, ensuring vehicular access between the primary arterial roads at Rochdale Road and Oldham Road is maintained, whilst providing local access to residential properties and amenities. Internal highway connections within South Collyhurst will ensure rat-running is actively discouraged through design measures, such as traffic calming.

The design of this area will enable safe and convenient access to social and community facilities, and local amenities, to support active travel movements.
The success of this residential-led neighbourhood relies upon social and community infrastructure being provided within the Primary and Secondary Retail and Service Hub at the interface with Vauxhall Gardens and Collyhurst Village respectively. The right amount and type of social and community infrastructure will be critical to creating a lively and sustainable neighbourhood.

- **Residential-led neighbourhood.** The neighbourhood will be a medium to high density residential-led neighbourhood. A range of house types, sizes and tenures will be provided for residents of all ages on a range of incomes, to create a lively and varied neighbourhood. South Collyhurst will comprise predominantly low-rise development at the core of the neighbourhood, in the form of townhouses with a varied mix of apartments in prominent locations.

- **Ground contamination.** There are a number of historic mine entries and shallow mine workings within South Collyhurst that have an impact on ground conditions. These will require further investigation and possible treatment as part of the future redevelopment of this area, and bespoke building foundations may be required.

- **Vauxhall Gardens Primary Retail and Service Hub.** There is a key opportunity to locate a Primary Retail and Service Hub at the interface of South Collyhurst and Vauxhall Gardens around a proposed integrated transport hub including a new Metrolink stop. Therefore, some blocks in the east of the neighbourhood along Rochdale Road may provide a mix of commercial and residential uses. At ground floor levels, the co-location of health, education, retail, services, office, residential and car parking uses will be provided, to create diverse and socially sustainable neighbourhoods.

- **Collyhurst Street Secondary Retail and Service Hub.** There is an opportunity for a secondary Retail and Service Hub on Collyhurst Street, between South Collyhurst and Collyhurst Village, which would act as a focus for activity and will be strategically positioned to serve new and existing residents. The Secondary Retail and Service Hub will enhance integration, connectivity and movement between the two neighbourhoods.

- **Potential relocation of Abbott Community Primary School.** There is an opportunity for Abbott Community Primary School to be relocated to a new site within the neighbourhood. The existing school site is impacted by the busy nature of Rochdale Road and limited, safe access for vehicles off Livesey Street. The potential relocation of Abbott Community Primary could offer improved and expanded modern facilities, in a location that can provide easy and safe access, along with capacity for future expansion.

- **Active frontages.** Ground floor uses that accommodate active frontages for retail, community, employment and local services along Rochdale Road and Collyhurst Street will be provided. These active frontages will interact positively with the Primary and Secondary Retail and Service Hubs described above. Active frontages are also proposed around the green space between Rochdale Road and the active railway.

A new location in close proximity to St Patrick’s R.C. Primary School, also offers the potential for shared community facilities that encourage a cohesive and inclusive neighbourhood.

![Figure 44 - South Collyhurst land uses and active frontages](image-url)
Housing types in South Collyhurst will reflect their context either as medium density housing at the core of the development, or higher density and taller buildings along Rochdale Road, New Allen Street and Whitley Road.

**SCALE, DENSITY AND FORM**

**DENSITY**

- **Medium-high density development.** The South Collyhurst neighbourhood will incorporate a range of densities. Medium density housing will be provided in core areas of the neighbourhood on each side of the railway, with medium-high density housing fronting Rochdale Road, Collyhurst Street, Whitley Road and Osborne Street.

- **A higher density of development will be provided along Rochdale Road to provide positive continuity and a sustainable use of land, adjoining the Primary Retail and Service Hub and proposed integrated transport hub at Vauxhall Gardens.**

- **Landmark buildings.** Landmark buildings, defined by height and a high-quality and distinctive architectural treatment, should mark the intersection between Rochdale Road and Osborne Street. This is the main east-west link connecting Vauxhall Gardens to South Collyhurst and Oldham Road. Taller buildings should mark the transition into Vauxhall Gardens, emphasising the Primary Retail and Service Hub and proposed integrated transport hub. Landmark buildings are also proposed on the intersection between Rochdale Road and Collyhurst Street, and also adjoining the railway line.

![Figure 45 - South Collyhurst indicative density](image-url)
The urban form of South Collyhurst will integrate and connect with New Cross and New Town to the south and Collyhurst Village to the north, and will respond to the influence of Vauxhall Gardens to the west. Lower-rise house types will be located towards the centre of the neighbourhood, with apartments lining Rochdale Road and near the railway.

FORM

Consideration will need to be given to ensure the compatibility of the differing scales of development and exploiting views by the appropriate combination of housing types, to ensure a contextual and appropriately-scaled neighbourhood.

South Collyhurst will become a medium to high density neighbourhood with a range of housing typologies:

» Low-rise home zones will be provided across most of the neighbourhood, with higher density typologies in the form of apartment buildings provided in important locations and around open spaces;

» Subject to character areas and densities, parking will be either integrated within buildings and podiums in higher density developments, or provided on plot in areas with a lower density building profile;

» Development along Rochdale Road will reinforce the street edge and promote it as a primary road through the Northern Gateway; and

» There is an opportunity for towers and ‘pop-up’ buildings adjacent to the railway and disused arches.

SCALE, DENSITY AND FORM

Medium density family housing supports diversity and long term sustainability

Community infrastructure provision is key to the success of the neighbourhood

Compact, low-rise development with active residential frontages supports safe pedestrian environments

95
The South Collyhurst neighbourhood provides a transition, in terms of form and scale, between the more urban, high-density neighbourhoods to the south and the lower density neighbourhoods to the north.

There are existing barriers to movement presented by Rochdale Road and operational and disused railway structures and infrastructure, along with incomplete connections to Oldham Road and areas of fragmented open space. Therefore, it is important that a legible and connected sequence of spaces are provided to assist with the transformation of South Collyhurst into a coherent neighbourhood which benefits from a co-ordinated flow of public realm and associated spaces.

- **Amenity Open Spaces.** Two new areas of amenity open space will be located within the residential areas. These smaller spaces provide a focus for informal play and opportunities for larger parkland tree planting to be accommodated.

- **Avenue treatment of Rochdale Road.** Tree planting and high-quality public realm along Rochdale Road will enhance its nature as an urban avenue, connecting the neighbourhood to others, and will provide continuity that integrates a range of adjacent urban forms and open spaces. This avenue treatment will lead into a series of other tree-lined streets of various types to create a network of green streets, planted with trees and connecting to a range of green spaces of various scales. This will assist with reducing vehicle dominance and promoting pedestrian and cycle movement, as well as safe new crossing points being established along its length.

- **Green Links.** Green links will be created along Collyhurst Street, Osborne Street and Livesey Street to provide east-west connections from the City River Park through to Victoria Mill Park and the Rochdale Canal, extending the influence of the Irk Valley across South Collyhurst to the wider city. Further green links will be provided on Sudell Street and Whitley Road providing north-south connections.

  The design of these green links should allow for enough space to accommodate cycling and pedestrian routes, promoting biodiversity through generous native planting, water management and the opportunity for informal activities.

Figure 46 - South Collyhurst open spaces
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

PUBLIC REALM AND PUBLIC SPACES

» Gateway Square. There is potential to locate a high-quality Gateway Square at the junction of Rochdale Road/Osborne Street, linked to the proposed integrated transport hub at Vauxhall Gardens. Rochdale Road will also undergo public realm enhancements to transform it into a balanced pedestrian and cycle-friendly urban avenue.

The Gateway Square will act as a centre for community activity and accentuate a sense of arrival by providing high-quality public realm and landscape, with adjacent architectural treatment articulated for emphasis. The square will feature safe new crossing points to support pedestrian and cycle-friendly movement between adjacent neighbourhoods.

» Neighbourhood Squares. There is an opportunity for a Neighbourhood Square to be created in the south of the neighbourhood at the junction of New Allen Street and Livesey Street, where South Collyhurst meets New Cross. Another opportunity for a Neighbourhood Square to be created in the north of the neighbourhood exists at the junction of Whitley Road and Collyhurst Street at the interface of Collyhurst Village and South Collyhurst.

» Integration of heritage assets. Heritage assets such as St Patrick’s R.C. Church and the railway arches on New Allen Street will be sensitively integrated into new development, to celebrate the area’s history and to enhance high-quality open spaces for residents to enjoy.

» Landscape design and materials. This neighbourhood represents a transition between the urban city core and lower density residential neighbourhoods, and will include a range of new streets and spaces.

The use of materials within these public spaces will use a simple, robust palette of modern treatments that respond to the new buildings which define them. Larger tree planting will be encouraged within new public green spaces to form sheltered areas and allow for the creation of mature parkland character.
Public Realm and Public Spaces

Pedestrian and cycle links with green landscaping and distinctive signage

A series of open spaces across the neighbourhood

Community infrastructure and play equipment provision is key to the success of the neighbourhood
South Collyhurst Spatial Framework

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Blocks with open space views
- Mix of commercial and residential uses
- Social and community uses
- Green Space
- Green link
- Public realm enhancements to major road
- Enhanced public realm
- Enhancement to existing bridge
- Enhanced treatment and permeability of railway arches
- 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 47 - South Collyhurst spatial framework
NEW CROSS
New Cross will be a medium to high density residential-led neighbourhood that marks the transition from the city centre into the Northern Gateway. The neighbourhood will contribute to the urbanisation of Rochdale Road, encouraging connectivity eastwards throughout the extended city centre.

A network of green spaces will run across Rochdale Road, linking Red Bank and Angel Meadow, through New Town and into New Cross, to provide alternative pedestrian and cycle routes and create a varied public realm. A series of smaller parks will provide attractive sheltered green spaces for new residents, which link across the neighbourhood. Key existing employment sites in New Cross will be sensitively addressed as part of regeneration proposals, however, the future rationalisation of uses could offer greater permeability and integration with adjoining neighbourhoods, and provide a more balanced mix of uses, with appropriate building forms and densities in key locations.
The principles outlined within the approved New Cross NDF for Zone A will continue to apply. The New Cross Public Realm Strategy will also be retained.

Large plots support high-density apartment living in the extended city centre setting.

Active frontages in New Cross support the delivery of a Secondary Retail and Service Hub at the junction of Gould Street and Rochdale Road. The listed Marble Arch Inn and surrounding public realm enhancements will form the focus of this hub.

New Cross connects to a green link that connects Angel Meadow and Livesey Street via New Town. From Livesey Street, this green space offers important connections to the Rochdale and Ashton canal routes.

A mid-rise built form defines the edge of Rochdale Road and contributes to its transformation into an urban boulevard.

Figure 49 – Outline urban concept for New Cross
New Cross has the potential for a permeable, gridded movement network and good connections to the city centre, New Town and South Collyhurst, along with Ancoats, New Islington and Miles Platting to the east of Oldham Road. There is potential to create a safe and attractive environment for pedestrians and cyclists.

**WALKING AND CYCLING**

- **North-south connectivity.** The north-south permeability of New Cross will be enhanced to provide strong walking and cycling connections between the city centre and the Northern Quarter. Rochdale Road and Oldham Road will form commuter cycling routes in the west and east of the neighbourhood respectively, connecting the city centre with North and East Manchester. Sudell Street will become a north-south local walking and cycling route, providing high-quality walking and cycling connections between the city centre and North Manchester, via the South Collyhurst and Collyhurst Village neighbourhoods.

- **East-west connectivity.** Enhanced walking and cycling routes to enable movements in an east-west direction will be provided, including safe crossings at points along Rochdale Road and Oldham Road. New walking and cycling routes will enable access to NOMA and Angel Meadow, New Town, Red Bank, and the City River Park to the west, and to Ancoats and the Rochdale and Ashton canals to the east.

A prominent new network in New Cross will link with existing routes along Gould Street and Bilbrook Street, and connect to key destinations in Ancoats and New Islington.

Livesey Street will be a neighbourhood walking and cycling route that connects Bromley Street in New Town with the Miles Platting neighbourhood. Thompson Street will also be a neighbourhood walking and cycling route.
To ensure that there is appropriate vehicular movement within New Cross there is a need for existing streets to be re-purposed and extended.

**VEHICULAR MOVEMENT**

Streets to the south of the neighbourhood will become more pedestrian and cyclist-friendly, with reduced vehicle dominance and improved, safer pedestrian crossings. Rat-running will be limited and actively discouraged through the implementation of design measures such as traffic calming.

- **North-south connectivity.** Rochdale Road and Oldham Road will be primary routes for vehicles and buses, providing connections between the city centre and North Manchester. Vehicular movement along these arterial routes will consider the presence of the inner relief route in New Cross, which currently impacts north-south movement and connectivity with the city centre.

- **East-west connectivity.** Addington Street and Swan Street will provide primary east-west connectivity as part of the inner relief route in the south of New Cross, connecting to Cheetham Hill Road, Trinity Way. Thompson Street and Livesey Street will be secondary roads connecting Rochdale Road and Oldham Road in an east-west direction. Thompson Street will provide a secondary road connection to Gould Street, enabling vehicular movement to New Town and Red Bank.
Although New Cross will be predominantly residential-led, the area will accommodate a mix of commercial and residential uses, particularly along the Oldham Road frontage, to reflect the existing character of the area. An opportunity for a Secondary Retail and Service Hub exists near to the Marble Arch Inn, with potential for future social and community uses at sites along Thompson Street in the south of the neighbourhood.

- **Residential-led neighbourhood.** New Cross will be a residential-led, mixed use neighbourhood with higher density development to the south and west, providing opportunities for a mix of uses, particularly at ground floor level. A range of housing typologies and sizes will be promoted, with development in the north of New Cross supporting a transition to medium densities in South Collyhurst. The neighbourhood will be predominately medium to high density, with a mix of housing typologies and tenures, to provide a range of housing options as part of a varied city centre offer.

- **Secondary Retail and Service Hub.** An opportunity for a Secondary Retail and Service Hub exists on Rochdale Road in the vicinity of the Grade II Listed Marble Arch Inn, at the interface with the New Town neighbourhood and Thompson Street. Development along Rochdale Road offers an ideal location for a mix of retail and service uses at ground floor level, which will animate the public realm, invigorate the area and create a dynamic and active route. Flexible typologies for non-residential units at ground floor level will be supported.

- **Mixed residential and commercial area.** To respond to New Cross’s central location, and the existing character and uses along Oldham Road, a mix of residential and commercial uses is proposed. New Cross contains a number of existing commercial uses that make important contributions to local employment, however, options will be explored for the rationalisation of uses to offer greater integration with adjoining neighbourhoods.

In the short term, new development in this location will be sensitively designed to protect residential amenity and safeguard the operation of existing uses.

- **Social and Community Uses.** Sites located at the centre of New Cross, adjacent to Thompson Street, have been identified for potential future social and community activity. The central location provides opportunities to consolidate the existing fire station operation with a range of social and community uses, including education and leisure, to serve a new Northern Gateway community and expanding city centre population.

- **Active Frontages.** Active frontages, offering a range of local amenities, can be provided in New Cross along Rochdale Road, as part of a Secondary Retail and Service Hub, along Oldham Road, and adjacent to the new neighbourhood park, to activate key routes and connections to neighbouring areas. In other locations, residential active frontages will be required to ensure that quieter streets have activation and surveillance.

**Development along Rochdale Road offers an ideal location for a mix of retail and service uses at ground floor level, which will animate the public realm, invigorate the area and create a dynamic and active route. Flexible typologies for non-residential units at ground floor level will be supported.**
The built form and density of New Cross will support a transition from higher densities in the south of the neighbourhood, adjacent to the city centre, to a medium density of development in South Collyhurst to the north.

**DENSITY**

- **Medium to high density development.** New Cross will be a primarily medium to high density neighbourhood, with opportunities for high-density development closer to the city centre and fronting Rochdale Road. Medium density development is proposed along Livesey Street, to begin a transition in character towards South Collyhurst.

- **Landmark buildings.** New Cross presents opportunities for distinctive landmark buildings with a focus on architectural treatment rather than height. The entrance to New Cross and the Northern Gateway will be marked by landmark buildings at the southern end fronting Rochdale Road and Oldham Road. Landmark buildings will also be located at the junction of Livesey Street and Oldham Road, and strategically located fronting onto the new neighbourhood park.

- **Rochdale Road and Oldham Road as urban avenues.** A strong street edge will be established along Rochdale Road and Oldham Road, with higher densities reinforcing an urban avenue character and larger development plots accommodating a mix of typologies. Development along Oldham Road will remain sensitive to the Ancoats Conservation Area and more suburban housing forms present in the existing Miles Platting neighbourhood.
New Cross will be a mix of medium to high density development comprising a range of housing types and tenures. Sites close to the city centre and fronting Rochdale Road will provide higher density apartments that better integrate New Cross with development in the New Town neighbourhood.

**FORM**

A variety of other accommodation types will be provided, which could include townhouses and ground level maisonettes to promote diversity and a mixture of tenures. Podium decks, roof terraces or balconies could also be incorporated to provide outdoor space for family living.

- Opportunities for residential units that maximise surveillance over parks and open spaces should be taken. The design of facades and the use of tree planting will create a residential area with a considered scale and animated frontages. Frontages along green links will have increased visual and physical permeability, allowing open space to become incorporated within the urban fabric;

- Developments along key routes should be flexible in supporting non-residential units at ground floor level. The provision of suitable social and community infrastructure is essential to support the long-term sustainability of the neighbourhood; and

- The use of podiums may be appropriate to deliver ground floor social and community infrastructure, car parking provision and servicing. Podium decks will be used as a private open space amenity, offering residents high-quality, well-equipped communal spaces.
Public realm in New Cross will be designed to mark the transition from high density development in the city centre, towards medium density neighbourhoods to the north. In the south of New Cross, a tightly knit grid of residential streets will reflect neighbouring streets and spaces. In the north of New Cross, a looser street structure will become evident approaching South Collyhurst.

» **Amenity Open Space.** New amenity open space will be provided in the northern part of New Cross. This green space will form part of a sequence of open spaces which connect to Angel Meadow and the potential new Neighbourhood Square on Livesey Street.

