

**CQAAP CONSULTATION DOCUMENT C: UPDATED
INTEGRATED ASSESSMENT**

APPENDIX 2: AMENDED POLICY TEXT

Policy CQ1: Civic Quarter Regeneration

Through the implementation of this overarching policy, the Council seeks to establish the Civic Quarter as one of Trafford's most sustainable and accessible locations, and to achieve large scale residential-led redevelopment interspersed with its existing sporting, civic and historic assets to deliver a rejuvenated, high quality, attractive, green and well-connected neighbourhood.

Policy CQ1 Civic Quarter Regeneration

1. Development will be supported where it will contribute to the establishment of the Civic Quarter as one of Trafford's most sustainable and accessible locations, and where it will help to achieve large scale residential-led redevelopment interspersed with existing sporting, civic and historic assets and deliver a rejuvenated, high quality, attractive, green and well-connected neighbourhood;
2. Development which will contribute to the functioning of the Civic Quarter as a visitor destination will be supported where it is consistent with the first requirement of Policy CQ1;
3. Development will be supported which, by its proposed use and design, reinforces the Civic Quarter's sporting, cultural and institutional heritage;
4. The Council will grant planning permission for a mix of uses across the Civic Quarter in accordance with the Policies Map and as detailed on the Land Use Parameter Plan. Development should not exceed the building heights on the Building Height Parameter Plan and should accord with the Improved Permeability and Greenspace Parameter Plan;
5. The Council will support the continued use and enhancement of Lancashire Cricket Club (LCC) as an international sports venue. Development should not undermine the role, function and operation of LCC as a major sport and leisure attraction within the Civic Quarter. The redevelopment of the former B&Q site must take into account the overall impacts of major events, noise and access at LCC and must not prejudice LCC's operations or Strategic Objective 9 of this CQAAP to build on the success of LCC as an international sports venue and visitor destination;
6. Development should be designed such that it would not prejudice the comprehensive development of the Civic Quarter, including the ability of neighbouring development sites to come forward in accordance with the vision for the area and as illustrated on the Policies Map; and
7. The Council may accept a phased approach in the development and redevelopment of major sites within the Civic Quarter (subject to a justified and appropriate phasing strategy).

Three parameter plans support this policy with their content combined on the CQAAP Policies Map. The other landscape plans, masterplans and massing diagrams contained in this document and not referred to in Policy CQ1 are for illustrative purposes only and have not been tested against the policies of the CQAAP or other development plan policies. They should not be treated as a template to guide planning applications.

The acceptance of the phasing of major sites in some situations is in acknowledgement that the redevelopment opportunities identified in the CQAAP represent a significant level of change. Unlocking these opportunities could be complex, particularly where there are existing uses (for example, at White City Retail Park) and a phased approach may be necessary in order to aid delivery.

Policy CQ1 – Policies Map and Parameter Plans

Land Uses: Goals

- A residential-led transformation of the Civic Quarter is expected with a broad range of other uses encouraged in order to provide a sustainable and balanced community.
- Uses will be supported which contribute to the functioning of the Civic Quarter as a visitor destination - in building on the role and opportunity of LCC - and where they are consistent with the vision for the area and accord with the Land Use Parameter Plan.

Building Heights: Goals

- Consolidate greater height around Oakland House (Talbot Road) and at the northern gateway facing Chester Road/Bridgewater Way.
- The Building Height Parameter Plan sets out the expected normal maximum height in an area, but that maximum height may not be achievable across the whole area. Buildings of a lower height are required around historic assets and also around the residential communities on Hornby Road and Barlow Road. It is not envisaged that the maximum height parameters will be achieved within the immediate setting of heritage assets or adjacent to existing residential communities.

Improved Permeability and Greenspace: Goals

- Create new pedestrian and cycling priority connections east to west and north to south
- Maximise the opportunities afforded by the gateway locations as a means of accessing the Civic Quarter on foot and by bicycle.
- Establish a network of well-connected open spaces, allowing for the creation of new, and the enhancement of existing, spaces.

