

# CIVIC QUARTER AREA ACTION PLAN – MAIN MODIFICATIONS CONSULTATION

## CONSULTATION DOCUMENT A: SCHEDULE OF MAIN MODIFICATIONS

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by describing the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the Publication version of the Civic Quarter Area Action Plan and do not take account of the deletion or addition of text.

This document should be read in conjunction with: CONSULTATION DOCUMENT E: SCHEDULE OF MINOR MODIFICATIONS and all other consultation material.

Reference	Page	Policy/Paragraph	Main Modification
MM1	55	Strategic Objectives	<u>9. The Promotion of a Major Sporting Venue</u> The growth and enhancement of Lancashire Cricket Club and the strengthening of its role as an <u>international sporting venue</u>
MM2	61	Policy CQ1 Introductory text	<del>To ensure the vision of the AAP is achieved, it is necessary for all development proposals submitted to the Council to proactively respond to the vision and strategic objectives for the Civic Quarter area.</del> <u>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. The objective is to achieve large scale residential-led redevelopment, with complementary commercial uses to support sustainable growth, interspersed with existing sporting, civic and historic assets to deliver a rejuvenated, high quality, attractive, green and well-connected neighbourhood.</u>
MM3	61	Policy CQ1 <sup>1</sup> Policy text (new item 1)	<del>1. To ensure comprehensive and coordinated development, applications should provide a statement demonstrating how the proposals:</del>

<sup>1</sup> Previous policy text for Policy CQ1 as struck out under MM3 above is proposed to be replaced in its entirety by MM3 to MM9

			<ul style="list-style-type: none"> <li>• <del>Contribute to delivering the vision and objectives of the AAP;</del></li> <li>• <del>Accord with the AAP parameter plans in respect of land use, permeability, development massing and scale;</del></li> <li>• <del>Generally accord with the vision, principles and objectives of the Neighbourhood Area guidance;</del></li> <li>• <del>Integrate with and complement existing and proposed neighbouring development;</del></li> <li>• <del>Actively address the climate change impacts of the development; and</del></li> <li>• <del>Provide development that would be of benefit to existing communities through contributing to healthy lifestyle choices, improving access to employment areas, to training and to education, offering improvements to the local environment, and providing an improved quality of design, construction and range in the area's housing stock.</del></li> </ul> <p><del>2. Development proposals should not prejudice the viability or deliverability of the AAP objectives.</del></p> <p><del>1. <u>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. Development should help to achieve large scale residential-led redevelopment, with complementary commercial uses to support sustainable growth, interspersed with existing sporting, civic and historic assets and deliver a rejuvenated, high quality, attractive, green and well-connected neighbourhood;</u></del></p>
MM4	61	Policy CQ1 Policy text (new item 2)	<u>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;</u>
MM5	61	Policy CQ1 Policy text (new item 3)	<u>3. Development will be supported which, by its proposed use and design, reinforces the Civic Quarter's sporting, cultural and institutional heritage;</u>
MM6	61	Policy CQ1 Policy text (new item 4)	<u>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;</u>
MM7	61	Policy CQ1 Policy text (new item 5)	<u>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&amp;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;</u>

MM8	61	Policy CQ1 Policy text (new item 6)	<u>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</u>
MM9	61	Policy CQ1 Policy text (new item 7)	<u>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).</u>
MM10	61	Policy CQ1 Policy text	<del>The following parameter plans form part of this policy. The other landscape, masterplans and massing diagrams contained in this document are illustrative only and have not been tested against the policies of the AAP or other development plan policies. They should not be treated as a template to guide planning applications.</del> <u>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.</u>
MM11	61	Policy CQ1 Policy text	<u>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.</u>
MM12	63	Policy CQ1 Supporting text	Policy CQ1 – <u>Policies Map and Parameter Plans</u>  Land Uses: Goals <ul style="list-style-type: none"> <li><del>• Ensure a diverse mix of uses throughout as a bedrock for vibrant communities</del></li> <li><del>• Prioritise identity areas around leisure, workplace, living and local retail offers to ensure a cohesive series of neighbourhoods are defined.</del></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> Clear-Building Heights: Goals