This park will provide recreation opportunities for the residents of New Cross and better integration with the South Collyhurst neighbourhood as part of a new Neighbourhood Square.

» **Green Links.** East-west green links will be created along Thompson Street, Goulden Street and Livesey Street, to provide connections to Angel Meadow and the City River Park to the west, and New Islington Marina and the Ashton and Rochdale canals to the east. Other green links will be provided through the heart of the neighbourhood, including a north-south connection along Sudell Street. Green links will incorporate appropriate tree planting and soft landscaping to form a green character and balanced street design.
**NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES**

**PUBLIC REALM AND PUBLIC SPACES**

- **Gateway Square.** An opportunity for a high-quality Gateway Square exists adjacent to the Grade II Listed Marble Arch Inn, framed by the Alexandra Place building. This square would act as an entrance point into the Northern Gateway, along Rochdale Road from the city centre, and will provide a high-quality streetscape that respects the area’s heritage, and activation through the provision of mixed-use active frontages.

- **Neighbourhood Square.** There is an opportunity to create a new Neighbourhood Square in the north of the neighbourhood at the interface with South Collyhurst, around the junction of New Allen Street and Livesey Street. This square would enhance the setting of the new neighbourhood park in New Cross and provide softer, more accessible connections between the South Collyhurst neighbourhood, and key existing social and community uses.

**Street planting will be a mix of ornamental species more suitable to the tighter urban grid, with larger parkland species included within the wider green links, and at key junctions and park spaces to form attractive natural focal points.**

- **Landscape design and materials.** Materials will reflect the neighbourhood’s location on the edge of the city centre, from traditional materials in the south to simple modern paved spaces further north.
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

NEW CROSS SPATIAL FRAMEWORK

- Key surrounding landmarks
- SRF development areas
- Local assets
- Blocks with open space views
- Key active frontage
- Mix of commercial and residential uses
- Social and community uses
- Green Space
- Green link
- Public realm enhancements to major road
- Enhanced public realm
- Secondary Retail and Service Hub
- Opportunities for distinctive landmark buildings with a focus on architectural treatment
NEW TOWN
New Town will be a residential-led neighbourhood at the southern extent of the Northern Gateway and represents an opportunity to establish a range of higher-density housing types and tenures, that support Manchester’s diverse and growing population.

The neighbourhood forms a key interface with the city centre and neighbourhoods including NOMA, Angel Meadow and the Northern Quarter, and provides key connectivity between the New Cross and Red Bank neighbourhoods. New Town is characterised by significant vacant and brownfield land associated with former industrial uses, along with surface car parking and the location of major electricity and gas utilities infrastructure. The neighbourhood also benefits from a number of existing heritage assets, including the Bromley Street railway arches and the Marble Arch Inn, which positively contribute to the area’s function and character. New Town will be a well-connected neighbourhood at the heart of the extended city centre, and will form a key gateway to North Manchester as part of a revitalised urban environment along Rochdale Road.

Figure 58 – Key existing features of New Town

1. Marble Arch Inn
2. Consented Meadowside development
3. Bulk supply point
4. PRS and gas governor
5. Alexandra Place
1. The intersection of Rochdale Road and Gould Street marks a gateway into New Town and the Northern Gateway.

2. Residential units face green links to support a well-looked public realm.

3. An attractive green link stems from Angel Meadow through New Town, providing recreational and restorative spaces for residents and visitors.

4. New and existing businesses inhabit railway arches and activate Bromley Street.

5. Taller buildings along the railway line offer views over the Irk Valley and towards the city centre and serve as landmarks to define the character of the place.

6. Rochdale Road is framed by mid-rise buildings, that contribute to urbanising the corridor and offer active ground-level uses.

Figure 57 - Artist impression of New Town
Improved cycle and pedestrian connectivity will be essential to create a sustainable neighbourhood, and to achieve high levels of permeability with the city centre and adjacent neighbourhoods. An enhanced pedestrian and cycling network will create a strong connection with NOMA and Angel Meadow and promote integration with surrounding neighbourhoods. Improved permeability through existing railway arches will better connect Rochdale Road and the New Cross neighbourhood to the east, with the Red Bank neighbourhood and Dantzic Street to the west.

**WALKING AND CYCLING**

- **North-south connectivity.** Rochdale Road will provide a commuter cycling route along the spine of the Northern Gateway, connecting the city centre with communities in the north of the city. Dantzic Street and Sudell Street will be local walking and cycling routes, to the west and east of the neighbourhood respectively. Dantzic Street will connect the city centre, Shudehill and NOMA to Vauxhall Gardens, and upper sections of the Irk river valley. Sudell Street will provide a low trafficked route that connects New Town with adjacent neighbourhoods and Metrolink provision at Monsall, north of Queens Road. Bromley Street and Williamson Street will provide neighbourhood walking and cycling routes that connect New Town with Angel Meadow.

- **East-west connectivity.** Enhanced east-west connectivity throughout New Town is required to enable safe walking and cycling movements between New Cross, New Islington Marina and the Rochdale and Ashton Canals in the east, along with Red Bank and the Green Quarter in the west. A local walking and cycling route will be provided along Gould Street that links the New Cross neighbourhood and destinations in the east with Red Bank. Billbrook Street will connect to Angel Meadow and will form part of a green link which will run through the neighbourhood, forming an off-road cycle and pedestrian connection extending over the river to St Catherine’s Wood.

- **Enhanced permeability through the Bromley Street railway arches.** It is essential that enhanced permeability for walking and cycling is achieved through the Bromley Street railway arches to connect the east and west parts of New Town and beyond. Where open arches exist, new passages could be formalised for walking and cycling at Gould Street, Williamson Street and Bilbrook Street. At the north end of Bromley Street, public realm, wayfinding and lighting enhancements will be required to ensure that existing passages are attractive and safe for users.

![Figure 58 - New Town walking and cycling connectivity](image-url)
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

TRANSPORT, ACCESSIBILITY AND PERMEABILITY

Existing streets will be utilised and extended where necessary to form an enhanced vehicular movement network, to address barriers presented by the operational railway viaduct. Access to public transport will be improved and road safety, and ease of crossing, will be addressed through restricting on-street car parking along Williamson Street and Bromley Street.

VEHICULAR MOVEMENT

» North-south connectivity. North-south vehicular routes in New Town will provide access between North Manchester and the city centre. Rochdale Road will be a primary road for vehicles and buses in the east of the neighbourhood. Secondary roads will be provided along Dantzic Street and Sudell Street in the west and east of the neighbourhood respectively. Dantzic Street will connect the city centre with Vauxhall Gardens and North Manchester via Collyhurst Road and Sudell Street will connect the city centre via Rochdale Road with South Collyhurst and Collyhurst Village.

» East-west connectivity. Gould Street is an important east-west link and will be a secondary road connecting New Cross to Red Bank and Angel Meadow. The potential for upgrades to the highway network at the Grade II Listed Union Bridge will be explored to provide restricted vehicular access to the Redbank neighbourhood.
New Town is located adjacent to the city centre and key public transport nodes, where opportunities for higher density development should be maximised. Other land uses will also be provided to create a dynamic new community, including a potential Secondary Retail and Service Hub and areas of mixed use activity within the Bromley Street railway arches. The neighbourhood will continue to provide an important function in the provision and distribution of core utilities, with potential for the upgrade and relocation of core utilities infrastructure at sites along Gould Street.

- **Residential-led development.** A new community will be established through a range of high density developments, which provide a variety of housing types and tenures. Residential developments will be predominantly apartment-led, with opportunities for townhouses and maisonettes integrated within new developments, and accommodation suitable for families.

- **Utilities infrastructure.** 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.

- **Secondary Retail and Service Hub.** There is an opportunity for a Secondary Retail and Service Hub on Rochdale Road, centred around the Marble Arch Inn. Development along Rochdale Road offers an ideal location for social and community infrastructure uses at ground level, which will animate the public realm, invigorate the area, and create a dynamic and active route.

- **Mixed residential and commercial area.** New Town provides a mixed residential and commercial area in the south part of the neighbourhood along Rochdale Road, as part of the Secondary Retail and Service Hub. Flexible residential or commercial uses, along with active retail and commercial frontages, will capitalise on the area’s central location and proximity to the city centre and strategic transport links.

- **Active frontages.** Active frontages will be provided along important routes such as Rochdale Road, Bromley Street, Bilbrook Street, Peary Street and Livesey Street, to support varied and safe streets in areas of increased footfall. To the north of the railway, active frontages could also be provided along the south-western part of Dantzic Street fronting the river.

- **Active railway arches.** The active re-use of the railway arches along Bromley Street would support the delivery of a mixed-use destination within New Town, with adjacent developments encouraged to respond to this activation. A combination of commercial, retail and community uses will build on the range of pre-existing businesses, to create a unique mixed-use offer adjacent to the city centre. Public realm connectivity will improve routes through and parallel to the arches to create a more user-friendly environment.

**Figure 60 – New Town land uses and active frontages**
Tall buildings in New Town will be considered in the context of the neighbourhood’s relationship to the city centre, the valley floor, and the operational railway that currently bisects the neighbourhood.

**THE CASE FOR HEIGHT**

- High Density Development. New Town’s relationship with the city centre and key transport nodes sets the context for a higher density urban form. The development of New Town should reflect the neighbourhood’s location adjoining the city centre. High density and taller buildings will be concentrated closer to the city centre and along the operational railway, to emphasise the arrival into the Northern Gateway and to provide a substantial quantum of accommodation close to the city centre and strategic transport nodes.

**SCALE, DENSITY AND FORM**

![Figure 61 - The case for height and density in New Town](image-url)
The neighbourhood’s valley floor location requires a base level of buildings of (up to) 8 to 12 storeys to provide a suitable level of general development, punctuated by taller structures to provide form and variety, as well as framing views and responding to the opportunities for height by the railway.

MASSING

- **Shape of development.** The massing of New Town will respond to the changing character either side of the railway. The railway line establishes an opportunity to locate taller elements on either side of the operational viaduct. The need to minimise potential noise disturbance caused by the railway should be carefully considered in the design and massing of buildings. Heights of (up to) 12 storeys are envisaged as a baseline, with the opportunity to bookend the row of blocks south of Dantzic Street with taller landmark buildings. Massing and height modulation should support a seamless transition between New Town and Red Bank.

South of Bromley Street, the central blocks of the neighbourhood will see a step down in height to 6 storeys and under, to establish a quiet, human-scaled and attractive urban residential environment, away from primary and secondary roads. Buildings framing the Marble Arch Inn should be no higher than 6 storeys, in order to respect and celebrate the character of the building. Heights of up to 8 and 12 storeys along Rochdale Road will support the creation of a characterful urban gateway from the city centre.

- **Landmark buildings.** The location of landmark buildings should reinforce key gateways such as the junction of Gould Street and Dantzic Street. Where pedestrian and cyclist viaduct passages are envisaged, landmark buildings should also be explored to help define the sense of arrival on each side of the viaduct. There is an opportunity to concentrate landmark buildings mainly along the railway and at strategic points along Rochdale Road and Dantzic Street, to establish the character and identity of key routes and the Bromley Street viaduct.

- **Active residential frontage.** Active residential frontages will be the key to achieving an attractive and vibrant urban streetscape, with the additional benefit of supporting natural surveillance for neighbourhood streets to feel safe and well overlooked. To achieve this, in higher density blocks, duplex maisonettes should be provided at ground levels, with townhouses provided either at the base of podiums, or as part of composite developments that blend mid-rise buildings and terraced housing.

- **Views and vistas.** Care should be given to avoid overshadowing and breaks in building massing will be required to ensure that riverside open spaces enjoy adequate levels of light. South of Bromley Street, views to open spaces and key urban landmarks will be supported.

### SCALE, DENSITY AND FORM

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Up to 6 storeys
- Up to 8 storeys
- Up to 12 storeys
- Up to 16 storeys
- Opportunities for distinctive landmark buildings with a focus on height
SCALE, DENSITY AND FORM

MASSING PRINCIPLES AND INTERPRETATION

The illustrations shown on this page represent a potential interpretation of the design and development principles.

- Townhouse/podium townhouse
- Duplex maisonette
- Mid-rise apartments
- Rooftop family apartment
- Medium/high-rise

Figure 63 - Approach to height in New Town
Figure 64 - Key connectivity through New Town
Figure 65 - Building typologies in New Town
Figure 66 - Key views in New Town
SCALE, DENSITY AND FORM

The urban form of the neighbourhood will be shaped by the necessity for density and height in selected areas, whilst ensuring that street frontages and lower density buildings of modest height form lively places for social interaction, energised by other compatible uses and linked landscape at ground level.

FORM

New Town will become a residential-led neighbourhood with a mix of typologies:

» Accessible, high density apartment-led developments provide accommodation for residents and families over a range of tenures. It is essential that typologies respond to New Town’s local character and heritage assets. Creative means of delivering family housing, mixed with higher density accommodation, should be explored and encouraged. Typologies such as rooftop townhouses would be encouraged in that context;

» Although New Town is a primarily residential neighbourhood, selected typologies should be flexible in supporting non-residential units at ground floor level. The use of podiums may be appropriate to deliver ground floor public uses, car parking provision and servicing. Podium decks will be used as a private amenity open space, offering residents high-quality, well-equipped communal spaces;

» Mixed-use spaces with active frontages will be provided primarily along Rochdale Road as well as within the Bromley Street railway arches, with quieter, residential frontages framing the more central parts of the neighbourhood. Residential units that maximise surveillance over parks and open spaces and benefit from prime views will be supported. Frontages along green links will have increased visual and physical permeability, allowing open space to become incorporated within the urban fabric;

» The design of facades and the use of tree planting will create a residential area with a considered scale and animated frontages. A more domestic scale should be created at street level to achieve an inviting environment.
New Town has complex and varied public realm potential which needs to be addressed.

Heritage assets such as the Marble Arch Inn and the Alexandra Place building provide a focus for enhanced public realm, providing life and dynamism on Rochdale Road, whilst the activation of the railway arches at the valley floor can create significant new links as well as generating activity parallel to the railway lines. Green spaces and routes will be provided through the neighbourhood and into adjacent areas to create a legible sequence of open spaces.

- **Amenity Open Space.** An opportunity exists for a new area of amenity open space to be provided to the south of the railway, adjacent to Angel Meadow, to extend the greenspace into the neighbourhood. This amenity open space will be overlooked by the activation of the railway arches and new residential-led development.

- **Avenue treatment of Rochdale Road.** Rochdale Road will become an ‘urban avenue’ and will benefit from public realm enhancements incorporating formal lines of tree planting, wide biodiverse verges and simple pedestrian spaces.

- **Green Links.** A network of well connected, active and overlooked green spaces will meander through the neighbourhood, prioritising cycling and walking. An important green link will be provided along Bilbrook Street that connects Angel Meadow and New Town to Rochdale Road, and green space in New Cross. Further green links along Gould Street and Livesey Street will provide east-west connections through the viaduct to Dantzic Street and the City River Park. Sudell Street will provide a north-south green link along the eastern edge of the neighbourhood.

The design of these green links should allow for enough space to accommodate generous planting, cycling and pedestrian routes, promoting biodiversity through native planting, water management and opportunity for informal activities.
**NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES**

**PUBLIC REALM AND PUBLIC SPACES**

- **Marble Arch Square.** There is an opportunity to create a high-quality Gateway Square adjacent to the Marble Arch Inn, adding value to the heritage asset and acting as an entrance point into the Northern Gateway, along Rochdale Road from the city centre. The Grade II Listed Inn will stand as a landmark and destination point at the intersection of Rochdale Road and Gould Street, framed by the distinctive Alexandra Place building opposite. The Gateway Square will provide a high-quality streetscape that respects the area’s heritage, and activation through the provision of mixed-use active frontages.

- **Union Square.** The north bank of the River Irk at Union Bridge presents an opportunity for a Gateway Square to mark the main arrival into Red Bank from New Town, along Gould Street. This square would straddle the two neighbourhoods and provide a focal point for community activity along the waterfront, and will be distinguished by high-quality landscaping and landmark architecture. Stepped levels to the water and high-quality public realm will create a positive relationship with the River Irk, giving it prominence and visibility for public interaction.

- **Wetlands area.** Dantzic Street fronts the new wetland area along the southern edge of the proposed City River Park, forming an important promenade along the valley with active mixed use public realm. The route should provide a sense of arrival to Union Square, gradually transforming into a less formal and more natural route heading towards the north and east, eventually merging with Collyhurst Road along the River Irk.

- **Landscape design and materials.** All materials and detailing should respond to the urban location of the neighbourhood and its historic industrial character. Materials closer to the river corridor will be modern, robust and resistant to potential water level changes. A diverse mix of native species and shrubs will promote habitat and areas for biodiversity within the neighbourhood.

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A new green link will meander through the neighbourhood prioritising cycling and walking routes.

**Figure 67 - New Town open space**
NEW TOWN SPATIAL FRAMEWORK

- Retained utilities
- Railway/Metrolink
- 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
- Enhanced public realm
- Passage through viaduct
- 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 68 – New Town spatial framework
RED BANK
Red Bank will be a residential-led neighbourhood, where the unique topography and river setting will make it a suitable location for high-density development, set in a green valley that is punctuated with industrial heritage and an extensive, but currently under-utilised landscape.

There are opportunities for a varied mix of uses and to incorporate a variety of social and community infrastructure, particularly at ground level. Housing provision in Red Bank will include a mix of typologies and tenures. Apartments and townhouses will be provided and options for family living will be created, to help build a lively neighbourhood that supports an urban-living lifestyle for all residents. Restoration of the River Irk will create a high-quality corridor for recreation and a new City River Park at the very heart of the Northern Gateway.

<table>
<thead>
<tr>
<th>Figure 69 - Key existing features of Red Bank</th>
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</thead>
<tbody>
<tr>
<td>1. Former railway sidings</td>
</tr>
<tr>
<td>2. St Catherine’s Wood</td>
</tr>
<tr>
<td>3. Honey Street</td>
</tr>
<tr>
<td>4. Angel Meadow</td>
</tr>
<tr>
<td>5. River Irk</td>
</tr>
<tr>
<td>6. Red Bank Viaduct</td>
</tr>
<tr>
<td>7. Metrolink and railway lines</td>
</tr>
<tr>
<td>8. 1 Angel Square Manchester</td>
</tr>
<tr>
<td>9. Victoria Station</td>
</tr>
<tr>
<td>10. Green Quarter</td>
</tr>
</tbody>
</table>
1. Tall buildings are located in strategic locations in relation to links to transport nodes, and where visually appropriate to serve as local landmarks and to provide an active relationship to the retained viaduct.