Policy CQ2: Housing

The Council recognises that new housing will play a leading role in the creation of new and vibrant neighbourhoods. Given the sustainable nature of the area, a range of housing types will be acceptable, subject to compliance with other relevant development plan policies. The Civic Quarter area provides the opportunity for higher density housing in appropriate locations (as identified within the neighbourhood areas). A mix of typologies, including the provision of family housing, is required across the Civic Quarter. Developments should be designed to include private amenity space, to limit the risk of crime and to ensure that there will be no unacceptable amenity impacts on existing and future residents. The Council expects developers to provide affordable housing as part of all major residential developments within the Civic Quarter. Affordable housing is further addressed in Policy CQ11.

Policy CQ2: Housing

The CQAAP is expected to deliver up to 4,000 new homes on existing identified sites, with 2,500 (as a minimum) of these homes delivered in the plan period and the remainder after 2037. The housing trajectory in Appendix 5 provides an indicative site specific trajectory across the Civic Quarter having regard to the potential capacity of individual sites for housing. The Council will, however, support policy compliant proposals for residential development which would provide delivery earlier in the plan period.

Proposals for new residential development within the Civic Quarter will be supported subject to compliance with the following requirements and when having regard to the Policies Map and the detail contained in the three parameter plans:

1. The proposed mix of dwelling size, type and tenure should contribute to meeting the housing needs of the Borough and should include the provision of family dwellings. All new major residential schemes will be expected to deliver the following mix: 30% 1 bed, 50% 2 beds and 20% 3 and/or 4 beds;
2. Development proposals should be design and context-led. It is anticipated that an average density of 170 dph will be achieved across the plan area. Higher densities will be achievable in areas identified on the CQAAP Policies Map and the Building Height Parameter Plan for 'up to 12' and 'up to 20' storeys. Sites with townscape, heritage and ground condition constraints may be required to deliver lower densities;
3. Proposals should comply with Nationally Described Space Standards or any future minimum space standards adopted by the Council;
4. The Council will require all new residential units to be built to Part M 4 (2) Accessible and Adaptable Homes Standards;
5. Other forms of housing may be acceptable, including dwellings for older persons and specialist forms of housing including care/extra care, where it would meet identified needs;
6. Student accommodation proposals may also be acceptable where they would be needed as part of UA92;
7. Housing proposals (including in the Private Rented Sector) should provide a minimum of 25 per cent affordable housing on-site in accordance with Policy CQ11;
8. All new developments should be of excellent design quality and should demonstrate sound sustainability principles in accordance with Policy CQ4;
9. All proposals for residential development should preserve the amenities of existing neighbouring residents, and should deliver high standards of residential amenity for prospective occupants. This should be achieved through: appropriate siting, scale, massing and design; by ensuring that car parking, deliveries, servicing and refuse management arrangements are adequately provided for; and careful consideration of proximity to, and relationship with, non-residential uses. All new residential development should provide useable private amenity space for residents (garden, balconies and/or terraces). Apartments should also be provided with communal gardens;
10. On-site open space and play facilities will be required on the following sites (as shown on the Improved Permeability and Greenspace Parameter Plan and the Policies Map):
 - Former Greater Manchester Police site
 - Former British Gas site
 - White City Retail Park site

- Former Kelloggs site

Where open space and play facilities are provided on-site and are publicly accessible, an offset from Policy CQ11 will be available based on the proportion of policy compliant space provided; and

11. Proposals should comply with all other relevant development plan policies.

Major Development:

In applying the policies of the CQAAP, the Council will use the definition of major development as contained within the Town and Country Planning (Development Management Procedure) (England) Order 2015).

Policy CQ3: Mixed Use Communities

The Council is supportive of a mix of uses within the Civic Quarter area as this will help to enhance sustainability and deliver objectives for a new vibrant destination, creating both active day-time and night-time economies and a real sense of place.

Policy CQ3: Mixed Use Communities

Whilst new development in the Civic Quarter is required to be predominantly residential-led, a mix of uses in accordance with the Land Use Parameter Plan will be permitted. Small-scale complementary uses will also be permitted. The following uses will contribute to a mixed use community:

