



MIX: Manchester Updated Strategic Regeneration Framework Consultation

Response from Manchester and Salford Ramblers

Introduction

This submission is on behalf of the Manchester and Salford Ramblers. We are the local organisation of the national walking charity, the Ramblers, and we help everyone, everywhere, enjoy walking and protect the places we all love to walk.

We welcome the commitment to Permeability & Connectivity in the design and the intention that the Framework area should be designed to be easy to navigate for walking, wheeling and cycling.

Our comments and questions:

General Points

We Recognise that this is an SRF, but it would be useful to be more prescriptive on the provision of green routes and walking and wheeling provision.

The principle of pedestrian permeability is good but extra onward connections would make the plans better.

It should be a design principle that all Pedestrian routes where possible should be segregated from traffic and avoid road pavements.

It is disappointing that the Manchester Active Travel Strategy and Investment Plan are not explicitly referenced in the key policy context.

Landscape & Ecology

We believe that the intervention **should definitely include**

- Linear parkland and greening across the site.
- Connections to local amenity including Painswick Park.

There should be a clear and effective natural buffer to the residential area to the north

We recognise the operational constraints of aerodrome safeguarding, but Biodiversity Net Gain is a requirement and increased and interconnected green infrastructure is critical to contribute to the Nature Recovery Strategy.

Building Typologies

We recognise that details will be led by potential end users and would come forward as part of any subsequent planning application. But the SRF should be specific on constraints on typologies relating to permeability and connectivity and landscape and ecology: Lower heights either side of the linear park and a presumption of significant green corridors along the main pedestrian route should be included.

Walking Opportunities

We strongly agree that there should be a new East-West linear park connecting with Painswick Park in the west and welcome and should be extended to link up with the Airport Orbital route that runs alongside Runger Lane and with the existing public right of way in the east, “to further improve connectivity and provide health and wellbeing opportunities for existing residents and future occupiers.”

We welcome the recognition of the value of footpath M250, at present is an attractive route as hedged both sides - which should be retained / enhanced. However, the path is difficult to follow from the Woodhouse Lane South end – and though out with the development site this should be addressed.

There was a permanent diversion of Ringway 3/FP 250 west of Enterprise Way in late 2018 with a new route inside the development and a temporary diversion put in place using the pavement around the then proposed development. In terms of the Definitive Map, as a result of that order there is now a new right of way inside the proposed development area and should be a feature of the SRF.

M250 historically connected with Outwood Road (the section that has been removed following the new link road and roundabout) then alongside the motorway. A new segregated pedestrian route through the development via the roundabout would provide a better route.

The proposed North – South Route to provide a connection between Manchester Airport in the south and the residential areas of Wythenshawe to the north is welcomed, some more detail on improving road crossings and linking with wider Wythenshawe active travel networks is needed.

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