2. Railway arches are inhabited to support a vibrant public realm where local and new businesses thrive and to potentially connect Red Bank and the Northern Gateway to a new entrance to Victoria Station.

3. A Gateway Square at Union Bridge marks the arrival to Red Bank and serves as a portal to the Irk Valley.

4. Views over the Irk Valley and towards the city centre are maximised.

5. Honey Street offers a harmonious transition between the Irk Valley and Strangeways, acting as an entrance to the Northern Gateway.

6. St. Catherine’s Wood provides a scenic parkland and off-road walking and cycling routes.
Walking and cycling routes are currently constrained by the numerous barriers to movement, particularly east-west, principally in the form of the River Irk and its valley, and several railway structures. The reinvention and improvement of these historical landscape assets will provide character to the neighbourhood and opportunities to enhance walking and cycling provision.

WALKING AND CYCLING
The railway viaduct could provide a high-level pedestrian and cycling route that improves access into the city centre and Victoria Station, while a network of on and off-road walking and cycling routes will ensure Red Bank is connected to a network of open and green spaces, and to neighbourhoods throughout the extended city centre.

East-West Connectivity. The east-west connection between Roger Street and Gould Street, via the listed Union Bridge, will be improved and enhanced as a local walking and cycling route, providing safe access across the River Irk and passage through the Red Bank Viaduct. This route will promote key connections with New Cross and Ancoats and New Islington in the east, along with the Strangeways and Great Ducie Street neighbourhoods to the west.

Connections across the river will be enhanced by new footbridges and improvements to existing structures, and will include a key neighbourhood walking and cycling connection along Warford Street and improved passage through Bromley Street to the adjacent New Town neighbourhood.

Potential future links will be explored that link Red Bank with the valley floor and key uses to the north of Barney’s Steps, including the Showmen’s Guild at Collingham Street and the Tawheedul Educational Trust schools.

Access over the River Irk. Existing access over the River Irk from Collinghurst Road at Barney’s Steps in the northern part of the neighbourhood, and at Union Square in the south, should be retained and enhanced, complementing key walking and cycling routes. New connections over the River Irk will be provided at an extended Warford Street to improve permeability between Red Bank and New Town, and also at the junction of Dalton Street and Dantzic Street, providing access to St Catherine’s Wood. The Grade II listed Union Bridge, linking Gould Street and Roger Street, will be retained and enhanced as a key heritage asset.

Permeability through the Red Bank railway arches. Existing access through the Red Bank Viaduct will be retained and complemented by improved permeability to provide access at the southernmost end of the structure. Existing passages through the viaduct at Faber Street and Roger Street will also be enhanced to support east-west connectivity.

To further enhance these connections, subject to further consultation with Network Rail, opportunities to provide a new entrance to Victoria Station from Red Bank will be explored.

A new off-road route will be provided through a revitalised St Catherine’s Wood through to the south of the neighbourhood, utilising new riverside access and a rejuvenated Red Bank Viaduct. In addition, several neighbourhood walking and cycling routes will be created, including along Red Bank and Honey Street, to provide local connections between neighbourhoods.

Figure 72 – Red Bank walking and cycling connectivity

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
Squares
Bridge over River Irk
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
Existing streets will require substantial rerouting and new connections to create a network that functions as part of the wider extended city centre, and provides access to development areas without compromising the quality of the riverside landscape.

**VEHICULAR MOVEMENT**

Traffic into Red Bank will need to be controlled through appropriate interventions to avoid rat-running, whilst ensuring that existing structures and level changes can be accommodated to provide interventions that are sympathetic to the nature of the neighbourhood.

» **North-south connectivity.** The Red Bank neighbourhood lies primarily to the west of the River Irk where access for vehicles will be via secondary roads along Red Bank and Honey Street, including a vehicular passage at the southern end of the Red Bank Viaduct. To the east of the river, Dantzic Street will form a secondary road, providing vehicular access and potential new bus routes from the city centre in the south, through Red Bank to North Manchester, via Collyhurst Road and Smedley Road.

» **East-west connectivity.** East-west connectivity within Red Bank is significantly constrained by the presence of the River Irk and river valley topography. Vehicular connections between Dantzic Street and Rochdale Road will be provided via existing secondary routes at Gould Street and Dalton Street.

» **Enhanced vehicular access over the river.** Subject to further investigation, the existing Union Bridge will be enhanced to provide new restricted vehicular access between Roger Street and Gould Street, which will be designed to discourage rat-running. Similarly, and subject to further investigation, the existing vehicular bridge from Collyhurst Road at Barneys Steps will be enhanced to provide access and connectivity to Red Bank, as part of a secondary road linking to Honey Street.

» **Vehicular access under Red Bank Viaduct.** The existing vehicular passage under the railway at Corporation Street will be retained, as will the vehicular passage under the Red Bank Viaduct at Roger Street. Proposed vehicle access in these locations will need to consider current restricted access into the city centre due to the presence of the inner relief route, along with proposed vehicular routes to Cheetham Hill Road via Lord Street and Rochdale Road via Gould Street.

» **Honey Street access locations.** Existing access along Honey Street will be extended to provide improved connectivity to Red Bank and access for development areas to the north of the river. Through-access in this location will be provided via enhanced vehicle connectivity across the river at Barneys steps. To achieve this, flood risk and significant level changes created by the former railway sidings will require further investigation and appropriate engineering solutions to be identified.

» **A high-quality bus network.** Existing access to the bus network from Red Bank is limited, with the nearest bus stops located on Cheetham Hill Road and Rochdale Road. Potential for new bus routes will be explored along Collyhurst Road and Dantzic Street. This will include enhanced connectivity for pedestrians to ensure access to the bus network is provided within acceptable walking distances for users, maximising the attractiveness of bus travel in the future.
The neighbourhood will be largely dedicated to residential-led uses, although there are opportunities for a greater mix of commercial uses at the southern end of the neighbourhood adjoining the city centre.

There are also opportunities for other compatible uses, particularly fronting proposed open spaces and facing the river, to create a lively environment for urban living.

- **Residential-led development.** The proposed residential-led neighbourhood will support a range of residential, social and community infrastructure and commercial uses. A mix of housing sizes and tenures will be provided to create a dynamic neighbourhood. Composite approaches to building types will be considered to support a varied mix of apartments and townhouses, including accommodation for families. Residential-led development will be focused to the north of St Catherine’s Wood and the Red Bank Viaduct and in development areas to the south and west of the river.

- **Mixed residential and commercial area.** A flexible residential and commercial area will be located at the southern end of the neighbourhood, to reflect its position immediately adjacent to the city centre and Victoria Station. Commercial uses in this area could include hotels, offices and leisure, with retail and community uses at ground floor.

- **Minimising Flood Risk.** Some of Red Bank is located in areas of medium and high flood risk (Flood Zones 2 and 3). These areas are associated with the River Irk and proposals will need to include measures to avoid, mitigate and work around these conditions. Appropriate mitigation could include restricting land use/building types, the placing of buildings, changes to ground levels and finished floor levels associated with new development, as well as a range of off-site intervention. Development in this location will require a comprehensive approach to address constraints associated with the river flood plain.

- **A Secondary Retail and Service Hub could be created at Union Square, with potential for railway arches along Red Bank to be further activated to facilitate a mix of uses. When combined with enhanced pedestrian connectivity and high-quality public realm, Union Square will serve as a unique destination and arrival space for the neighbourhood.**

- **Active frontages.** Active frontages will activate the public realm, with a particular focus on Roger Street, Red Bank, Red Bank Viaduct, Union Square and Honey Street, to provide activation and natural surveillance. In other locations, residential frontages will be required to activate the streets and City River Park.

- **Active railway arches.** Creative re-use of the Red Bank Viaduct could support the active use of the arches as well as support the delivery of a mixed use destination within Red Bank. A combination of community, retail, leisure and commercial uses will be supported, building on the range of pre-existing businesses to create a unique mixed use offer adjacent to the city centre.

Public realm connectivity will improve routes through and parallel to the arches to create a more user-friendly environment for residents and visitors.

- **Compatible uses.** Where residential uses will be in close proximity to commercial and industrial uses, architectural and landscape solutions will be implemented to ensure that the operation of existing and new businesses is not compromised and residential amenity is protected from noise, visual and odour impacts.
Red Bank provides opportunities for buildings of high density with landmark structures contributing to the skyline and reflecting the neighbourhood’s close proximity to the city centre, and key strategic transport nodes.

**THE CASE FOR HEIGHT**

- **High density development.** The city centre and the Green Quarter provide a context for high density urban form at Red Bank. Appropriate density in Red Bank will be critical to deliver sufficient accommodation to support vibrant non-residential uses.

*New development will prioritise density along primary routes to and from the city centre and near main transport nodes such as Victoria Station.*

- **Union Square.** Union Square will be framed by mid-rise development that will be distinctive and form a gateway into Red Bank, combining multiple uses and typologies served by high-quality public spaces with active frontages. The frontage on Union Square will be consistent along the riverfront, with taller landmark buildings punctuating the valley floor.

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*Figure 75 - High accessibility and the context for height in Red Bank*
Building forms and heights will be designed in the context of the valley topography, with particular building shapes and taller structures making the most of Irk Valley views and vistas toward the city.

**MASSING**

- **Shape of development.** Care will be taken to ensure that massing in Red Bank will transition seamlessly from the valley floor to the upper plateau. Buildings in the south of Red Bank should respond to the precedents for height set by nearby developments. There is potential for a tower to act as a landmark at the junction of the disused viaduct and the operational railway, to enable the emergence of a vibrant public realm animated by the potential reuse of the viaduct. The character of the plateau overlooking St Catherine’s Wood will be strongly defined by woodland, topography and valley views. Therefore, the massing will see an (up to) 8 to 12-storey datum, punctuated by pop-up elements and heights stepping down to (up to) 4 storeys towards the valley, to encourage a mix of typologies and family housing options.

- **Landmark buildings.** The extended city centre location creates an opportunity for landmark buildings to form a strong gateway to the Irk Valley. To respond to the topography, taller elements are envisaged on the valley floor, south of the river and north of Dantzic Street. South of the Red Bank Viaduct, the potential to punctuate massing with well-considered towers will be explored. The western tip of the plateau also presents an opportunity for a landmark building to reinforce the gateway to St Catherine’s Wood from the Honey Street area. There is also an opportunity to provide a landmark building at the northern edge of the neighbourhood close to Barney’s Steps, to maximise views over the valley corridor.

- **Responding to the Topography of the Irk Valley.** The form of new development should respond to the topography of the Irk Valley and contribute to a seamless transition from the valley floor to the elevated plateau. The approach to massing in Red Bank will support forms stepping down towards the river front, maximising daylight and valley views, and minimising the visual impact of taller elements through a careful consideration of views and vistas.

- **Views and Vistas.** A considered approach to views and vistas will be encouraged. Wherever possible, blocks should be oriented towards the Irk Valley to maximise views to greenery from residential units and in the public realm. Housing fronting the northern edge of St Catherine’s Wood will overlook the green space and merge into the existing valley, and natural landscape. Views to the city centre skyline will also be prioritised.

**SCALE, DENSITY AND FORM**

> Retained utilities
> Railway/Metrolink
> Existing towers
> Key surrounding landmarks
> SRF development areas
> Local assets
> Up to 6 storeys

> Up to 8 storeys
> Up to 12 storeys
> Up to 16 storeys

> Opportunities for distinctive landmark buildings with a focus on height

**Figure 76 – Red Bank indicative massing**
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

MASSING PRINCIPLES AND INTERPRETATION IN RED BANK

The illustrations shown on the right represent a potential interpretation of the design and development principles with the second column focusing on Honey Street.

- Townhouse/podium townhouse
- Duplex maisonette
- Mid-rise apartments
- Rooftop family apartment
- Medium/high-rise

Figure 77 – Approach to height in Red Bank

Figure 78 – Approach to height in Honey Street and Red Bank

Figure 79 – Connectivity through Red Bank

Figure 80 – Connectivity through Honey Street and Red Bank

Figure 81 – Building typologies in Red Bank

Figure 82 – Building typologies in Honey Street and Red Bank

Figure 83 – Key views in Red Bank

Figure 84 – Key views in Honey Street and Red Bank
The predominant residential building type in Red Bank will be apartments, appropriate for higher density city living, exploiting excellent views and being adjacent to lively spaces.

**FORM**

Other uses will be part of apartment buildings, particularly at lower floors and where compatible with urban residential uses. Family housing will be provided in the form of townhouses, creating active residential frontages at ground level, and larger apartments including duplexes. A variety of accommodation types will include family apartments, with potential for roof terraces and balconies that provide outdoor spaces for family living, in addition to those located at ground and podium level. Red Bank will have a distinct character as an urban-living neighbourhood:

- The predominant form of housing in Red Bank will be apartments, although there will be other housing typologies, including townhouses and ground level maisonettes, to create diversity and a mixture of tenures. Active residential frontages will be encouraged along important routes, as part of a strategy to ensure the provision of family dwellings, while supporting safe and overlooked streets. Where appropriate, maisonette units should be provided at the base of apartment buildings.

- Given the anticipated high density of development, townhouses built into tower podiums will be promoted, to support active ground level residential uses while providing a desirable alternative to apartment living for families.

Opportunities to locate townhouse units on rooftops will also be encouraged to help to deliver attractive family dwellings in higher-density blocks, while supporting the creation of a varied and functional roofscape.
The treatment of open space and public realm at Red Bank will reflect the River Irk’s urban setting and provide a link between the dense city centre and its immediately adjacent open space context. Hard-landscaped squares will provide a setting to enjoy the river and its parkland amenities and form high-quality spaces for events and activities to complement an area of denser city living.

- **New active parkland at St Catherine’s Wood.** St Catherine’s Wood will form an important part of the City River Park offering several cycling and walking routes, footpaths and opportunities for play and recreation. This major parkland will support biodiversity, with interventions providing new habitats and delivering a net biodiversity gain.

- **Green Links.** New green links along Gould Street, Roger Street, Lord Street, and between Dantzic Street and Honey Street, will provide connections to the Irk Valley and the proposed City River Park, extending the influence of the valley to its wider context. The design of these green links should provide sufficient space to accommodate opportunities for informal activities, cycling and pedestrian routes and promote biodiversity through generous native planting and water management.

- **Union Square.** The north bank of the River Irk at Union Bridge presents an opportunity for a Gateway Square to mark the main arrival into Red Bank from Gould Street. This square will provide a focal point for retail and services along the riverside, and will be distinguished by high-quality landscaping and landmark architecture designed to improve access to the waterside, making the most of sunlight and orientation. Stepped levels to the water and high-quality public realm will create a positive relationship with the River Irk.

- **Neighbourhood Squares.** There is the potential for a Neighbourhood Square at the southern end of the neighbourhood, where the operational and disused railway viaducts meet to form a well-contained space. The potential for active arches, combined with enhanced pedestrian connectivity, will make this square a unique draw. Another Neighbourhood Square is proposed at the north end of the Red Bank Viaduct, creating a node at the intersection of the potential viaduct walk and St Catherine’s Wood.

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*Figure 85 – Red Bank open spaces*
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

PUBLIC REALM AND PUBLIC SPACES

- **Red Bank Viaduct.** The existing Red Bank Viaduct could be integrated into new development, subject to further feasibility investigations. Dependent on the outcome of these investigations a viaduct walkway could be created offering access to St Catherine’s Wood and a connection into the city, providing continuity between urban and open space realms.

- **Wetland Park and flood mitigation.** There is an opportunity to the south of the river to create a wetland park that integrates flood risk solutions into the landscape and provides a unique recreational space for the city. Particular care will be taken to integrate and mitigate flood risk creatively in Red Bank, through the use of SuDS and other mitigation strategies.

- **River Walk.** A well-defined walking and cycling route will form a cohesive River Walk. The River Walk will extend from a potential new Neighbourhood Square at the southern end of Red Bank, through St Catherine’s Wood and connect to Queens Park in the north. The River Walk will offer opportunities for recreation and frequent viewpoints.

- **Sensitive integration of heritage assets.** Existing heritage assets such as the Red Bank Viaduct and railway arches could be rejuvenated and be catalysts for the revival of the neighbourhood’s industrial heritage. Other heritage assets such as Barney’s Steps and Union Bridge should be sensitively integrated as part of new development. Materials should respond to Red Bank’s industrial character and will draw reference from the surrounding rich fabric of brick viaducts and bridges.

- **Landscape design and materials.** Landscape proposals will improve biodiversity, accommodate changes of water level and allow access to the river’s edge. Landscape planting will promote a diverse mix of native trees and shrubs, combining grassland meadows and margins along the river edges.
Buildings respond to the river setting and maximise views to nature.

New tree planting to help define key routes and create sheltered pedestrian areas.

A robust and multifunctional river frontage, allowing access to the river edge and accommodate changes of water level.

Flexible public spaces that provide 24-hour vibrancy.

A safe and well managed woodland park for all age groups.

Responding to Red Bank’s Industrial Character. A vibrant and characterful street along the Red Bank Viaduct filled with independent businesses.

Buildings respond to the river setting and maximize views to nature.

Flexible public spaces that provide 24-hour vibrancy.
RED BANK SPATIAL FRAMEWORK

NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

- Railway/Metrolink
- Key surrounding landmarks
- SRF development areas
- Local assets
- Blocks with open space views
- Key active frontage
- Mix of commercial and residential uses
- Green space
- Green link
- Public realm enhancements to major road
- River Walk
- Red Bank Trail
- Stairs
- Enhanced public realm
- Enhancement to existing bridge
- Proposed bridge over River Irk
- Passage through viaduct
- Secondary Retail and Service Hub
- Integrated transport hub
- Opportunities for distinctive landmark buildings with a focus on height
- Potential access from Red Bank Viaduct to the Ring Road and Victoria Station

Figure 86 - Red Bank spatial framework
VAUXHALL GARDENS
INTRODUCTION

Vauxhall Gardens will become a medium-high density residential-led neighbourhood at the heart of the Northern Gateway, which will successfully integrate with existing residential accommodation.