1. The creation of up to 50,000m² of new offices and other commercial floorspace (Use Classes E(c) and E(g)), where this will help to deliver job opportunities and meet market demand;
2. A refurbished Stretford Leisure Centre;
3. Cafés, bars and restaurants. The amenities of existing and new residential occupiers should be adequately protected through appropriate treatment of noise/disturbance, odour, waste, light pollution and other relevant considerations, and ensuring that there would not be an over-concentration of such uses that would have adverse impacts on the health of Trafford's residents;
4. Hotels/aparthotel accommodation to meet market demand;
5. Community uses and local services, such as small-scale health provision, schools and higher/further education buildings, creches and children's nurseries;
6. Uses that would enhance the civic and tourism function of the Civic Quarter, such as museums, exhibition halls, event space, public parks and art galleries;
7. Other main town centre uses to meet local needs;
8. 'Meanwhile uses' (as defined below) will generally be supported provided: (i) they do not undermine the vision or delivery of the CQAAP; (ii) they are controlled appropriately by the use of temporary planning permissions; (iii) justification is provided for why a site is unable to be delivered for comprehensive redevelopment as illustrated on the Policies Map within the period of the temporary planning permission sought; and (iv) they comply with all other relevant development plan policy and national planning policy, particularly in regard to main town centre uses;

The Council will use conditions to remove permitted development rights to prevent the loss of new office floorspace in the interests of supporting the economic growth of the Civic Quarter.

The 'agent of change' principle will apply in circumstances where the operation of an existing non-residential use could have a significant adverse effect on new residential uses. Planning permission will be refused unless the developer of the residential use is able to suitably mitigate the impact.

Proposals for major development on sites identified on the Policies Map and Land Use Parameter Plan for Predominantly Residential and/or Office/Commercial use should ensure that a proportion of any floorspace proposed includes an office/commercial element (Use Classes E(c) and E(g)). This should be proportional to the scale of the development proposed and reflects the necessity to deliver a mixed use community.

In all cases, it will be necessary to demonstrate compliance with all other relevant development plan policies and national planning policy including concerning out-of-centre development for main town centre uses.

For the avoidance of doubt, this policy (as with other policies of the CQAAP) is drafted with reference to the Town and Country Planning (Use Classes) Order 1987 as amended but it shall apply to any equivalent uses/Classes in any statutory instrument revoking and/or re-acting that Order.

Meanwhile Uses:

A meanwhile use describes a situation where a site is utilised for a duration of time before it is turned into a more permanent end state, taking advantage of a short window of opportunity.

Policy CQ4: Sustainability and Climate Change

The Council, alongside the other Greater Manchester authorities, is committed to undertaking urgent action to tackle climate change, with the aim to make Greater Manchester one of the globe's healthiest, cleanest and greenest city-regions.

Trafford Council was one of the first local authorities in Greater Manchester to declare a climate emergency in November 2018 and is committed to reducing the Borough's carbon footprint, with an overall aim to be carbon neutral by 2038 and with new development being net zero carbon by 2028.

Policy CQ4: Sustainability and Climate Change:

1 All major development proposals within the CQAAP will be expected to demonstrate how they:

1. Improve the pedestrian and cycle environment;
2. Promote the use of sustainable transport modes;
3. Reduce the reliance on the private motor car;
4. Incorporate sustainable design and construction features and follow the principles of the waste hierarchy;
5. Have applied the hierarchy of drainage options in dealing with surface water and incorporate sustainable drainage solutions (whilst ensuring any pollution risks to surrounding watercourses and water bodies are eliminated);
6. Achieve the highest levels of energy and water efficiency that is practical and viable (including meeting the optional Part G Building Regulation standard for water use);
7. Make provision for charging infrastructure for electric and other ultra-low emission vehicles (in accordance with Policy CQ10);
8. Increase site biodiversity and deliver biodiversity net gains (in accordance with national policy); and
9. Provide mitigation for any adverse impacts on levels of air quality in the local area.

2. All major development proposals shall be implemented in accordance with a development-specific actionable zero carbon plan. The plan, submitted at application stage, shall identify how the development would avoid, minimise or mitigate carbon emissions and incorporate carbon offsetting for both operational and embodied carbon over the first 60 years of the development (definitions of carbon and carbon offsetting that the Council will apply are provided below). An exception to this requirement will be where development comprises revisions to an existing consent (already supported by an actionable zero carbon plan) or a proposed change of use where there will be no significant construction activity.

3. All major development proposals within the CQAAP will be expected to demonstrate how climate change has been considered in its design and what measures have been put in place to ensure long-term resilience to future climatic changes and to achieve carbon reduction.