Vauxhall Gardens will extend the urban character of Red Bank and New Town towards the centre of the Northern Gateway, with a smooth transition from the picturesque character of the Irk Valley and Sandhills Park, towards the more urban, hardscaped public spaces on Rochdale Road.

The neighbourhood’s location at the centre of the Northern Gateway provides an opportunity for Vauxhall Gardens to serve as a heart and focal point for the area and location for a Primary Retail and Service Hub. Vauxhall Gardens is also positioned in an optimal location for an integrated transport hub.
Existing towers are integrated into the new communities and benefit from improved open spaces.

Collyhurst Road provides an alternative cycle route to Rochdale Road, and a direct north-south connection between Red Bank and Queens Park, with links to North Manchester and Heaton Park.

A Primary Retail and Service Hub is envisioned in Vauxhall Gardens. Ground level active uses will cluster around a lively Gateway Square, framed by high-quality buildings. Active uses will extend onto Rochdale Road to draw people into the square.

Vauxhall Gardens is in an optimal location for a proposed integrated transport hub that provides an interchange for buses, cycle, and potentially a new Metrolink stop.

Sandhills Park is enhanced and forms a clear natural extension of the Irk Valley. Surrounding residential buildings provide natural surveillance over the park and footpaths are signposted to identify connections to the wider blue-green network.
Walking and cycling routes are particularly significant in this area, as they will connect the denser urban core of the neighbourhood and the proposed integrated transport hub to the City River Park, often negotiating challenging changes in level and meandering routes, whilst maintaining legibility.

**WALKING AND CYCLING**

These routes need to provide good access where vehicular routes are not always present or possible. Routes through open space connecting Vauxhall Gardens to the surrounding neighbourhoods at Red Bank, South Collyhurst and Collyhurst Village will also contribute to the enhanced walking and cycling network.

- **North-south connectivity.** Vauxhall Gardens will include improved public realm to provide an enhanced environment for walking and cycling between Red Bank and the Irk Valley to the south, and Eggington Street and Smedley Dip to the north. Collyhurst Road will be a local walking and cycling route connecting to Dantzic Street and Red Bank to the south and Eggington Street and Smedley Dip to the north. Dalton Street, Sand Street and other newly created routes will become neighbourhood walking and cycling routes.

- **East-west connectivity.** Collyhurst Street will become a local walking and cycling route extending through to Collyhurst Road, along the river valley. This route will link Collyhurst Village and South Collyhurst with Vauxhall Gardens and the City River Park. Neighbourhood walking and cycling routes will be provided along Hamerton Road, Dalton Street and Eggington Street, providing local connections into Sandhills Park. East-west walking and cycling routes will intersect the former Vauxhall Gardens and link across Rochdale Road, through South Collyhurst, to reach Rochdale and red Bank Canals and the Etihad Campus.

- **Proposed integrated transport hub.** The opportunity to provide an integrated transport hub at Vauxhall Gardens will be fully investigated. The proposed integrated transport hub could provide an interchange for buses, cycle and Metrolink services, helping to reduce private vehicle use and encourage the use of environmentally-friendly modes of transport. Improved connections and permeability throughout the neighbourhood would provide access to and from the proposed hub, around which opportunities for social and community infrastructure will be created, as part of a new Primary Retail and Service Hub.

The opportunity for an integrated transport hub at the heart of Vauxhall Gardens could provide an interchange for buses, cycle and Metrolink, and encourage more sustainable and integrated modes of transport.
A highly sustainable neighbourhood is proposed, helping to reduce reliance on the private car, through the delivery of improved public transport and accessible retail and service provision. A street hierarchy will be established, with primary and secondary roads enabling easy north-south and east-west vehicle movements throughout the area.

**VEHICULAR MOVEMENT**

- **North-south connectivity.** Rochdale Road will continue to be a primary road connecting the city centre with North Manchester and the M60. Collyhurst Road will be a secondary road connecting to Dantzic Street to the south and Smedley Road and Queens Road to the north. The local highway network will be improved to ensure that the neighbourhood is accessible and actively discourages rat-running through the implementation of traffic calming measures.

- **East-west connectivity.** Dalton Street will be a secondary road providing east-west vehicular connectivity across the neighbourhood. It will connect to Dantzic Street and Red Bank to the west and to Rochdale Road and Whitley Road to the east, providing connections to South Collyhurst and Collyhurst Village.

- **Car Parking.** Car parking provision should be predominantly provided as under-croft parking, minimising surface car parking throughout the neighbourhood. There is an opportunity to deliver car-free developments and creative approaches to ‘park & ride’ through the provision of the proposed integrated transport hub. High-quality sheltered cycle parking will be provided in podium and basement areas and public spaces with passive surveillance.

- **A high-quality bus network.** Existing access to the bus network is provided at Rochdale Road, via Eggington Street and Dalton Street. Whilst these are within acceptable walking distances of the Vauxhall Gardens neighbourhood, the change in levels impacts the ease of travel between the neighbourhood and bus stops along Rochdale Road. Potential for new bus routes that provide access to neighbourhoods along the river valley will be explored along Collyhurst Road. The proposed integrated transport hub at Vauxhall Gardens will provide opportunities to promote active travel modes and better east-west connectivity.

![Figure 80 - Vauxhall Gardens roads and streets](image-url)
Vauxhall Gardens will be a residential-led neighbourhood that provides a mix of housing types and tenures. Due to its strategic location at the heart of the Northern Gateway, it is an obvious location for the Primary Retail and Service Hub and a mixed commercial and residential offer, located close to the proposed integrated transport hub. The existing Sandhills Park will be retained and improved as an important feature of the Green-Blue Infrastructure network, with enhanced pedestrian and cycle connections, and increase accessibility to the river valley.

- **Residential-led neighbourhood.** An apartment living neighbourhood will be created which comprises a range of accommodation to meet the requirements of residents of all ages, including families, on a range of incomes. Townhouses and maisonettes will also be provided to ensure a mix of housing types. Residential development will benefit from close proximity to the Primary and Retail Service Hub, and the proposed integrated transport hub.

- **Ground Remediation.** There are former landfill sites within Vauxhall Gardens at Sand Street and Fitzgeorge Street, and the former brickworks and sandstone quarries. Any future redevelopment of these sites will require enhanced levels of remediation and design to accommodate development. Ground gas protection measures are likely to be required, as are bespoke foundation solutions in areas of deep made ground and faulting.

Vauxhall Gardens Primary Retail and Service Hub. There is an opportunity to locate a Primary Retail and Service Hub in Vauxhall Gardens around the proposed integrated transport hub. At ground floor levels, social and community infrastructure will be delivered, including the co-location of health, education, retail, services, offices, residential, and car parking uses, creating a diverse and socially sustainable neighbourhood.

- **Mixed residential and commercial uses.** A flexible residential and commercial area has been identified in the heart of the neighbourhood, focussed around the proposed integrated transport hub. At upper floor levels, a mixed-use approach comprising offices or residential will be encouraged. Further areas of mixed residential and commercial uses have been identified adjacent to Sandhills Park and the HMG Paints facility.

- **Active frontages.** Active frontages should be prioritised to support varied and safe streets. Social and community infrastructure will be provided around the proposed integrated transport hub, along important routes where increased footfall is expected, such as Rochdale Road and Sand Street.

- **A sense of place.** The arrangement of buildings lining the valley to the south west of Sandhills Park will create a “park living” residential environment, allowing the landscape to integrate with the park and create attractive, green streets. Development along Rochdale Road should reinforce the street edge and new public realm will be integrated around existing towers, creating a strong sense of place for residents.
Vauxhall Gardens will predominantly be a medium-high density neighbourhood to reflect the location of the proposed integrated transport hub and the only Primary Retail and Service Hub in the Northern Gateway.

**DENSITY**

- **Medium-high density.** Medium-high density apartment-led development will be located at the heart of the neighbourhood, in close proximity to the proposed integrated transport hub and Primary Retail and Service Hub. Medium to high density development will also be provided along the edge of the City River Park, extending the urban character of Red Bank and New Town towards the centre of the Northern Gateway, and along Rochdale Road. Medium density development is proposed in the southern and northern parts of the neighbourhood, which enjoy less optimal transport connections than blocks located along the Rochdale Road bus route and around the proposed transport hub.

- **Landmark buildings.** Where appropriate, the opportunity for taller landmark buildings along open space to the west of the Metrolink line have been identified to maximise key views back towards the city centre and City River Park, and to support well-overlooked green spaces. The massing shall be mindful of orientation and the need to support a human-scaled environment with good sunlight penetration. Outward facing development along the edge of Sandhills Park and the Irk Valley will create well-overlooked and safe outdoor public spaces.
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

SCALE, DENSITY AND FORM

FORM

Vauxhall Gardens will become a medium-high density neighbourhood with a mix of typologies around an integrated transport hub. The neighbourhood will be identified by attractive building clusters, as well as providing excellent views along the valley and towards the city centre.

- High density apartment led development will be provided around new public spaces and in close proximity to the integrated transport hub;
- Medium and high-rise buildings will be provided adjoining Sandhills Park to maximise views to the Irk Valley and the city centre;
- Medium and high-rise buildings will also be provided along Rochdale Road to re-enforce the street edge and reinvigorate the road;
- New developments will provide robust public realm around existing towers, which will be fundamental to creating a successful neighbourhood; and
- More permeable ground level open spaces and active frontages will be provided. Taking advantage of the proposed integrated transport hub, car free developments will be encouraged and pedestrian friendly streets will be created.
PUBLIC REALM AND PUBLIC SPACES

There are many existing areas of open space within Vauxhall Gardens that are currently under-used and not achieving their full potential in providing an attractive setting and an open space asset.

- **Enhancements to Sandhills Park.** Enhancements will be provided to Sandhills Park and green space adjacent to Sand Street, to improve security and increased activity through overlooking and passive surveillance. These key green spaces will form part of the Green-Blue Infrastructure network and will provide opportunities for play, leisure, and recreation activities. Well-designed seating and extensive new footpaths will be provided through Vauxhall Gardens, linking the river valley to Sandhills Park. Sandhills Park will become one of the main destination spaces within the Northern Gateway, extending the influence of the City River Park further to the east to connect with the Collyhurst plateau.

- **Natural and Semi-Natural Open Space.** A significant area of natural and semi-natural open space will be created in the neighbourhood along the eastern bank of the River, forming part of the City River Park.

- **River Walk and Green Link.** A River Walk and green link could be created along the western edge of Collyhurst Road in the west of the Vauxhall Gardens neighbourhood. The River Walk could extend as a green-blue link alongside the Moston Brook in Sandhills Park. This River Walk and green link will form an integral part of the City River Park and will connect Angel Meadow and St Catherine’s Wood to Queens Park and Heaton Park.

- **Gateway Square.** There is an opportunity to create a Gateway Square at the Intersection of Rochdale Road and Osborne Street. The proposed integrated transport hub will become a key attractor in the Northern Gateway, itself becoming a gateway into the heart of the study area. A high-quality public square adjoining the junction with Rochdale Road and Osborne Street would create a strong arrival point to the proposed integrated transport hub, and Primary Retail and Service Hub. An urbanised public realm will support, connect and ease the transition of people and different modes of travel.
Neighbourhood Square near Collyhurst Park. There is an opportunity at the interface of the Vauxhall Gardens neighbourhood and Collyhurst Village, to establish a new Neighbourhood Square around Rochdale Road and the corner of Sandhills Park near to New Collyhurst Park and the War Memorial. This square will act as a focal point for activity and social interaction with improved connections and safe, more frequent crossing points to encourage sustainable modes of travel.

Linking to the river valley character. New streets and open spaces should reflect the natural character of the river valley through their design and specification. Public spaces will incorporate extensive natural planted areas and street trees throughout. The use of SuDS will be encouraged to create informal landscape elements running through new residential areas and natural spaces to create flourishing habitats.

Landscape design and materials. The design and materials of Vauxhall Gardens should reflect its position adjacent to the City River Park and the transition from this natural space through to the urban edge of the Rochdale Road corridor. This will give the neighbourhood a green and natural character. The opportunity exists to incorporate SuDS features into the street scene to drain towards the River Valley. Street spaces provide opportunities for new native tree and shrub planting, with wildflower and grass margins along boundaries, frontages and smaller street green spaces. New mature tree planting and sensitive management of the existing tree stock can enhance the main green open areas. More formal tree planting can help define the key pedestrian routes and help create a human scale to the streets.

New pedestrian promenade – opening up the river edge

New and existing bridges link over to Redbank and St Catherine’s Park

New links to connect the river with the Sandhills centre

SUDS features are integrated into the park, retaining a connection with the river

Neighbourhood play facilities located in safe/overlooked locations

New terraces respond to topography and create informal seating spaces

Sandhills Park

Colyhurst Road

Figure B3 - Vauxhall Gardens open spaces
VAUXHALL GARDENS
SPATIAL FRAMEWORK

- 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
- Primary Retail and Service Hub
- Secondary Retail and Service Hub
- Integrated transport hub
- Opportunities for distinctive landmark buildings with a focus on height

Figure 94 – Vauxhall Gardens spatial framework
EGGINGTON STREET AND SMEDLEY DIP
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

EGGINGTON STREET AND SMEDLEY DIP

INTRODUCTION

Eggington Street and Smedley Dip will offer a family-orientated environment that closely integrates the existing social and community infrastructure provision. The neighbourhood’s location provides excellent transport links at Queens Road Metrolink stop, in addition to local bus routes. The neighbourhood benefits from long views over the Irk Valley towards the city centre, made more accessible by offering landscaped public spaces and improved pedestrian and cycle connectivity, as part of the City River Park.

Development of the Eggington Street and Smedley Dip neighbourhood is a longer-term phase of the regeneration of the Northern Gateway. The design and development principles set out below will be expanded upon through future updates to the SRF and following on-going consultation and engagement with stakeholders and the local community.

Figure 95 – Key existing features of Eggington Street and Smedley Dip

Figure 96 (Opposite page) – Urban concept for Eggington Street and Smedley Dip
Increased permeability into the Irk Valley

Buildings to reinforce the street edge of Queens Road

Enhanced access to Queens Road tram stop

Retained green space creates a unique relationship with existing railway arches
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

TRANSPORT, ACCESSIBILITY AND PERMEABILITY

Existing streets offer good connections to public transport and the wider road network, and will be complemented by new and improved pedestrian and cycling routes, through and across the Irk Valley. The Eggington Street and Smedley Dip neighbourhood will be enhanced and supported by additional east-west connections.

WALKING AND CYCLING

- **Walking and cycling movement.** Rochdale Road and Queens Road will be commuter cycling routes. North-south local walking and cycling routes will be provided along Smedley Road and Collyhurst Road, which will provide connections to the City River Park and Vauxhall Gardens to the south, and Queens Park to the north. Increased east-west pedestrian and cycling connectivity is also proposed via improvements to the existing footbridge over the River Irk, and the creation of a new neighbourhood walking and cycling route.

- **Vehicular movement.** Access for vehicles will be provided from the existing highway network, with primary roads connecting to Rochdale Road and Queens Road. Smedley Road and Collyhurst Road provide secondary north-south connections through the neighbourhood. Appropriate measures which prioritise pedestrians and cyclists and aim to reduce vehicular movement through the area will be supported.

- **Existing access to the bus network** is provided at Queens Road and Rochdale Road, with the nearest stop located within acceptable walking distances. Potential for new bus routes will be explored along Collyhurst Road to provide access to the city centre and neighbourhoods in the south of the Northern Gateway, and better integration with existing Metrolink provision at Queens Road.

Figure 97 – Eggington Street and Smedley Dip walking and cycling connectivity
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

SCALE, DENSITY AND FORM

LAND USE

Eggington Street and Smedley Dip will remain as a residential-led neighbourhood, with enhanced green space as part of the City River Park, in close proximity to both residential and educational uses. Residential-led, mixed uses will be supported along Rochdale Road and Queens Road.

> A residential-led neighbourhood. Residential-led development that integrates the existing schools will be provided. A range of housing types, suitable for all ages, will be delivered with a focus on family housing.

> Queens Road/Rochdale Road junction. The intersection between Rochdale Road and Queens Road can form an important entrance point to the Northern Gateway, around which commercial and service provision will be supported by a mix of land uses and active frontages. The existing Queens Road/Rochdale Road junction will be rationalised to support pedestrian and cycling connectivity across Queens Road, to Queens Park and the Manchester Communication Academy.

> A mix of uses along Queens Road and Rochdale Road. There are opportunities for mixed land use and active frontages along Queens Road and Rochdale Road. A similar approach is supported at the Queens Road Metrolink stop, to reinforce its function as an important transport node.

> Making the most of the Irk Valley. Development should capitalise on the extensive views over, and immediate access to, the City River Park. Development should enhance the area of green space adjoining the railway arches and introduce new community spaces that support existing facilities and help create a strong sense of place, and ownership of this underutilised asset.

> Existing Community Facilities. Development should complement existing primary school provision and community facilities on Eggington Street. There is an aspiration for the neighbourhood to provide additional education facilities, primarily though enhancement and expansion of existing schools.

SCALE, DENSITY AND FORM

Eggington Street and Smedley Dip will offer a diverse range of family-oriented homes immediately adjacent to the City River Park. The neighbourhood’s proximity to the Queens Road Metrolink stop creates a case for an appropriate density of development that maximises the area’s potential.

> Medium density and landmark buildings. Medium density development will be encouraged along Queens Road, Collyhurst Road, Rochdale Road and around the Queens Road Metrolink stop. Taller buildings that provide unrivalled views of the Irk Valley will emphasise key arterial routes, highlight the Metrolink stop and work with the existing topography and viaducts.

> Lower density development. Lower-rise, residential typologies should be located away from the Metrolink stop and Rochdale Road to retain the existing domestic character of Smedley Dip and create safe home zones that support a variety of lifestyles.

> A sense of place. Development should provide outward facing homes that make use of shared green spaces, creating a safe and attractive neighbourhood. Development in the centre of the neighbourhood and on plots close to the schools will provide finer grain housing, creating a human scale environment that is more suitable for families.

PUBLIC REALM AND PUBLIC SPACES

Eggington Street and Smedley Dip will be a green, residential-led neighbourhood that embraces the adjacent woodland and river valley. Residential streets will incorporate natural planting and dense woodland edges to blur the boundaries between parks, streets and residential buildings.

> City River Park. The valley creates a dramatic north-south green link through the neighbourhood and is bridged by Smedley Road, the railway viaducts and an existing pedestrian footbridge. The steep embankments down to the river will be managed to form new native woodland. A green link will extend the valley to the proposed New Collyhurst Park along a route following the Rochdale Metrolink line.

> Green Links. Collyhurst Road will be enhanced by appropriate tree planting, soft landscaping, and balanced street design to create new pedestrian and cycle routes. A new east-west green link is also proposed north of Eggington Street, creating another route between the valley and New Collyhurst Park.
NEIGHBOURHOOD DESIGN AND DEVELOPMENT PRINCIPLES

Figure 98 - Vauxhall Gardens open spaces

- New play facilities activate the river margins
- Regraded banks allow access to and interaction with the river
- Existing woodland retained and managed for habitat value

- New terraces provide new habitats for flora and fauna and allow access to the banks
- Parkland around and through the retained viaducts and bridges
- New play facilities activate the river margins
- Regraded banks allow access to and interaction with the river
- Existing woodland retained and managed for habitat value

- River interventions create spaces for nature and people
- Wetland Arches Park

- Smedley Dip Parkland
Figure 99 – Urban concept for Eggington Street and Smedley Dip.
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. The Masterplan is an accumulation of the Indicative Spatial Frameworks presented for each neighbourhood.

- 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 100 - Illustrative Masterplan
Figure 101 – Landscape Masterplan
IMPLEMENTATION
The SRF presents a Vision, Core Objectives and a SRF Development Framework for the Northern Gateway and highlights the unique opportunity to deliver a transformational residential-led regeneration scheme, comprising approximately 15,000 new homes over a 15-20 year period. The SRF Development Framework presented in Sections 5 and 6 of this document is indicative. It comprises a set of indicative SRF-wide and neighbourhood design and development principles to guide the future regeneration of the Northern Gateway.
IMPLEMENTATION

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 help 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 the future regeneration of the area.

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 ROLE OF THE SRF

The SRF will be used to guide future development proposals within the Northern Gateway. Following approval, 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

DEVELOPMENT SEQUENCING

The Northern Gateway extends to approximately 155 hectares. MCC and FEC together control approximately half of the land in the Northern Gateway area, with the remainder constituting a multitude of third party landowners. Due to the size of the Partnership’s landholdings, a phased approach will be taken by MCC and FEC to deliver development on land in control of the JV partnership. In line with the principles in this SRF, MCC will also work with third-party landowners in bringing forward planning applications on land not controlled by the JV partnership.

The sequencing of delivery in the Northern Gateway will provide a comprehensive approach to development within each of the identified neighbourhoods— influenced by factors, including the condition and extent of existing infrastructure, technical and environmental constraints, requirements for land assembly, the need for place making investment and the functioning of local housing markets.

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.

INITIAL PHASE – COLLYHURST

A key component of the Northern Gateway opportunity includes the regeneration of the existing Collyhurst Estate. The regeneration of Collyhurst remains a longstanding priority and, since the withdrawal of PFI credits by Government in 2010, MCC has undertaken a range of improvements to existing homes and has demolished a proportion of housing stock to create a series of early win development opportunities.

To further the regeneration of Collyhurst, the JV intends to promote an initial phase of development, comprising homes for market sale and social rent. In March 2018, Government announced a commitment to provide £10.25m of funding, with a range of location options now under consideration to facilitate further, more detailed consultation with Local Members and the local community.

THE GOVERNMENT HAVE ANNOUNCED £10.25m FUNDING

THE NORTHERN GATEWAY WILL DELIVER APPROXIMATELY 15,000 NEW HOMES
IMPLEMENTATION

INITIAL PHASE – RED BANK AND NEW TOWN

Previously approved non statutory Neighbourhood Development Frameworks for New Cross and the Lower Irk Valley highlighted the increase in development activity in neighbourhoods immediately adjacent to the city centre and development pressures extending the city centre property market northwards into North Manchester and throughout the conurbation core.

It is likely that an initial phase of JV development activity will be explored in the southern part of the study area within the Red Bank and New Town neighbourhoods, maximising opportunities for higher density residential and key public transport infrastructure.

Development activity in the southern parts of the study area will require a comprehensive approach to development, with requirements for infrastructure, and engagement with third party landowners as part of a co-ordinated programme of delivery.

The approach to implementation in each of the identified neighbourhoods will be developed through ongoing consultation with local stakeholders and key delivery partners.

INFRASTRUCTURE REQUIREMENTS

To deliver the Vision for the Northern Gateway and create a series of truly sustainable and high performing residential-led neighbourhoods, appropriate infrastructure will be required as part of a co-ordinated approach to development.

Due to the scale of the overall ambition, significant investment and delivery capacity will be required to facilitate development activity and a supporting programme of infrastructure over the 15-20 year lifespan of the initiative.

Development of the Vision, Core Objectives and SRF Development Framework have been informed by a series of technical and environmental considerations and requirements for place-making, that will inform the development of an infrastructure investment programme to facilitate delivery of the development pipeline. A series of opportunities for infrastructure investment have been identified and include:

UTILITIES AND ENERGY:
» Investment in core utilities infrastructure;
» The potential for sustainable energy (district heating, energy generation and renewable energy); and
» The provision of digital infrastructure.

TRANSPORT AND HIGHWAYS:
» A network of walking and cycling provision;
» Improvements to roads, junctions and footpaths;
» New connections across the river valley;
» Improved public transport including bus and Metrolink; and
» The creation of an integrated transport hub.

GREEN AND BLUE INFRASTRUCTURE:
» Ground conditions, ground contamination and flood risk mitigation;
» River reclamation and habitat creation;
» Improvements and investment in existing open space;
» A network of Green-Blue Infrastructure and creation of the City River Park; and
» Subject to feasibility, potential enhancements to the Red Bank Viaduct.

SOCIAL AND COMMUNITY INFRASTRUCTURE:
» The provision of new and enhanced education facilities; and
» New integrated public services, including healthcare and leisure.

AFFORDABLE HOUSING:
» The provision of affordable housing in accordance with Policy H8 of Manchester's adopted Core Strategy (or in accordance with any statutory planning policy which replaces Policy H8).

FUNDING THE DELIVERY OF INFRASTRUCTURE

The scale of infrastructure required to unlock the development potential of the Northern Gateway will need significant funding from a number of sources. MCC and FEC are committed to major investments to support the delivery of infrastructure. However, given the scale of the initiative and the contribution it could make to the residential growth agenda set out in the Greater Manchester Strategy and the Greater Manchester Spatial Framework, it will be important that the Northern Gateway is a focal point for investment in housing and infrastructure that flows through the Greater Manchester Combined Authority, or directly via Central Government and its agencies.

Furthermore, all development brought forward in the Northern Gateway will be required to make developer contributions in accordance with Policy PA1 (Developer Contributions) of the adopted Manchester Core Strategy. The Local Planning Authority will secure contributions from all new developments through the use of S106 Planning Obligations. All planning obligations sought by MCC as part of new developments will be in accordance with Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010). It is proposed that further, more detailed guidance relating to infrastructure delivery will form the basis of future updates to this SRF and/or through the preparation of separate planning policy or guidance. This further, more detailed guidance will facilitate further engagement with delivery partners and key partner agencies.
IMPLEMENTATION

PLACE MANAGEMENT
To deliver the Vision and Core Objectives of the SRF, the future management and maintenance of developments, public realm and open spaces will require robust financial and delivery arrangements. The Northern Gateway initiative will deliver a large quantum of public realm, open space, semi-private and private amenity space and a new City River Park at the heart of the study area. As a result, a broad framework will be required to secure the ongoing management and maintenance of these spaces through delivery of the wider development opportunity. Future updates to this SRF and/or separate planning policy or guidance may identify ‘best practice’ approaches and develop a range of management and maintenance arrangements alongside delivery partners, landowners, developers and the Local Planning Authority. The overall approach to place management within the Northern Gateway will be reflective of the diverse nature of the study area and unique management and maintenance requirements presented by the presence of the River Irk, the variety and extent of public realm and open space and the individual character of the 7 neighbourhoods.

MONITORING AND REVIEW
This document provides development partners, landowners, developers, businesses and the local community with a vision for the future regeneration of the Northern Gateway. Indicative SRF-wide and neighbourhood design and development principles are presented within this SRF as well as an Illustrative Masterplan which shows how the residential-led neighbourhoods could be developed. The SRF and the SRF Development Framework will be monitored, and formal reviews undertaken when appropriate. Due to the scale of the project and its delivery timeframe, updates to the SRF may be prepared to provide additional detail.
APPENDIX A: STRATEGIC AND REGENERATION CONTEXT
The SRF Development Framework complements the existing suite of regeneration initiatives across the extended city centre and North Manchester.
Appendix A summarises the strategic and regeneration context that underpins the SRF. An overview of the key strategic initiatives that have informed the development of the SRF is provided along with details of existing regeneration frameworks that cover the Northern Gateway, and which will be replaced by this SRF.

NATIONAL AND REGIONAL STRATEGY

The strategic context for the growth of Greater Manchester, the City of Manchester and the Northern Gateway is already well established at a national, regional and sub-regional level. The Northern Gateway is exceptionally well placed to deliver on the strategic objectives established through delivery of significant new housing as part of a series of vibrant, sustainable and integrated residential neighbourhoods, within the extended city centre. The Northern Gateway will support regeneration initiatives at the heart of the regional centre and help link the growth of the city centre with the communities of North Manchester, and the wider city region.

NATIONAL STRATEGIC POLICY

Government policy at a national level has seen a focus in recent years on rebalancing the UK economy and capitalising on the inherent strengths of the UK’s core northern cities. The Government’s Northern Powerhouse initiative, announced in June 2014, has sought to reduce the divide between the north and south of England by encouraging investment in infrastructure, housing and transport, and by facilitating devolved power to northern cities, including Manchester.

In the 2014 Autumn Statement, an additional £7 billion of investment was announced by the Government to build the Northern Powerhouse and to drive growth in the north of England. The announcement included commitment to a directly elected Mayor for Greater Manchester with responsibility for a £300m Housing Investment Fund, devolved and consolidated budgets in transport and health and social care, along with key strategic planning powers. The first Greater Manchester Mayor was elected in May 2017.

On 30 January 2017, the Government published the Housing White Paper “Fixing Our Broken Housing Market” to boost housing supply and create a more efficient housing market. The Housing White Paper sets out a clear need for land for new housing, to increase the supply of new homes, and to diversify the housing market by creating new communities and neighbourhoods. The Housing White Paper seeks to maximise the contribution to housing supply from brownfield land and to make better use of land where demand is high, promoting higher density forms of development. The Housing White Paper states that:

“Authorities and applicants need to be ambitious about what sites can offer, especially in areas where demand is high and land is scarce, and where there are opportunities to make effective use of brownfield land given the strong economic and environmental benefits”.

As its policy response to the White Paper and subsequent “Planning for the right homes in the right places” consultation, the Government published the revised National Planning Policy Framework (“NPPF”) in June 2018. The revised NPPF reflects the Government’s ambitions to release the right land for development and fulfil its pledge to deliver 1 million new homes by 2022.

Some of the core issues the revised NPPF seeks to address are the need to deliver a wide choice of high-quality homes; making the effective use of land; and, the delivery of affordable housing. Through the revised NPPF, and the range of measures within it, the Government is seeking to deliver its significant economic and housing growth agenda by providing a policy environment to deliver mixed, inclusive and sustainable communities across the UK.

The revised NPPF seeks to ensure priority areas for economic regeneration, infrastructure provision and environmental enhancement are identified, and that the supply of new homes throughout the country is significantly boosted.

This SRF fully aligns with the Government’s growth and housing agenda by seeking to regenerate a significant area of one of the north’s core cities. Moreover, the Northern Gateway represents a significant opportunity for large-scale brownfield regeneration that can support approximately 15,000 new homes and increase the supply of housing, at higher densities and in a sustainable location at the heart of the extended city centre.
STRATEGIC & REGENERATION CONTEXT

REGIONAL STRATEGIC POLICY

The following regional strategies will be important in shaping the future growth of the Northern Gateway:

Stronger Together: The Greater Manchester Strategy; Our People, Our Place (October 2017)

Stronger Together: The Greater Manchester Strategy (‘GMS’); Our People, Our Place was published in October 2017 and was prepared by the 10 Greater Manchester Combined Authority (‘GMCA’) Councils, the Mayor, the NHS, transport agencies, the police and the fire service with help from businesses, voluntary, community and social enterprise organisations, and members of the public. The GMS outlines the GMCA’s ambition for the future of the city-region and covers health, wellbeing, work and jobs, housing, transport, skills, training and economic growth, and highlights the following 10 priority areas:

» Children starting school ready to learn;
» Young people equipped for life;
» Good jobs, with opportunities for people to progress and develop;
» A thriving and productive economy in all parts of Greater Manchester;
» World-class connectivity that keeps Greater Manchester moving;
» Safe, decent and affordable housing;
» A green city-region and a high-quality culture and leisure offer for all;
» Safer and stronger communities;
» Healthy lives, with quality care available for those who need it; and
» An age-friendly Greater Manchester.

The GMS has set a target of more than 10,000 net additional dwellings to be built per annum, up from 6,190 in 2015/16.

These will be delivered in neighbourhoods of choice, with good quality affordable homes and in safe and attractive communities. These communities will be well served by public transport, to ensure people are connected to jobs and have access to excellent local amenities, green spaces and a high-quality cultural and leisure offer.

THE GREATER MANCHESTER PLAN FOR HOMES, JOBS AND THE ENVIRONMENT: THE GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF) REVISED DRAFT 2019

Building on Greater Manchester’s package of devolution, the updated draft Greater Manchester Spatial Framework (‘GMSF’) was published by the GMCA in January 2019. The GMSF will be a statutory planning policy document which, once adopted, will form part of the Development Plan for the area. The GMSF sets out a blueprint for the growth of Greater Manchester, through a single, integrated spatial plan. It will provide both strategic and local objectives regarding housing and employment land and delivery of associated infrastructure required to support delivery up to 2037.

The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework (GMSF) Revised Draft 2019 is the plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will:

» Set out how Greater Manchester should develop over the next two decades up to the year 2037;
» Identify the land for development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
» Protect the important environmental assets across the conurbation;
» Allocate sites for employment and housing outside of the urban area;
» Support the delivery of key infrastructure, such as transport and utilities; and
» Define a new Green Belt boundary for Greater Manchester.

The draft GMSF identifies Manchester city centre as a key strategic location for growth and its role as the most significant economic location in the country outside London. It seeks to further strengthen the city centre as the primary focus for business, retail, leisure, culture and tourism activity, as well as a priority for investment in development and infrastructure improvements. The draft GMSF also highlights the increasingly important residential role of the city centre, a role that will be further expanded, with an enhanced mix and quality of accommodation. The draft GMSF is clear that this should be further supported with improved access to key social and community infrastructure, including schools and health facilities.

The draft GMSF sets a requirement of approximately 50,000 net additional dwellings to be provided in Manchester city centre. This builds on an overall requirement in Greater Manchester for 201,000 new dwellings by 2037. The emerging strategic direction of the GMSF clearly places an increased emphasis on Manchester city centre as the region’s primary location for high-density development, which will play a key role in meeting the housing needs of the wider city region.
The strategy sets out the priority interventions required to build on the existing transport investment programme, ranging from transformational investment in HS2 and new, faster east-west rail connections across the north, to establishing Greater Manchester as a modern, pedestrian and cycle-friendly city region. The aspiration is for the local road system to be more reliable and safe for all users, including freight and commercial traffic. Crucially, the strategy seeks to build on the success of the commuter revolution, driven by Metrolink and improved local rail services over the past 20 years, with the delivery of new and enhanced rapid transit links and a transformed local bus network. A key part of the vision is to improve the capacity of the public transport network to make it simpler for residents, business and visitors in Greater Manchester to travel to a wide range of different destinations, and to ensure sustainable transport can be a viable and attractive alternative to the car. Key transport initiatives include: 

- Supporting multi-modal highways, managing demand on the highways network and reducing vehicle emissions;
- Expanding the coverage and capacity of the rapid transit network (Metrolink, rail and bus rapid transit) to deliver improved connectivity within the city region; and
- Providing a network of cycle and pedestrian routes, linking schools, colleges, employment areas, shopping centres and public transport interchanges.

The Northern Gateway has the potential to support the objectives and aspirations of Greater Manchester Transport 2040 and to embody its aims through the creation of a series of truly sustainable and interconnected neighbourhoods. The GM Transport Strategy Draft Delivery Plan (2020-2025) published in January 2019 sets out a commitment from TFGM to develop options for a new Metrolink stop within the Vauxhall Gardens neighbourhood and to complete a business case for early delivery of the Manchester Northern Gateway bus corridor.

Walking and cycling will be promoted as primary modes of transport and active travel access will be the norm for residents and visitors. An extensive network of walking and cycling links will connect the neighbourhoods within the Northern Gateway and will also connect the Northern Gateway to the city centre and adjoining neighbourhoods including Ancoats and New Islington, the Northern Quarter, Miles Platting and Queens Park. Walking and cycling links will also provide increased connectivity between communities and core social and community infrastructure, along with opportunities for leisure and recreation.

The development of the Northern Gateway offers the potential to implement an integrated transport strategy and make the Northern Gateway a truly sustainable location as part of the extended city centre.