Carbon offsetting: Any activity that compensates for the emission of carbon dioxide or other greenhouse gases

Embodied carbon: The amount of carbon (and other greenhouse gases) emitted during the construction of a building/scheme

Operational carbon: The amount of carbon (and other greenhouse gases) emitted once a building/scheme is in use

Policy CQ5: Conservation and Heritage

The Civic Quarter area includes a number of designated and non-designated heritage assets. These heritage assets have historic, architectural, communal and evidential significance. The Council will engage its statutory duties and refer to national heritage planning policy in considering proposals which affect the fabric and/or setting of those heritage assets including key views and the inter-visibility between heritage assets, and in accordance with the CQAAP Policies Map and Building Height Parameter Plan.

It has been documented that the area has a rich and fascinating history in culture, sports, events, health and wellbeing which unfortunately has been eroded over time. The Council's objective is therefore to not only ensure that the remaining heritage assets are retained and enhanced but also ensure that the historic urban grain is strengthened and that the untold history of the area is celebrated.

Policy CQ5: Conservation and Heritage

The Council will seek to strengthen the historic and local character of the Civic Quarter by conserving and enhancing designated and non-designated heritage assets, their setting, and the wider historic environment. Proposals for new development should:

1. Identify and positively respond to the distinctive character and significance of heritage assets and their settings;
2. Maximise opportunities for integrating heritage assets including archaeology within new development, through high quality design, landscaping, public realm, the interpretation and reinforcement of lost historical and cultural landscapes relating to the area's sporting, cultural and institutional heritage, and enhancing connectivity between the identified heritage assets and the historic townscape;
3. Put heritage assets to viable uses consistent with their conservation, including through the adaptive re-use of vacant historic buildings, and reinstating street frontages and historic urban grain, wherever possible; and
4. Protect key views of the clock tower of Trafford Town Hall (Grade II listed). All applications for new development which have the potential to affect key views of heritage assets, including all remaining sporting, cultural and institutional heritage assets (such as Lancashire Cricket Club, Old Trafford Bowling Club and the entrance portal and gates to White City), will be required to be accompanied by a detailed views analysis.

Policy CQ6: High Quality Design

The Council views the regeneration of the Civic Quarter as an opportunity to drive a step change in the built environment by delivering high quality design both within the architecture of new buildings and in the approach to landscaping and public realm. The Council expects all proposals to demonstrate adherence to best practice design principles, in accordance with the National Design Guide, the emerging Trafford Design Guide and Code, and the detailed CQAAP Design Code in Appendix 2.

Policy CQ6: High Quality Design

The Council will require all proposals for new development in the Civic Quarter to achieve high quality design which will be accessible and useable by all sections of the community. Schemes which promote poor design solutions or are not accessible will not be accepted. All proposals should:

1. Demonstrate compliance with the CQAAP Design Code;
2. Deliver architecturally innovative design which will raise design standards within the area whilst preserving existing residential amenity standards;
3. In accordance with Policy CQ2 and the CQAAP Design Code, ensure that high amenity standards are achieved in new residential development, including the provision of private external amenity space to all houses and apartments (consisting of gardens, balconies and/or terraces). Well-designed communal gardens should also be provided to all apartment buildings;
4. Provide buildings which are sensitively and contextually designed in line with the following principles:
 - Scale, height and massing should be sensitive to the existing context.
 - Variation in scale, height and massing (including within individual height parameter zones) will be required to provide townscape interest.
 - Introduce appropriate spacing and breaks between buildings to achieve a sensitive urban grain and to avoid (i) overly long frontages (ii) perimeter blocks without appropriate spacing between buildings, and (iii) tall buildings being in uncomfortably close proximity to each other.
 - Provide breathing space between buildings to allow for appropriate provision of amenity space, public realm and tree planting.
 - The ground floor of the building shall be designed to create interest and activity.
5. Limit the provision of new areas of open surface car parking;
6. Provide new areas of public realm and green space, incorporating quality hard and soft landscaping;
7. Remove physical barriers and encourage permeability and passive surveillance with sensitive demarcation of the public and private realm;
8. Be designed to reduce the risk of crime, including the incorporation of hostile vehicle mitigation where necessary;
9. Avoid poor quality or unnecessary signage and street clutter in order to maintain the high design standards for the area; and
10. Provide adequate and well-integrated servicing, delivery, refuse and recycling facilities in order to avoid unacceptable impacts on local amenity or undermining the quality of the public realm.