This will include utilising key elements of the existing and future network, such as key transport nodes including Victoria and Piccadilly Stations, and building on strategic transport interventions including Northern Hub investment and the arrival of HS2 to Manchester. Integrated local transport will further enhance connectivity of the Northern Gateway to the city centre, and other parts of Manchester, including key employment locations. Multi-modal highways will be promoted, including at Rochdale Road where the current function as a primary vehicle route connecting the city centre and North Manchester will be retained, however, interventions will be considered to provide enhanced pedestrian and cycling routes and allow the re-integration and connection of neighbourhoods by promoting enhanced public realm and improved east-west movement.

OTHER EXISTING AND EMERGING REGIONAL STRATEGIES

Elements of other existing and emerging regional strategies will be important for shaping the future growth of the Northern Gateway, and have been taken into consideration where appropriate in formulating this SRF. These include:

- The Greater Manchester Investment Strategy, which sets out a clear vision of Greater Manchester’s future as a world leading digital city, through taking an open, innovative approach to delivering the city-region’s ambition;
- The Climate Change and Low Emissions Implementation Plan, which was published in November 2016 and sets out the steps Greater Manchester will take to reduce emissions and generate clean energy, improve air quality and invest in the natural environment to respond to climate change, reduce costs and to improve quality of life;
- The Greater Manchester Internationalisation Strategy 2017-2020, which was published in July 2017 and sets out how Greater Manchester elevates international trade and investment performance, attracts and retains international talent, and maximises its potential as the gateway to the north;
- The Greater Manchester Work and Skills Strategy (2016-2020) which sets out a path to delivering a work and skills system that meets the needs of Greater Manchester employers and residents;
- The Taking Charge Implementation and Delivery Plan, which was published in October 2016 and sets out radical reforms to the way the health and social care services are provided to deliver the greatest and fastest improvements to health and wellbeing across Greater Manchester; and
- Greater Manchester Moving, which was published in June 2015 and sets out a blueprint for physical activity and sport in Greater Manchester that will be integral to the city-region’s health, growth and prosperity at an individual and population level.
The adopted Core Strategy sets out MCC’s planning policy framework to deliver its vision for Manchester to 2026. It provides a spatial strategy for growth that supports the priorities identified in the Greater Manchester Strategy and identifies Manchester city centre and its surrounding neighbourhoods as the primary driver of the city region. The Northern Gateway is located on the edge of the ‘Regional Centre’, forming part of the city’s ‘Inner Areas’ that broadly include those areas defined by the North Manchester, East Manchester and Central Manchester Strategic Regeneration Areas. Further details of the relevant Core Strategy policies are provided at Appendix B of this SRF.

**RESIDENTIAL GROWTH STRATEGY (2016)**

The Manchester Residential Growth Strategy (“RGS”) was adopted in 2016 and sets out an ambition for Manchester to build a minimum of 25,000 homes up to 2025. This was subsequently updated in January 2019 to reflect a revised target of 32,000 new homes over the same period. The RGS sets out a clear vision to ensure the right mix of housing, in the right places, to support the city’s economy and maintain its success as a sustainable and liveable city.

A key aspect of this strategy is to reflect on the broadening of the city’s economic base and the need for the city’s housing market to respond to the new nature and scale of demand by providing opportunities to support high-quality residential growth in the most sustainable locations.

To maintain levels of activity and growth, the continued focus remains in areas with the greatest opportunities and capacity for delivering new homes. Whilst a solid platform for ongoing development has been established in the key growth areas in the south and east of the extended city centre, the Northern Gateway features as the highest priority for the duration of its Action Plan period (2017-2022).

The Northern Gateway can contribute to all types, tenure and quality of housing identified in the RGS. It can create new vibrant residential neighbourhoods for the city and become a residential area where all socio-economic cohorts can choose to live across its geography, from Collyhurst to the edge of the city centre. In this respect, the Northern Gateway can pave the way for the delivery of Manchester’s growth, in a sustainable location with the right social infrastructure to support a growing community.

**MANCHESTER RESIDENTIAL QUALITY GUIDANCE (2016)**

MCC has developed its own design and quality standard for new residential development, which provides baseline minimum requirements and mandatory standards, to ensure the delivery of high-quality, sustainable housing that meets the needs of the city and its communities, and helps establish Manchester as a world class city.

A series of new vibrant, sustainable and integrated residential neighbourhoods in the Northern Gateway will provide a mix of housing options, with high-quality public space and amenities, along with a sense of character and place.

Developers bringing forward sites for residential development in the Northern Gateway will be required to accord with the guidance through the planning and development process, and demonstrate that the very highest standards of design are being achieved as part of new developments.
The Guide to Development is a hybrid Supplementary Planning Document ("SPD"), which seeks to build on adopted planning policy and set principles and guidance in relation to place, design, accessibility, environmental standards, street hierarchy, parking guidelines, housing density and mix, community safety, design for health, internal design and guidance on the city's various character areas. The Guide to Development SPD seeks to provide clarity about the quality required in new developments, and should be used as a guide to inform the design and development process as elements of the Northern Gateway are brought forward.

PROVIDING FOR HOUSING CHOICE SPD (SEPTEMBER 2008)

The Providing for Housing Choices SPD contains planning guidance about the mix of new housing provision required in Manchester to meet the requirements of MCC's planning policies and Government guidance. Providing for Housing Choice seeks to provide opportunities for everyone living in Manchester to access a decent, affordable and accessible home, and that the range of available housing, both supports the City's economic growth and develops and sustains neighbourhoods, attracting families and workers. A diverse range of housing provision, which varies according to needs at a neighbourhood level, is required to deliver this ambition.

MANCHESTER HOUSING STRATEGY 2016-2021

The Manchester Housing Strategy ("MHS") sets out MCC's ambitions for the housing sector's contribution from 2016-2021 to achieving the aims of the Manchester Strategy. The MHS includes a vision which seeks to provide additional homes that are affordable for residents on a range of incomes and of the right quality to meet future demand. Achieving the required level of housing will only be achieved by fully utilising both the private-rented and social housing sectors. The MHS seeks to support the regeneration of key neighbourhoods in the city and to expand housing and employment, noting that major change is already underway in "Ancoats, Collyhurst, and the Lower Irk Valley." The MHS states that successful new neighbourhoods will be well connected, will incorporate good quality outdoor space, a well-designed and managed environment, be highly energy efficient, and make the most of the natural environment, such as parks, canals and rivers.

HOUSING AFFORDABILITY FRAMEWORK (2016)

Manchester’s Housing Affordability Framework ("HAF") aims to accelerate the delivery of affordable homes in the city by creating up to 2,000 new affordable homes every year, setting out the city’s determination to ensure a strong supply of decent, secure housing to rent or buy for those below the average household income.

The framework sets out the need for a range of affordable purchase and rental options, including social housing and affordable rent properties, shared ownership or shared equity, along with rent to purchase homes.

In March 2018, MCC’s Executive approved an extension of the North Manchester Housing Affordability Zone to provide a focus for funding and the delivery of new social housing, and a range of affordability products within the Collyhurst neighbourhood, as part of a wider Northern Gateway housing offer. Further updates on the delivery of affordable housing were provided to the Council’s Executive meeting of 30 May 2018 and 12 December 2018.

MANCHESTER: A GREAT PLACE TO GROW OLDER (2010-2020)

Manchester’s ageing strategy (2010-2020) was launched in 2009 and sets out the vision and priorities for Manchester to become an age-friendly city: a place in which people in mid and later life are economically physically and socially active, and where they are healthier, safe, informed, influential, independent and respected. The three key priorities of this strategy are to develop age-friendly services; promote age equality; and to develop age-friendly neighbourhoods – places where people can age well in neighbourhoods of their choice, with access to the right services, housing, information and opportunities.

MANCHESTER GREEN AND BLUE INFRASTRUCTURE STRATEGY (2015)

The Manchester Green and Blue Infrastructure Strategy ("GBIS") sets out a strategy in the context of the city’s objectives for growth, public sector reform and the creation of attractive places where people will choose to live, work, visit and invest. To support this, the vision for green and blue infrastructure in Manchester up to 2025 is:

- By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

- The GBIS recognises the importance of the Irk Valley and opportunities for it to be better utilised, both for new development and to better connect the city centre with Heaton Park. The strategy states in relation to the northern area (including the Northern Gateway) that:

  "There are opportunities for major new housing development across the neighbourhood and extending north from the city centre. Much of this is in close proximity to the Irk Valley, an important natural asset, providing a sense of place and the potential to be used to enhance connectivity to and from the centre, through new and existing residential communities and up to Heaton Park and beyond."
STRATEGIC & REGENERATION CONTEXT

Figure 105 - National, regional and city-wide Strategic Policy in Greater Manchester

NATIONAL POLICY AND GUIDANCE

NATIONAL PLANNING POLICY FRAMEWORK ("NPPF")

HOUSING WHITE PAPER

REGIONAL POLICY AND GUIDANCE

GREATER MANCHESTER TRANSPORT 2040

GREATER MANCHESTER STRATEGY ("GMS")

GREATER MANCHESTER SPATIAL FRAMEWORK ("GMSF")

OTHER REGIONAL STRATEGIES

CITY WIDE POLICY AND GUIDANCE

OUR MANCHESTER: MANCHESTER STRATEGY 2016-2025

MANCHESTER ADOPTED DEVELOPMENT PLAN

MANCHESTER’S RESIDENTIAL QUALITY GUIDANCE

GUIDE TO DEVELOPMENT IN MANCHESTER SPD

PROVIDING FOR HOUSING CHOICE SPD (SEPTEMBER 2008)

RESIDENTIAL GROWTH STRATEGY

MANCHESTER HOUSING STRATEGY 2016-2025

HOUSING AFFORDABILITY FRAMEWORK

MANCHESTER: A GREAT PLACE TO GROW OLDER (2010-2020)

MANCHESTER GREEN AND BLUE INFRASTRUCTURE STRATEGY

NORTHERN GATEWAY SRF
The Northern Gateway forms part of the extended city centre, which sits between the city centre and a series of established residential suburbs beyond Queens Road. It is a significant opportunity to provide a catalyst for wider investment and growth across Manchester, and throughout North Manchester communities.

The SRF will build on the non statutory guidance contained within the North Manchester SRF and will also be influenced by regeneration initiatives taking place in surrounding neighbourhoods; including:

1. The City Centre;
2. NOMA;
3. Ancoats & New Islington; and
4. Miles Platting.

THE NORTH MANCHESTER SRF (2012)
The North Manchester SRF seeks to guide the future regeneration and development of North Manchester. It provides an updated analysis of the physical and socio-economic characteristics of the area, and sets out the strategic context and policy framework that will underpin future activity in the six Wards of Charlestown, Cheetham, Crumpsall, Harpurhey, Higher Blackley and Moston.

The Northern Gateway sits across the ‘City Centre Fringe’ and the ‘Inner Core’ in the North Manchester SRF, which seeks to establish a series of key principles and objectives for the north of the city. The SRF states that edge of city developments should contribute to the growth of the city and maximise the use of land through high density development, while the Inner Core represents significant opportunities for the provision of new housing to support a growing population.

Figure 106 - Existing frameworks
CITY CENTRE

Manchester city centre is the primary driver of the regional economy and is a major influence on the development of the Northern Gateway. The City Centre Strategic Plan (2015-2018) seeks to drive the growth of the city centre and its fringes, as the economy and population of Manchester continues to grow, supporting large-scale, mixed-use developments. The city centre has been extended over time and now includes the entire Northern Gateway area as part of the newly defined extended city centre boundary.

The demand for city centre living embraces different models and tenure types, and is rapidly increasing – a key attractor for a younger population, but is also an increasingly important location for families and residents who wish to make a permanent home in the city.

The residential trajectory is expected to continue as a result of the continued increase in employment predicted in the city centre, new major culture and leisure opportunities, along with an increase in student population and higher levels of graduate retention.

The city centre has benefited from long-established residential neighbourhoods such as Castlefield, the Northern Quarter and the Village. However, the need to identify and develop new city centre and fringe neighbourhoods is essential to satisfy existing and anticipated demand, particularly for families and a non-transient population. The Northern Gateway is exceptionally well placed to provide a seamless transition of the city centre northwards, linking higher density development and a mix of uses in NOMA and New Cross, with a wider range of housing options in Collyhurst and the Lower Irk Valley. The priority for North Manchester is to support the growth of the city centre in this area, ensuring a co-ordinated approach makes the most of the land available for high density development. Furthermore, at Appendix A, the North Manchester SRF states that at the city centre fringe, there should be a mix of uses based on offices and residential alongside complementary leisure and retail and be of a high density and quality.
NOMA

In July 2009, MCC’s Executive endorsed the Co-operative’s NOMA Masterplan, anchored by the Co-operative Group’s headquarters at 1 Angel Square and the regeneration of its 20 acre office estate. The Masterplan sets out a vision to create a commercially-led, mixed use destination at the Northern Gateway to the city centre, building on investment at Victoria Station, the new Chetham’s School of Music and National Football Museum. Since 2009, further initiatives have sought to update the strategic policy position at NOMA, including NOMA Progress Report (2015) and Angel Meadow Strategic Update to the NOMA Development Framework (2015).

NOMA provides a key destination for investment in employment, retail and leisure, and provides a catalyst for the delivery of approximately 4 million square feet of mixed use development – with key phases either with planning approval or under construction – including 466 residential apartments at Angel Gardens. In 2017, PFG secured planning permission for the Meadowside development, which will deliver 756 homes across four sites within the NOMA Masterplan (ranging from 9 to 40 storeys), around one of the city centre’s largest open spaces at Angel Meadow Park. The development will form a key residential component of the wider NOMA neighbourhood and will enhance an environment, which will ensure the emergence of vibrant new neighbourhoods of choice. Alongside this residential-led development, the NDF also seeks to identify opportunities for a wider mix of uses, including office, workspace, retail, leisure and community uses, to create a distinctive sense of place, and ensure life and vitality on weekdays and evenings.

Regarding the surrounding context for Ancoats and New Islington, a refreshed draft Eastlands Regeneration Framework was presented to the Executive on 8 March 2017 and was subject to a public consultation exercise in June – July 2017. This refreshed framework incorporates the Holt Town and Lower Medlock Valley neighbourhoods, with a vision to create a globally competitive sports, leisure, recreation and education cluster at the Etihad Campus, while maximising opportunities for residential and commercial development, along with employment opportunities to benefit local communities.

MILESS PLATTING

Miles Platten is located immediately to the north of Ancoats to east of Oldham Road and is therefore in very close proximity to the Northern Gateway and Collyhurst.

In January 2006, MCC entered into a 30 year Private Finance Initiative (“PFI”) for the management and maintenance of Council-owned homes in Miles Platten. This PFI will see the redevelopment of significant parts of Miles Platten and aims to remodel around 107 hectares, whilst improving 1,500 Council properties and building over 1,000 new homes for sale and rent. Refurbishment of existing Council-owned homes was completed in 2010 and seven high rise tower blocks were refurbished internally and externally (including the addition of a new extra care block). The 53 unit mixed tenure development “Gener8”, off Sandal Street, was completed in April 2012 with provision made for social and market housing. The remaining 1,000 plus units and public realm will be built out by Lovell Homes over a twelve-year period under the umbrella PFI contract.

A key outcome of the regeneration carried out under the PFI will be the creation of a seamless connection that assists in stitching together the city centre and neighbourhoods within the nearby eastern city fringe, outwards to the Etihad Campus and the wider East Manchester SRF area.

The regeneration of the Northern Gateway will need to effectively integrate these neighbourhoods, providing critical connections and achieving high-quality place making, to ensure comprehensive regeneration in the north and east of the city.

ANCOATS AND NEW ISLINGTON

The Ancoats and New Islington neighbourhoods are situated at the city centre interface of the Eastern Gateway, which extends from Great Ancoats Street and the city centre to the Etihad Campus, incorporating key neighbourhoods that include Holt Town and the Lower Medlock Valley. Ancoats and New Islington lie to the east of the New Cross regeneration area and are part of an extension of the city centre eastwards.

The Ancoats and New Islington Neighbourhood Development Framework (2014) and Ancoats and New Islington Neighbourhood Development Framework Update (2016) provide the strategic context for regeneration in these neighbourhoods, which have seen significant residential and commercial development over the past decade – led principally through development partnerships between MCC, Manchester Life and Urban Splash – on key strategic sites within Ancoats and New Islington, and supported by wider investment in healthcare and education facilities.

The NDF seeks to provide for a range and mix of residential accommodation in a high-quality and well managed environment, which will ensure the emergence of vibrant new neighbourhoods of choice. Alongside this residential-led development, the NDF also seeks to identify opportunities for a wider mix of uses, including office, workspace, retail, leisure and community uses, to create a distinctive sense of place, and ensure life and vitality on weekdays and evenings.

Regarding the surrounding context for Ancoats and New Islington, a refreshed draft Eastlands Regeneration Framework was presented to the Executive on 8 March 2017 and was subject to a public consultation exercise in June – July 2017. This refreshed framework incorporates the Holt Town and Lower Medlock Valley neighbourhoods, with a vision to create a globally competitive sports, leisure, recreation and education cluster at the Etihad Campus, while maximising opportunities for residential and commercial development, along with employment opportunities to benefit local communities.
Figure 108 – Royal Mills

Figure 109 – New Islington Marina
EXISTING REGENERATION DOCUMENTS IN THE NORTHERN GATEWAY

Following endorsement, this 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:


LOWER IRK VALLEY NEIGHBOURHOOD DEVELOPMENT FRAMEWORK (JANUARY 2016)

The Lower Irk Valley NDF was prepared to guide the future development of the Lower Irk Valley and to ensure a quality of new development and supporting neighbourhood infrastructure as part of a safe, accessible, vibrant, unique and sustainable residential-led neighbourhood. The Lower Irk Valley NDF core development principles seek to complement adjoining regeneration areas and co-ordinate with the principles established by other Frameworks, to guide development and respond to development demand in the Lower Irk Valley. The key principles that were endorsed through the NDF have been reviewed, incorporated and where necessary updated in the Northern Gateway SRF.


The Northern Gateway SRF will replace the New Cross NDF for Zones B and C. The NDF and Core Development and Urban Design Principles for Zone A of New Cross NDF will be retained, along with principles established as part of supplementary guidance in the New Cross Public Realm Strategy (2017).

The 2015 NDF focused on the core ‘Zone A’ of New Cross, adjacent to the city centre, due to the increasing levels of development activity. The 2016 update was prepared to provide more detailed development and design principles for the remainder of the study area (Zones B and C) to ensure a quality of new development as part of a distinctive and successful residential-led neighbourhood. The key principles that were endorsed for Zones B and C have been reviewed, incorporated and where necessary updated in this SRF.

COLLYHURST SPATIAL MASTERPLAN (2014)

The Collyhurst Spatial Masterplan, adopted in 2014, constitutes the culmination of a number of initiatives that have been implemented since Collyhurst was identified as a priority area for improvement in the 2003 North Manchester SRF. These initiatives commenced with the first Collyhurst Local Plan of 2006, which recognised the need to transform the physical condition of the area as well as bringing forward interventions seeking to improve health, employment, leisure and education outcomes for residents.

Following the Local Plan, the Council gained Government support to take forward regeneration proposals in Collyhurst by means of a Private Finance Initiative (“PFI”), with a provisional credit allocation of £252 million. However, in 2010 Government support for the PFI was withdrawn as part of a national policy change. Subsequently in 2011, the Council were successful in obtaining £29 million from the Government’s Decent Homes Backlog Fund, to improve Council housing across the city. A significant proportion of this was spent improving the existing housing stock and the 2014 Spatial Masterplan was developed to facilitate and steward the long-term regeneration of the area.

SUMMARY

The Northern Gateway SRF supports the delivery of key strategic policy objectives at national, regional and local levels. This section has set out how the Northern Gateway will:

1. Support the Government’s Northern Powerhouse agenda by providing significant economic growth, as well as delivering inward investment, new homes and communities, and improved physical and social infrastructure;
2. Provide an opportunity to support the new GMSF by promoting a unique regeneration opportunity;
3. Deliver large scale urban regeneration in a sustainable location in line with the core objectives of the GMSF;
4. Comply with emerging regional and sub-regional policies that aim to tackle a range of issues including house building, job creation, worklessness and skills improvement, health and social care, and improvement to the environment;
5. Be consistent with city-wide strategies and initiatives that seek to secure Manchester’s position as a world class city and to drive residential-led growth by developing new vibrant and integrated neighbourhoods;
6. Replace and draw from existing non statutory regeneration initiatives in the Northern Gateway, including New Cross, the Lower Irk Valley and Collyhurst;
7. Link into and reflect the aspirations of surrounding neighbourhoods, including the city centre, NOMA and Ancoats and New Islington, to create a series of integrated and connected neighbourhoods within the extended city centre; and
8. Support existing and future developments and planning applications in the Northern Gateway.
APPENDIX B:
PLANNING POLICY CONTEXT
Appendix B provides a summary of the relevant Core Strategy policies that have influenced this SRF. It sets out the relevant adopted policies which planning applications for new development in the Northern Gateway will be assessed against.
PLANNING POLICY CONTEXT

SPATIAL PRINCIPLES
Policy SPI (Spatial Principles) sets out the key spatial principles that will guide the strategic development of Manchester to 2026. The policy promotes the Regional Centre as the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living.

There is also an emphasis on the creation of neighbourhoods of choice, providing high-quality and diverse housing around district centres which meet local needs. Policy SPI identifies that the majority of new residential development will be in the Inner Areas.

HOUSING
Policy CC3 (Housing) states that the city centre will see the most intensive development of housing in the city. It is expected that a minimum of 16,500 new units will be provided from 2010 to 2027. The policy states that in other parts of the city centre, residential development will only be appropriate in line with Policy CC7 (Mixed Use Development).

The policy states that residential development in the city centre will comprise apartment schemes and the Council will encourage accommodation of a high-quality which is large enough to suit a range of occupants.

Policy HI (Overall Housing Provision) requires 60,000 new dwellings to be provided in Manchester between March 2009 and March 2027, with 80% on previously developed land. High density developments (75 dwellings per hectare) are appropriate in parts of the Regional Centre in accessible locations. The policy states that in North Manchester, approximately 11,840 net dwellings will be provided, encouraging residential development to:

- Contribute to creating mixed communities that reflect the city’s spatial distribution;
- Contribute to the design principles of Manchester’s Local Development Framework;
- Address any deficiencies in physical, social or green infrastructure;
- Prioritise sites in close proximity to high frequency public transport routes;
- Take account of any environmental constraints on a site’s development; and
- Be designed to give privacy to residents and neighbours.

Policy H2 (Strategic Housing Location) identifies the key location for new residential development over the plan period as being within the area to the east and north of Manchester city centre. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:

- Diversifying the housing offer with particular emphasis on providing medium density (40-60 dwellings per hectare) family housing, including affordable housing. In locations close to the city centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should also remain an emphasis in these areas;
- Including environmental improvements across the area;
- Creating sustainable neighbourhoods which include complementary facilities and services; and
- Considering the scope to include a residential element as part of employment-led development.

Housing proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 – EN7).

Policy H3 (North Manchester) states that over the lifetime of the Core Strategy, North Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high-quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in accordance with policy EN14 (Flood Risk).

Policy H8 (Affordable Housing) states that for residential developments of 15 units or more, affordable housing or an equivalent financial contribution will be required in order to contribute to a city-wide target of 20% of new housing provision to be affordable. The policy states that the proportion of affordable housing units will reflect the type and size of the development as a whole.

The policy also states that either an exemption from providing affordable housing, or a lower proportion of affordable housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%, or where material consideration indicate that intermediate or social rented housing would be inappropriate.

EMPLOYMENT AND COMMERCIAL DEVELOPMENT
Policy EC1 (Employment and Economic Growth) identifies key locations for growth, which include the City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington). This policy sets a number of priorities for economic growth, including:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the city; and
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.

Policy EC3 (The Regional Centre) supports the development for employment generating uses within the regional centre, where these uses complement the development of mixed use employment areas in locations where higher density development is appropriate.

Policy EC4 (North Manchester) identifies that the North Manchester area is expected to provide approximately 14 hectares of employment land. The key development opportunity in the area is identified as the city centre fringe, which is suitable for office (B1a) led mixed use development.

Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) identifies the city centre and city centre fringe as strategic economic locations for employment growth in the city and city region. The city centre fringe is expected to accommodate 25 hectares of office or similar employment development in a variety of high-quality accommodation, types, sizes and foot-plates. The city centre and city centre fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes.
PLANNING POLICY CONTEXT

RETAIL
Policy C1 (Centre Hierarchy) states that development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in Policy C1, taking account of the different roles of the City Centre, District Centres and Local Centres. The policy states that District Centres have an essential role in providing key services to the City’s neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City’s residential neighbourhoods, providing an important opportunity to define local character. Manchester’s 17 District Centres are identified in the policy with only 2 in North Manchester at Cheetham Hill and Harpurhey. Policy C1 also states that Local Centres meet local needs for small scale retail and services to meet day-day needs. There are 24 identified local centres, including new Local Centres at Moston Lane, Collyhurst and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be Local Centres.

TRANSPORT
Policy T1 (Sustainable Transport) seeks to encourage a modal shift away from car travel to public transport, cycling and walking to support the needs of residents and businesses and to prepare for carbon free modes of transport. It states that the Council promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. Policy T2 (Accessible Areas of Opportunity and Need) seeks to ensure that new development is located to ensure good access to the city’s main economic drivers, is easily accessible by walking, cycling and public transport and provides appropriate car parking facilities. It requires proportionate Traffic Assessments and Travel Plans for all major applications.

OPEN/GREEN SPACE
Policy EN 9 (Green Infrastructure) states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Policy EN10 (Safeguarding Open Space, Sport and Recreation Facilities) sets out the Council’s desire to retain and improve existing open spaces. The Council will support proposals that improve the quality and quantity of accessible open space as well as those that provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, enhance biodiversity and improve access to open space for disabled people. Policy EN12 (Area Priorities for Open Space, Sport and Recreation) seeks new development in North Manchester to deliver improvements to the quality of existing provision of open space, sport and recreation.

OTHER RELEVANT POLICIES
A comprehensive list of other relevant Core Strategy and saved UDP policies that will be relevant in the determination of future planning applications within the SRF area are summarised on the following pages.

SUMMARY
As development is brought forward within the Northern Gateway, it is important that it has regard to the planning policies contained within Manchester’s adopted Development Plan. This SRF has been developed with regard to the planning policies contained within the Development Plan and seeks to accord with several key principles contained in the relevant planning policies summarised in this section, including:

» Being located in an identified strategic location for housing;
» Significantly contributing to the open market and affordable housing required for North Manchester;
» Providing high density housing development within the extended city centre;
» Encouraging significant social and community infrastructure to support new neighbourhoods and new communities; and
» Promoting high-quality development.
<table>
<thead>
<tr>
<th>POLICY REFERENCE</th>
<th>POLICY</th>
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<tbody>
<tr>
<td><strong>MANCHESTER CORE STRATEGY (2012)</strong></td>
<td></td>
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<tr>
<td>Policy CC5 – Transport</td>
<td>Policy CC5 states that proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The policy also states that the Council will seek to ensure that development includes adequate parking provision for cars and bicycles which should be based on the parking standards in Appendix B of the Core Strategy. However, Appendix B states that the maximum standards for car parking do not apply to the city centre as each development in the city centre will be considered on a case by case basis.</td>
</tr>
</tbody>
</table>
| Policy CC7 – Mixed Use Development | Policy CC7 states that the city centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. It refers to a range of uses being considered for all sites subject to the following considerations:  
» Other than in locations specifically mentioned in policy CC3, residential development will be supported as part of schemes which include employment. The Council must be satisfied that proposals will contribute to the economic regeneration of the city and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. A clear justification will be required for proposals without employment opportunities.  
» Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment. |
| Policy CCB – Change and Renewal | Policy CCB states that the Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the city centre development which reflects elements of this will generally be supported. The approach to development and redevelopment in the city centre will welcome large-scale schemes. Furthermore, the policy states that the Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester. |
| Policy CC9 – Design and Heritage | Policy CC9 expects the design of new buildings to be of the highest standard in terms of appearance and function. It states: "Development in Manchester city centre should preserve and enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments". Furthermore, the policy states that the Council will support high density and mixed use development in the city centre but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. |
| Policy CC10 – A Place for Everyone | Policy CC10 states that the city centre will develop as a location which appeals to a wide range of residents and visitors. It states that development will promotes this objective will be supported, particularly through:  
» Uses which increase the diversity of activity in the city centre, with an emphasis on family-orientated activity; and  
» High standards of accessibility to buildings and across spaces in the city centre. |
| Policy HB – Affordable Housing | Policy HB states that for residential developments of 15 units or more, affordable housing or an equivalent financial contribution will be required in order to contribute to a city-wide target of 20% of new housing provision to be affordable. The policy states that the proportion of affordable housing units will reflect the type and size of the development as a whole. The policy also states that either an exemption from providing affordable housing, or a lower proportion of affordable housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%, or where material consideration indicate that intermediate or social rented housing would be inappropriate. |
| Policy C1 – Centre Hierarchy | Policy C1 states that development in town centre uses (as defined in national planning policy), will be prioritised in the centres identified in the policy, taking account of the different roles of the city centre, District Centres and local Centres. The city centre is the focus for retail development. It has a need for additional convenience retail to meet the needs of a growing residential population. |
### MANCHESTER CORE STRATEGY (2012)

<table>
<thead>
<tr>
<th>POLICY REFERENCE</th>
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<tbody>
<tr>
<td>Policy EN1 – Design Principles and Strategic Character Areas</td>
<td>This policy requires Design and Access Statements to be submitted with proposals for new development, which must clearly detail how the proposed development addresses local character, supports the achievement of the Core Strategy Strategic Objectives and the following design principles: character, continuity and enclosure, quality of the public realm, easy of movement, legibility, adaptability, and diversity. The policy divides the city into character areas including:</td>
</tr>
<tr>
<td>4. Northern Character Area</td>
<td>The character of this area is significantly affected by the topography, with a marked increase in height moving northwards, cut by the River Irk and its tributaries. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography.</td>
</tr>
<tr>
<td>5. Irk Valley Character Area</td>
<td>A tree-filled river valley, steeply cut in parts, used as informal open space. This river valley is bounded by and still contains many areas of low density residential and industrial activity with occasional formal open spaces. Its green character stops abruptly at Dantzic Street/Dalton Street where its character becomes more like that of the city centre.</td>
</tr>
<tr>
<td>Policy EN2 – Tall Buildings</td>
<td>Policy EN2 states that proposals for tall buildings will be supported where it can be demonstrated that there are of excellent design quality, are appropriately located, contribute positively to sustainability, contribute positively to place making and will bring significant regeneration benefits. The policy states that proposals for tall buildings will be supported where it can be demonstrated that they:</td>
</tr>
<tr>
<td>» Are of excellent design quality;</td>
<td>» Are appropriately located;</td>
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<tr>
<td>» Contribute positively to sustainability;</td>
<td>» Contribute positively to place making, for example as a landmark, by terminating a view or by signposting a facility of significance;</td>
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<tr>
<td>» Will bring significant regeneration benefits.</td>
<td></td>
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<tr>
<td>Furthermore, the policy states that suitable locations for tall buildings will include sites within and immediately adjacent to the city centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. Finally, the policy requires applications to demonstrate that proposals for tall buildings are viable and deliverable.</td>
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<tr>
<td>Policy EN3 – Heritage</td>
<td>Policy EN3 also relates to heritage and states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of the city centre. The policy requires new developments to be designed so that they preserve, or enhance the historic environment, character, setting and accessibility of listed buildings and conservation areas. It is expected that an appropriate appraisal will be carried out by developers of issues relating to heritage assets.</td>
</tr>
<tr>
<td>Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development</td>
<td>Policy EN4 states that all development must follow the principle of the Energy Hierarchy, and where possible, take advantage of low and zero carbon energy supplies, and use building materials with low embodied carbon.</td>
</tr>
<tr>
<td>Policy EN5 – Strategic Areas for Low and Zero Carbon Decentralised Energy Infrastructure</td>
<td>Policy EN5 states that the regional centre will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. New development will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans.</td>
</tr>
<tr>
<td>Policy EN6 – Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies</td>
<td>Policy EN6 states that applications for residential development of 10 or more units will be expected to provide an Energy Statement, submitted as part of the Design and Access Statement, which sets out the projected regulated energy demand and associated CO2 emissions for all phases of the development. The Energy Statement must demonstrate how the development meets the domestic CO2 emissions reductions targets provided in this policy.</td>
</tr>
<tr>
<td>Policy EN8 – Adaptation to Climate Change</td>
<td>Policy EN8 encourages all new development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. It also states that developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under policy EN6, subject to sufficient evidence to quantify their contribution to compliance.</td>
</tr>
</tbody>
</table>
Policy EN9 – Green Infrastructure

Policy EN9 states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN10 – Safeguarding Open Space, Sport and Recreation Facilities

This policy states the Council will seek to retain and improve existing open spaces and that proposals will be supported that improve the quality and quantity of accessible open space as well as those that provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, enhance biodiversity and improve access to open space for disabled people.

Policy EN12 – Area priorities for Open Space, Sport and Recreation

This policy states that within North Manchester, new development will deliver improvements to the quality of existing provision of open space, sport and recreation.

Policy EN14 – Flood Risk

Policy EN14 states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. In addition, an appropriate FRA will also be required for all development proposals as per the usual requirements as well as on sites greater than 0.5 hectares within Critical Drainage Areas and Canal Hazard Zones identified in the SFRA.

Policy EN16 – Air Quality

Policy EN16 states that the Council will seek to improve the air quality within Manchester, particularly within Air Quality Management Areas located along Manchester’s principal traffic routes and at Manchester Airport. Furthermore, developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 – Water Quality

This policy states that development should:
» Avoid any adverse impact on water quality and wherever possible should seek to enhance water quality;
» Minimise surface run-off from development and associated roads and maximise the use of appropriate sustainable drainage systems;
» Ensure that waste or litter cannot enter any watercourses located close to the site;
» Where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN18 – Contaminated Land and Ground Stability

This policy requires any proposal for development on contaminated land to be accompanied by a health risk assessment. All new development within former mining areas should undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

Policy EN19 – Waste

Policy EN19 requires all developers to demonstrate a proposal’s consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal), and to plan for and, where appropriate, use sustainable modes for waste transport. All developers should submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy PA1: Developer Contributions

This policy states that, where needs arise as a result of development, the Council may seek contributions, with priority assessed on a site by site basis for the following:
» Affordable Housing
» Education
» Health and wellbeing facilities
» Community facilities
» Provision of Green infrastructure including open space
» Public realm improvements
» Protection or enhancement of cultural heritage
» Protection or enhancement of environmental value
» Safety and security improvements
» Training and employment initiatives
» Highway improvements, traffic management, sustainable transport and disabled peoples access
» Climate change mitigation/adaptation.

Policy DM1 – Development Management

Policy DM1 sets out a number of specific issues, which all development should have regard to.