Policy CQ6.1: Tall Buildings

In the right locations tall buildings can make an important contribution towards delivering new homes, and high quality placemaking, often offering excellence in design and providing an opportunity to build to higher densities around public transport nodes. However, a poorly designed tall building can seriously harm the character and identity of a place and the value of important views. Principal failings with tall buildings are often a lack of understanding of context, a failure to demonstrate neighbourliness, the tendency to create too many single aspect apartments especially with a northerly aspect, and to access too many apartments from a single core. Policy CQ6 and the CQAAP Design Code require variation in scale and massing and pockets of lower height 'villages' to create townscape interest, improve outlook and maximise light penetration. Development which results in tall buildings being in uncomfortably close proximity to each other will not be permitted on design and amenity grounds.

Policy CQ6.1: Tall Buildings

Within the Civic Quarter, a tall building is defined as one that is 6 storeys or more. The Building Height Parameter Plan sets out maximum height parameters for new buildings in the Civic Quarter.

Proposals for tall buildings will be supported where they are considered to be appropriate to their context, in accordance with the Policies Map and Building Height Parameter Plan and where they address the following principles:

1. Demonstrate early and effective engagement with the Local Planning Authority and local community, including appropriate use of design review panels;
2. Careful consideration should be given to building form, proportion, massing, composition, silhouette, detailing, legibility and materials so as to achieve design excellence;
3. Should not adversely impact on identified heritage views and other important views identified in the CQAAP;
4. Where proposed near existing tall building groups, new proposals should follow the established principles of group composition such as noticeable stepping down in height around cluster edges and a balanced range of heights including mid-rise and low-rise elements where appropriate, to achieve an acceptable relationship with existing buildings;
5. Proposals for isolated tall buildings or tall buildings that sit in close proximity to mid-rise or low-rise buildings should similarly follow the established principle of stepping down in height, scale and grain to achieve an acceptable relationship with existing buildings;
6. Provision and future management of private and shared amenity space for residential schemes should be in accordance with Policy CQ2 and the CQAAP Design Code;
7. The proposal should have an active relationship with the street and make a positive contribution to townscape and the public realm, including new tree planting;
8. Demonstrate that the site can accommodate the uses and quantum of development proposed and deliver a high standard of amenity, including achieving good levels of daylight and sunlight to residential properties and amenity areas; and minimising overshadowing, noise and wind impacts;
9. Demonstrate safe and appropriate access, car and bicycle parking provision whilst ensuring that servicing, deliveries and refuse storage and collection is well-integrated and minimises impacts on townscape and amenity;
10. Design should be credible from a technical and financial perspective including continuity of the project architect;
11. Safety, including fire prevention and safe evacuation; and
12. Accessible, including lift access to all floors.

Policy CQ7: Public Realm Principles

The Council's aspiration is to create a high quality urban public realm which will link development sites and create a more coherent and robust sense of place within a diverse framework of streets and spaces. This will be achieved through the provision of high quality routes and civic spaces. Other measures will include the improvement of permeability for pedestrians and cyclists and ensuring that all new and upgraded parts of the public realm achieve the highest quality design. A key part of the objective is the development of an overarching sustainable landscape strategy which will include sustainable surface water management as an essential element of each development. This policy will also support the principles of Active Design and Streets for All.

Policy CQ7: Public Realm Principles

The Council will require all proposals for new development in the Civic Quarter to provide, or support the delivery of, high quality, accessible public realm in accordance with the CQAAP Policies Map. All development proposals will be expected to:

1. Increase permeability through the creation of clear, direct, convenient, safe and well-signed routes, into, out of and around each new development site;
2. Ensure a form of development that supports and enhances the delivery of the Wellbeing Route, the Processional Route and Exhibition Walk;
3. Demonstrate compliance with the CQAAP Public Realm Code at Appendix 3 and the Improved Permeability and Greenspace Parameter Plan;
4. Provide high quality street furniture and boundary treatments and minimise inappropriate street clutter;
5. Promote public art to enhance spaces and reinforce the creation of a distinct identity for the area;
6. Promote sustainable maintenance and management of the public realm, including the incorporation of sustainable drainage features;
7. Incorporate new soft landscaping to further enhance the character of the area and to promote increased biodiversity;
8. Support the principles of Active Design to promote health and wellbeing and to encourage physical activity; and
9. Incorporate high quality public realm works within development sites, including new tree planting and high quality landscaping. Areas of hard surfacing including car parking areas should be surfaced in high quality materials, including permeable surfacing where appropriate. The use of tarmac, bitmac and thermoplastic lining will not normally be supported (other than on carriageways).

CQ8: Wellbeing Route – Talbot Road

Talbot Road is a wide radial corridor which forms part of a wider link between Stretford Town Centre and Manchester City Centre. Mature trees that line the road already give it a green character. The CQAAP identifies opportunities to establish it as a health and wellbeing boulevard. This will result in a key 'sustainable' link from Manchester to Stretford Town Centre, as well as a daily leisure and recreation destination in itself. It will also further support the principles of Active Design and of Streets for All.

Policy CQ8: Wellbeing Route – Talbot Road

1. The Council will support the delivery of a Wellbeing Route along Talbot Road, as shown on the Policies Map and detailed on the Improved Permeability and Greenspace Parameter Plan, which will serve to enhance cycle and pedestrian permeability and which will become a new leisure and recreational destination at the heart of the Civic Quarter.
2. Development proposals on sites that adjoin Talbot Road should ensure that development addresses Talbot Road generating active street frontages, retaining existing trees and planting new trees, providing new and retaining existing quality landscaping, and ensuring a cohesive approach to development.
3. Development proposals that would prejudice the delivery of the Wellbeing Route will not be supported.
4. All new development should support the following design principles:
 1. Accentuating the road's green character by retaining existing trees, adding more trees (including street trees) and creating a boulevard;
 2. De-engineering the street by narrowing the carriageway, widening footpaths and lowering kerbs;
 3. Establishing an upgraded designated cycle lane to create a key route that aligns with the principles of, and is part of, Manchester's new Bee Network;
 4. Encouraging the use of high quality materials to create a distinctive sense of place;
 5. The provision of multiple road crossings to aid permeability and to facilitate pedestrian movement;
 6. The creation of an 'active ribbon' along one side of the street to accommodate street furniture and local information boards/signage to promote activities and recreation;
 7. Opportunities for spill-out space, including from adjoining non-residential uses or adjoining greenspace, to support enhanced vibrancy; and
 8. New supercrossings at the junctions with Great Stone Road and White City Way.

Policy CQ9: Processional Route

Brian Statham Way and Warwick Road form a direct, if unremarkable, link between Old Trafford Metrolink stop, LCC, Trafford Town Hall and across Chester Road to Manchester United Football Club. The Processional Route as originally envisaged in the adopted Core Strategy has an aspiration to ultimately link the Civic Quarter to MediaCityUK.

The CQAAP reimagines the link as a pedestrianised ceremonial route, amplifying the connection between the two stadia; a space to accommodate fans on match days and welcome visitors on every other day of the year to celebrate the uniqueness and history of the area.

Full vehicle access to existing properties along Warwick Road, Hornby Road and Barlow Road would be maintained.

Policy CQ9: Processional Route

1. The Council will support the delivery of a Processional Route along Brian Statham Way and Warwick Road, as shown on the Policies Map and detailed on the Improved Permeability and Greenspace Parameter Plan, which will serve as a key pedestrian thoroughfare and dwell space between two international sports venues.
2. Development proposals on sites that adjoin the route should ensure that development addresses Brian Statham Way and Warwick Road, generating active street frontages, providing public art, retaining existing trees and planting, providing new trees and new and enhanced quality landscaping, and ensuring a cohesive approach to development.
3. Development proposals that would prejudice the delivery of the Processional Route will not be supported.
4. All new development should support the following design principles:
 1. A more balanced street design with a greater focus on pedestrians and cyclists;
 2. The pedestrianisation of Brian Statham Way;
 3. To aid pedestrian permeability, the removal of high fences where possible, whilst recognising the need for continued security;
 4. A consolidated arrival square at the Old Trafford Metrolink stop;
 5. Ample seating opportunities to encourage people to dwell and use the space;
 6. Linearity in design in order to aid movement;
 7. Secure space for independent food and beverage vendors;
 8. Opportunities for active street frontages and spill-out from existing and new developments; and
 9. Opportunities for public art and local information boards to celebrate the area's rich history.