Environmental Improvement and Protection Policy E3.3

This policy states that the Council will upgrade the appearance of the City’s major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.
### MANCHESTER CORE STRATEGY (2012)

<table>
<thead>
<tr>
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<tr>
<td>Environmental Improvement and Protection Policy E3.4</td>
<td>This policy states that within areas of open space, measures will be taken to achieve widespread environmental improvements, protect the natural environment, improve water quality, and improve access for pedestrians.</td>
</tr>
<tr>
<td>Citywide Development Control Policy DC1.1</td>
<td>Policy DC7.1 states that the Council “will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.”</td>
</tr>
<tr>
<td>Citywide Development Control Policy DC14.1</td>
<td>This policy states that in determining applications for shop fronts, the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings.</td>
</tr>
<tr>
<td>Citywide Development Control Policy DC18.1</td>
<td>Policy DC18.1 states that in determining applications for listed buildings, or planning applications for development involving or having an impact on buildings of Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. Specially, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.</td>
</tr>
<tr>
<td>Citywide Development Control Policy DC20.1</td>
<td>Policy DC20.1 states that the Council will give particular careful consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place. Furthermore, the policy states that the Council will have special regard to the desirability of securing the preservation of other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect other sites of archaeological interests, and their settings. In exception cases where development is inevitable, the Council will look at the scope for combining reservation in place with limited investigation and recording.</td>
</tr>
<tr>
<td>Citywide Development Control Policy DC26.1</td>
<td>This policy states that in the interest of reducing the impact of noise on people living and working in, or visiting the city, the Council will consider: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.</td>
</tr>
<tr>
<td>Citywide Development Control Policy DC26.2</td>
<td>This policy states that new noise sensitive developments such as housing will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.</td>
</tr>
<tr>
<td>Policy</td>
<td>Description</td>
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<tr>
<td><strong>Policy HC3</strong></td>
<td>Along Rochdale Road and Oldham Road the Council will permit only designs and uses appropriate to such important thoroughfares which link the regional centre with the city's major Urban Regeneration Areas, including the proposed site for the Olympic-standard stadium. Landscaped areas should be enhanced and further landscaping opportunities sought in association with new development proposals.</td>
</tr>
<tr>
<td><strong>Policy HC5</strong></td>
<td>Along Rochdale Road and Oldham Road the Council will permit only designs and uses appropriate to such important thoroughfares which link the regional centre with the city's major Urban Regeneration Areas, including the proposed site for the Olympic-standard stadium. Landscaped areas should be enhanced and further landscaping opportunities sought in association with new development proposals.</td>
</tr>
</tbody>
</table>
| **Policy HC7** | The Council will carry out schemes to enhance open spaces remaining within the area, with priority being given to:  
a) Queen’s Park;  
b) St. Michael’s Flags;  
c) Collyhurst Village Park. |
| **Policy HC8** | The Council will carry out a series of environmental improvements in the areas of Monsall, Carisbrook Estate and Collyhurst. These will include the removal of narrow walkways and altering the layout to a more traditional form, and the removal of high fences, walls and planted areas close to pavements and footpaths. |
| **Policy HC10** | The following sites are allocated for business or commercial development:  
a) Dalton Street;  
b) “CIS” site at Rochdale Road/Miller Street;  
c) Oldham Road Goods Yard. |
| **Policy HC11** | The following sites are allocated for commercial/business uses:  
a) adjacent to the junction of Rochdale Road/Queens Road, as part of the Monsall Urban Renewal Area;  
b) western frontage of Rochdale Road, immediately south of Queens Park (subject to the retention of the majority of the trees). |
APPENDIX C: TECHNICAL & ENVIRONMENTAL CONSIDERATIONS
This SRF has been informed by a detailed understanding of the technical and environmental considerations relating to the Northern Gateway.
This section addresses each technical and environmental characteristic, informed by a comprehensive series of technical assessments and studies, including highways, access, and transport; flood risk and drainage; ground conditions; topography; air quality; acoustics; utilities; ecology; heritage; and archaeology.

**INTRODUCTION**

**HIGHWAYS, ACCESS, AND TRANSPORT**

**PEDESTRIAN AND CYCLIST CONNECTIVITY AND PERMEABILITY**

The Northern Gateway is surrounded by busy and congested major radial roads, which often create barriers to pedestrian and cycle movement.

Towards the south of the study area, Manchester’s inner relief route forms a major barrier to pedestrian connectivity from the city centre. Traffic volumes on radial routes into the city centre, such as Oldham Road, Cheetham Hill Road and Rochdale Road, are also potential barriers to pedestrian and cycle connectivity. Measures to improve and prioritise pedestrians and cycles along these routes should be identified to reduce the dominance of vehicle movements and enhance connectivity to the city centre.

There are a limited number of east-west connections across the Northern Gateway, with the Irk Valley forming a significant barrier to movement. The ability to enhance movement networks through the development of new routes and links is constrained by the topography of the study area, along with the presence of substantial rail infrastructure (viaducts, embankments and cuttings).

More generally, the quality of the public realm is poor in some areas, providing an unattractive pedestrian and cycling environment in its current state. Significant amounts of on-street parking and intermittent wayfinding signage further restrict the quality and legibility of the travel experience for users.

There are significant opportunities to promote sustainable travel throughout the Northern Gateway, in particular by enabling pedestrian and cycle connectivity which will be the primary modes of travel for residents and visitors to the Northern Gateway. Development of an appropriate street hierarchy within the Northern Gateway is essential, to create streets where walking and cycling are safe and attractive to residents.

**PUBLIC TRANSPORT**

For a modern, sustainable neighbourhood, good access to high-quality public transport is crucial. Public transport in and around the Northern Gateway is currently provided in the form of radial bus routes along Rochdale Road and Cheetham Hill Road and Metrolink. Bus routes along Rochdale Road have benefited from significant investment in recent years as part of TfGM’s Bus Priority Package. These routes provide high frequency services to the city centre and other key destinations, such as Bury, Rochdale and Middleton. The majority of city centre routes terminate at Shudehill in the north of the city centre, with limited direct bus access to southern parts of Manchester.

The Metrolink line runs through the heart of Northern Gateway with stops located at Victoria station to the south and at the northern extent of the study area at Queens Road. A further stop is located a short distance north of the Northern Gateway in Monsall, in close proximity to Manchester Communications Academy.

As such, the outer areas of the Northern Gateway benefit from good access to frequent public transport services.

The southern extent of the study area also benefits from close proximity to the city centre and key, strategic public transport nodes, providing connections to destinations across the city region and north of England via rail and Metrolink services.

The inner areas of the Northern Gateway are less well served by public transport and are generally beyond what would be considered a desirable walking distance of existing Metrolink provision, with topography and rail infrastructure limiting access to bus routes along Rochdale Road. New public transport routes, services and infrastructure will be required in these locations to better connect residents to key amenities and destinations throughout the city region.

An opportunity for a potential new integrated transport hub has been identified within the inner area of the Northern Gateway. An integrated transport hub would provide an interchange between public transport services, cycling and pedestrians. The feasibility to deliver a Metrolink stop at this location as part of the hub to serve future development is being explored with key stakeholders. A new stop could be served by direct services to the city centre on the Bury to Altrincham/Piccadilly and Rochdale/Shaw & Crompton to East Didsbury lines. Enhanced public transport connectivity would provide sustainable connections for Northern Gateway residents to a vast range of leisure, employment and social opportunities in Manchester and further afield in locations such as Manchester Airport, the Etihad Campus, Trafford City, Salford Quays and Media City, along with surrounding towns including Altrincham, Oldham and Bury.
Figure 110 – Existing cycle and pedestrian routes

Northern Gateway SRF boundary
Cycling and walking routes
Key pedestrian links
TECHNICAL & ENVIRONMENTAL CONSIDERATIONS

HIGHWAY NETWORK

Daily traffic flows on the major roads surrounding the Northern Gateway are considerable, with significant levels of existing congestion and delay, particularly in peak periods. This typically affects the key radial routes of Cheetham Hill Road and Rochdale Road and routes at Angel Street, Miller Street and Queens Road.

Specific junction pinch points exist where these routes intersect. Minor roads and junctions are less constrained in terms of congestion, though some ‘rat-running’ through the Northern Gateway occurs at present.

Additional traffic generated by future development has the potential to exacerbate these issues with potentially adverse impacts on air quality, noise and road safety.

Existing car ownership levels within the Northern Gateway are low; however, increases arising from future development have the potential to significantly impact vehicular traffic, which may require mitigation through improvements to highways infrastructure and the general street-scape.

The volume of additional traffic on the highway network as a result of new development could be reduced by implementing measures to promote sustainable travel. There is currently limited provision and poor quality cycle infrastructure; therefore the improvement of accessibility for cyclists and pedestrians remains a key priority, with significant opportunities to promote walking, cycling and public transport as part of future development.

CAR PARKING

The Northern Gateway has a significant provision of existing on and off-street car parking, particularly around its southern extent, predominantly serving commuters into the core city centre. Future development on current temporary off-street car parking sites will result in displacement of parking to other areas, which may lead to increased demand for on-street parking.

On-street parking on highways close to the city centre, such as Dantzic Street, Collyhurst Road and Bromley Street, currently impacts their operation and general the safety of pedestrians and other road users.

Furthermore, future development within the Northern Gateway will generate its own demand for parking, meaning further provision, commensurate with the scale of development and proximity to the city centre, will need to be made, including provision for cycles and electric vehicle charging.

The car parking needs of existing residents and businesses that are to be retained must also be considered to ensure an integrated approach to car parking across the Northern Gateway.

Figure 111 (Opposite) – Existing highways and transport
Northern Gateway SRF boundary
Primary roads and bus routes
Secondary roads with on-street parking
Railway line
Metrolink line
Metrolink stop
Bus stop
Car parks
FLOOD RISK AND DRAINAGE

Some of the Northern Gateway around the Lower Irk Valley is located in areas of medium and high Flood Risk (Flood Zones 2 and 3). These areas are associated with the River Irk and are largely defined by topography and proximity to the river. Flood Risk Assessments will determine how best to utilise these plots, as part of the design and planning application process. This could restrict the land use/building types. The placing of buildings, changes to ground levels and finished floor levels associated with new development, and proposals will need to include measures to avoid mitigate and work around these constraints.

Future mitigation could include river naturalisation: adaption/removal of weirs, de-culverting sections of watercourse, modification to the alignment or form of the river bank revetments or river bed, zoning development to align uses appropriate to topography and flood risk and implementing changes to topography and river bank levels. These restoration techniques have the potential to improve the Irk’s ecological status under the Water Framework Directive, through greatly improving the water quality and biodiversity of the watercourse and its banks.

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. The development shall implement a drainage strategy for managing surface water runoff and follow the sustainable drainage guiding hierarchy where practical, of:

- Infiltration into the ground;
- Discharge to surface water body;
- Discharge to surface water sewer;
- To a combined sewer,
  in accordance with NPPG and industry guidance produced by CIRIA.

There is an aim to utilise green spaces and existing watercourses (where practical) for multiple uses, and utilise green spaces for drainage, SuDS, amenity, reducing flood risk and providing environmental functions.

River naturalisation could also work with landscaping to create a public friendly blue and green environment.

Figure 112 – Flood risk

Northern Gateway SRF boundary
Flood Zone 2
Flood Zone 3
GROUND CONDITIONS

Ground Conditions within the Northern Gateway reflect a typical Manchester geology of made ground, glacial till and alluvium. A limited number of areas of existing neighbourhoods have high contamination risk and extensive below ground structures which are associated with their industrial past, including the former Gould Street gas works site and areas of historical landfilling at Sand Street and Fitzgeorge Street. Such areas will require enhanced levels of remediation and design to accommodate redevelopment.

Future sequencing may also be influenced by considerations such as the early remediation of certain areas to prevent the continuing movement of any mobile contamination onto adjacent development sites.

Ground gas protection measures are likely to be required as part of the foundation design of some buildings, due to the gas emissions associated with coal measures bedrock, naturally occurring radon gas, former mine workings or from the decomposition of the made ground and artificial landfill sites. The Northern Gateway includes areas of deep made ground deposits associated with the infilling of former brickworks and sandstone quarries and buried substructures associated with former industry. Bespoke foundation solutions may need to be adopted in areas of deep made ground and faulting. In addition, there are a small number of old mine entries and shallow mineworkings within South Collyhurst, which will require investigation and treatment and may also require bespoke foundations solutions to be adopted.
TOPOGRAPHY

Ground levels vary considerably within the Northern Gateway, with the eastern extents generally relatively flat and less challenging for development. However, the western extents are steep sided and also slope towards the River Irk. The topography presents some associated challenges with respect to access to the Lower Irk Valley and for the creation of new east-west connections to improve connectivity and permeability to surrounding areas. New additional access structures including bridges and new roads will be needed to improve connectivity and encourage walking, cycling and the use of public transport.

The steep topography does however present many opportunities to develop open spaces and incorporate SuDS features which could drain towards the River Irk and associated watercourses.

Figure 114 – Topography
AIR QUALITY

There are several local sources of potential air pollution in or close to the Northern Gateway and the GMCA Air Quality Management Area (“AQMA”) covers Rochdale Road and the south-eastern sections of the Northern Gateway.

Proposed developments will need to address and where possible prevent or mitigate potential air pollution issues.

This could be achieved, for example, by encouraging more sustainable modes of transport to reduce the reliance on car use.

Specific sources of potential air pollution that must be addressed by planning applications for future development in the Northern Gateway include:

1. Rochdale Road, Queens Road, Oldham Road, Livesey Street, the Inner Ring Road and Angel Street which are major roads within and near to the Northern Gateway and are likely to be significant sources of air pollution;

2. Businesses that undertake industrial processes, which could have potential odour impacts on future residents in the vicinity of their sites; and

3. The railway line running through the area. However, it is understood that this line is not currently serviced by diesel trains, and therefore will likely not have a significant effect on local air quality.
ACOUSTICS

There are several existing environmental noise and vibration sources present within and near to the Northern Gateway, which have the potential to impact upon new developments. All potential sources require consideration in the context of relevant noise policy and guidance, to ensure any necessary mitigation is incorporated into future development proposals. Noise and vibration mitigation could include building design and orientation (including sound insulation) and vibration isolation. The main sources of noise and vibration are generally from industrial and the following main transport and highway sources:

1. Railways (main line to/from Manchester Victoria);
2. Metrolink (Bury and Rochdale lines); and
3. Local roads:
   » Rochdale Road;
   » Oldham Road;
   » Dantzic Street/Collyhurst Road;
   » Red Bank; and
   » Queen’s Road.

Figure 116 – Main transport and highways sources of noise and vibrations
UTILITIES

Major utilities infrastructure is present and runs through the Northern Gateway, that is likely to be retained and reinforced as part of the development process.

Future development proposals should take into account the following key strategic utilities:

1. High voltage electricity cables (132kV/33kV) and substation installations (such as the Red Bank Bulk Supply Point);
2. Trunk sewers, the Queens Road and Sandhills Park underground Unsatisfactory Intermittent Discharge ("UID") assets, and water mains;
3. BT Telecoms exchange at Collyhurst; and
4. Intermediate/medium pressure gas mains, and PRS and gas governor at Gould Street.
ECOLOGY

There are no such statutory or non-statutory nature conservation sites in or in close proximity to the Northern Gateway.

The nearest site is Boggart Hole Clough Local Nature Reserve and Site of Biological Importance, which is 2km to the north. Natural habitats are largely absent with virtually all habitats a result of human influence. Whilst this could suggest a habitat which has little biodiversity interest, this is not necessarily the case. There is a reasonably diverse range of habitat types, many of which have intrinsic ecological value. These include woodland, scrub, various types of grassland, open mosaic vegetation, and riverine habitats.

Whilst the majority of woodland is planted, it is a locally extensive habitat. Non-native species dominate to the detriment of woodland areas, many of which are even-aged and structurally poor. Given the recent origin of many woodlands, characteristic woodland ground flora species are dominated by a limited number of common species. In sections, particularly along the River Irk corridor and on post-industrial sites, Birch and Willow are colonising naturally and form another scrub/woodland habitat type.

Mosaic habitats which include a range of habitats are also identified on post-industrial land such as the junction of Queen’s Road and Rochdale Road.

Grasslands are present at various locations, particularly in parks such as Sandhills Park and on cleared post-industrial sites. Whilst the majority of grasslands are mesotrophic, the substrata associated with post-industrial sites are variable and certain sites support a range of calcicoles species. Cleared former industrial sites generally support open mosaic vegetation, which typically comprises early successional communities composed of annuals and other pioneer species, lower plants and ruderals. Riverine habitats are represented by the River Irk which forms a distinctive habitat feature. Whilst forming a distinctive corridor, the banks are typically walled and so there are limited opportunities for many species. There are also a number of weirs which limit the passage of fauna. Invasive species, particularly Japanese Knotweed and Indian Balsam, are locally extensive along the river. With regard to fauna, there is potential to support a number of key rare and/or legally protected species. Whilst the presence or absence of such species will need to be confirmed through formal survey, they include birds such as Kingfisher along with several species of bat.

Figure 118 - Habitat characterisation diagram
ARCHAEOLOGY

Most of the Northern Gateway has been subject to successive redevelopment over many years but there remains some potential for localised survival of below-ground remains relating to Post-Medieval and earlier Modern periods.

The overall potential for significant archaeological remains within the Northern Gateway is low and the potential for localised survival of below-ground remains pre-dating the Post-Medieval period is also low.

With the exception of the former St George’s burial ground, which is now a Royal Mail depot and should be subject to further archaeological investigation if redeveloped, archaeological considerations do not present any significant constraints to development. Any site specific requirements for intrusive archaeological investigation (such as trial trenching) can be secured by suitably worded planning conditions at the planning application stage.

1. First World War Memorial, 1923
2. D羚ghurst Jewish Cemetery, 1844
3. St Patrick’s Church, Grade II Listed, 1936
4. Former Gaulten Street Police Station, Grade II Listed, mid-late 19th Century
5. B Cable Street, Grade II Listed, mid-19th Century
6. Former Midland Bank, Grade II Listed, c1914
7. The Malthe Arch Inn, Grade II Listed, 1988
8. Union Bridge, Grade II Listed, late-18th Century
9. Lancashire & Yorkshire Prestwich branch line, c1851-1891
10. Lancashire & Yorkshire railway, pre-1851
11. Alexandra Palace, 1903-05
12. 53 Marshall Street, early-20th Century
13. 1B Mason Street, early-20th Century
14. 3B Mason Street, early-20th Century
15. 24 Mason Street, early-20th Century
16. 2D Cable Street (Swan Buildings), early-20th Century
17. St Patrick’s Convent, c1830s and 1927
18. Footbridge over former railway line, late-18th Century
19. Remains of former branch arm, Lancashire & Yorkshire Railway, pre-1851
20. Smedley Bridge (vehicular bridge over Smedley Road), early-19th Century
21. May’s Pawnbrokers, early-1840s
22. Manchester, Whitefield & Radcliffe Line, c1891-1908
23. Lancashire & Yorkshire Newton Heath Loop, c1851-1891

Figure 119 – Buildings and structures of heritage interest

Northern Gateway boundary
Building/structure of heritage interest
Listed building/structure
Area of railway viaduct/bridge