Policy CQ10: Movement, Permeability and Parking

A key objective of the CQAAP is to improve permeability and accessibility throughout the Civic Quarter area by connecting different uses and encouraging sustainable modes of movement. Future improvements to pedestrian and cycling connections and public transport services will allow for a modal shift, reducing the reliance on the private car.

Pedestrian and cyclist permeability and accessibility within the Civic Quarter is limited largely to Talbot Road, Warwick Road and Brian Statham Way which are car centric and vehicle dominated. Consequently, patterns of movement for pedestrians and cyclists are constrained by the physical environment which is dominated by cars, roads and car parking, leading to the area being used as a 'cut through' route to access surrounding areas and key existing sites.

The Civic Quarter is, however, exceptionally well-located to take advantage of existing public transport infrastructure and to promote walking and cycling. A key objective of the CQAAP is therefore to establish a new movement network which will provide a clear pattern of streets and routes to encourage and facilitate walking and cycling, limiting car use.

The key mechanisms for achieving this objective will be through the creation of the Wellbeing and Processional routes and Exhibition Walk which are illustrated on the Policies Map, the Land Use Parameter Plan and the Improved Permeability and Greenspace Parameter Plan. Together, these illustrate that the Civic Quarter can be made more permeable and accessible to pedestrians and cyclists, encouraging and enabling modal shift to more sustainable modes of transport and active travel.

The ultimate creation of high quality shared public space along Talbot Road, Warwick Road and Brian Statham Way via the Processional and Wellbeing routes will create a pedestrian and cyclist centric environment in which vehicle drivers are naturally more aware of and considerate towards other users. This will lead to a reduction in the area being used as a 'cut through', greatly assisting in the creation of a mixed-use and balanced community, accessed largely by residents, businesses and employees of the Civic Quarter.

Policy CQ10 Movement, Permeability and Parking

All development proposals should assist in the delivery of the following movement, permeability and parking principles as illustrated on the CQAAP Policies Map:

1. Creation of new and/or enhanced pedestrian and cycling connections, within and through the Civic Quarter, such as the Wellbeing and Processional Routes and Exhibition Walk as identified on the Policies Map, the Land Use Parameter Plan and the Improved Permeability and Greenspace Parameter Plan;
2. Creation of new and/or enhanced connections to existing public transport within the Civic Quarter, and to support improved links to public transport beyond the Civic Quarter. Measures that will enhance the accessibility and frequency of such services should be delivered wherever possible;
3. Consolidation and/or removal of existing surface car parking to make best use of available land for appropriate redevelopment where it can be demonstrated that existing provision is surplus to requirements or can be appropriately re-provided;
4. Developments should meet their own car parking needs on-site via appropriately and high-quality designed parking provision including the use of podium parking with active frontages wherever possible in accordance with the relevant maximum car and minimum cycle parking standards set out under this policy. If proposed, applicants must demonstrate why car parking provision above these standards is necessary in light of the policy imperative to promote modal shift and the high levels of accessibility of the area;
5. Cycle storage in all development (including conversions/changes of use) should be:
 - a. fully integrated into proposed main building(s) from the initial design stage;
 - b. directly and conveniently accessed from outside the building;

- c. accessible, attractive, secure and safe to use;
 - d. either in individual lockers, or in stores shared by groups of immediate neighbours;
 - e. covered, fully ventilated, robustly constructed and easy to maintain; and
 - f. inclusive, allowing for different user needs and different types of cycles; and
6. To encourage sustainable and active travel within the Civic Quarter, applications for stand-alone surface or multi-storey car parking to accommodate visitor parking will not be supported.

Parking Standards

1. Car Parking
 - a. 0.2 car parking spaces per dwelling
 - b. Car parking spaces for non-residential floorspace to be considered on a case-by-case basis whilst recognising the need to protect highway safety and residential amenity
 - c. 3 disabled spaces or 6% of the overall total (whichever is greater)
 - d. 20 per cent of all spaces must have electric vehicle charging points with the remaining 80 per cent passive provision for electric plug-in charging and other ultra-low emission vehicles in the future
2. Cycle Parking
 - a. 1 cycle space per 1 and 2 bedroom dwellings
 - b. 2 cycle spaces per 3+ bedroom dwellings
 - c. 1 cycle space per 150 sqm of non-residential floorspace
 - d. At least one charge point should be provided to allow for re-charging of electric cycles and a charge point should be provided for a minimum of 1 in 10 cycle parking spaces. Charge points should be accessible to all cycle stand types, particularly those intended to accommodate larger/cargo cycles which may be more likely to require electric assistance

The Council is satisfied that the highway network can safely and suitably accommodate the overall quantum of development that is envisaged without giving rise to severe highway impacts. However, applications for major development must be accompanied by an appropriate Transport Assessment / Statement which would pay particular regard to site-specific access and the impact on affected junctions.

Policy CQ11: Infrastructure and Obligations

In order to make development acceptable, national policy makes it clear that it is reasonable to seek planning contributions where development could have an adverse impact on local infrastructure and services by placing increased pressure on it, or where a development could contribute to specific needs (for example, affordable housing).

The CQAAP adopts a positive approach towards the provision of new infrastructure, facilities and services which will be required to deal with new growth in the Civic Quarter to ensure that development can be delivered in a sustainable way. A detailed assessment of the essential infrastructure that will be needed to deliver and support the new development has been undertaken. It includes new public realm and environmental/security enhancements, new green space and leisure provision, new education and health facilities, and upgrades to services and utilities. In turn this new infrastructure has been costed and has been subject to viability testing.

In order to simplify the process of determining planning applications, Policy CQ11 confirms the scope of infrastructure which new development proposals should support by way of a single financial contribution, to be secured through a Section 106 legal agreement. This will be calculated on the basis of the total new floorspace proposed (gross internal area) or, where relevant, to be converted through a change of use application. The rates indicated will be index-linked throughout the CQAAP plan period. For the avoidance of doubt, the financial contributions sought through this policy will be in addition to any sums payable under the Council's Community Infrastructure Levy.

The policy also provides the mechanism to secure on site affordable housing, taking account of the findings of the Trafford Housing Needs Assessment (2019). This identifies a significant annual shortfall in affordable housing across Trafford and it highlights the importance of establishing appropriate affordable housing targets to ensure the continued and enhanced delivery of affordable homes to support sustainable communities.

Policy CQ11: Infrastructure and Obligations

All planning applications for major development should contribute towards the delivery of essential infrastructure in the Civic Quarter.

A financial sum will be required from all major residential schemes to address the following items:

- Public realm and environmental upgrades (including hostile vehicle mitigation to provide enhanced security within public and pedestrianised spaces);
- Green space and sports facilities;
- Education;
- Health; and
- Utility upgrades.

A financial sum will be required from all major commercial development schemes to address the following items:

- Public realm and environmental upgrades (including hostile vehicle mitigation); and
- Utility upgrades

The financial contribution payable under this policy shall be calculated in accordance with the rates set out below (subject to future indexation from January 2021).

- Residential : £145.81 per m2
- Offices: £66.89 per m2
- Hotels: £66.89 per m2

- Other commercial, business and service development - covered by Class E of the Use Classes Order (but specifically excluding subsections d, e and f of Class E), and to include drinking establishments and takeaways: £66.89 per m2

It is not anticipated that there will be any particular demand for other uses within the CQAAP area that are not already stated in this policy. However, if other uses were to come forward, including sui generis uses, then these proposals will be considered on their own individual merits in terms of whether a contribution would be necessary to make the development acceptable in planning terms. Uses in Class F of the Use Classes Order (or any subsequent equivalent) are specifically excluded.

In addition to the infrastructure contribution requirement the Council requires all major residential development proposals within the CQAAP boundary to provide for a minimum of 25% affordable housing. The affordable housing should be provided on site and delivered in line with the Council's most up to date affordable housing policies, particularly in respect of tenure split, and the most up to date housing policies, particularly in respect of housing mix.

Where a development proposal contributes 'in kind' by providing necessary identified infrastructure, which would benefit the wider Civic Quarter, on site then this would be offset against the financial contribution payable (calculated on a case-by-case basis).

The viability of developments, when having regard to the expectations of Policy CQ11, has been assessed at plan-making stage. The re-visiting of viability at planning application stage is not considered necessary other than in exceptional circumstances as defined by national policy and in the case of White City Retail Park in view of its existing use value (at the time of the CQAAP's adoption).