			<ul style="list-style-type: none"> <li>• Consolidate <del>taller scale and massing</del> greater height around Oakland House (Talbot Road) and <u>at the northern gateway facing Chester Road/Bridgewater Way and Exchange Quay</u></li> <li>• <del>Heights over 20 storeys are not generally envisaged to ensure the area's unique characteristics are preserved</del></li> <li>• <del>Sensitive scale required around historic assets and communities on Hornby and Barlow Roads</del></li> <li>• <u>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.</u></li> </ul> <p>Improved Permeability and Greenspace: Goals</p> <ul style="list-style-type: none"> <li>• Create new pedestrian and cycling <u>priority connections east to west and north to south</u></li> <li>• <del>Connect existing green amenity spaces and create new ones as part of a health and wellbeing network within the wider neighbourhood moving away from car dominated streets</del></li> <li>• <del>Create new connection west of Old Trafford tram stop to communities.</del></li> <li>• <u>Maximise the opportunities afforded by the gateway locations as a means of accessing the Civic Quarter on foot and by bicycle.</u></li> <li>• <u>Establish a network of well-connected open spaces, allowing for the creation of new, and the enhancement of existing, spaces.</u></li> </ul>
MM13	65	Policy CQ2 Policy text	<p>The <u>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.</u></p> <p><del>New housing p</del><u>Proposals for new residential development within the Civic Quarter will be supported subject to compliance in accordance with the following principles requirements and when having regard to the Policies Map and the detail contained in the three parameter plans:</u></p>
MM14	65	Policy CQ2 <sup>2</sup> Policy text (revised item 1)	<p>1. The proposed mix of dwelling size, type and tenure should contribute to meeting the housing needs of the Borough <u>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</u></p>

<sup>2</sup> Previous bullet point system for Policy CQ2 replaced with numbers, and some re-ordering of items.

			<u>beds;</u>
MM15	65	Policy CQ2 Policy text (revised item 2)	<del>Proposals should comply with all Development Plan policy requirements including current and any future minimum space standards;</del> <u>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;</u>
MM16	65	Policy CQ2 Policy text (revised item 3)	<del>The provision of family dwellings and adaptable "lifetime" homes, which future proof internal and external accessibility arrangements, should be supported; Other forms of housing will be acceptable, including dwellings for older persons and specialist forms of housing including care/extra care to meet local needs;</del> <u>3. Proposals should comply with Nationally Described Space Standards or any future minimum space standards adopted by the Council;</u>
MM17	65	Policy CQ2 Policy text (revised item 4)	<del>Other forms of housing will be acceptable, including dwellings for older persons and specialist forms of housing including care/extra care to meet local needs;</del> <u>4. The Council will require all new residential units to be built to Part M 4 (2) Accessible and Adaptable Homes Standards;</u>
MM18	65	Policy CQ2 Policy text (revised item 5)	<del>Student accommodation proposals will also be acceptable where they are appropriately connected to and/ or in keeping with the creation of the UA92 Campus;</del> <u>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;</u>
MM19	65	Policy CQ2 Policy text (revised item 6)	<del>Housing proposals (including the Private Rented Sector) should comply with affordable housing policy and relevant national guidance;</del> <u>6. Student accommodation proposals may also be acceptable where they would be needed as part of UA92;</u>
MM20	65	Policy CQ2 Policy text (revised item 7)	<del>All new developments should be of excellent design quality and should demonstrate sound sustainability principles in accordance with Policy CQ4; and</del> <u>7. Housing proposals (including in the Private Rented Sector) should provide a minimum of 25 per</u>

			<u>cent affordable housing on-site in accordance with Policy CQ11;</u>
MM21	65	Policy CQ2 Policy text (revised item 8)	<del>All proposals for residential development should preserve the residential amenity of existing residents, and deliver high standards of residential amenity to prospective residents. This should be achieved through appropriate siting, scale, massing and design and by ensuring that car parking, servicing and refuse management arrangements are adequately provided for. All new residential development should provide useable private amenity space for residents.</del> <u>8. All new developments should be of excellent design quality and should demonstrate sound sustainability principles in accordance with Policy CQ4;</u>
MM22	65	Policy CQ2 Policy text (new item 9)	<u>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;</u>
MM23	65	Policy CQ2 Policy text (new item 10)	<u>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):</u> <ul style="list-style-type: none"> <li>• <u>Former Greater Manchester Police site</u></li> <li>• <u>Former British Gas site</u></li> <li>• <u>White City Retail Park site</u></li> <li>• <u>Former Kelloggs site</u></li> </ul> <u>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</u>
MM24	67	Policy CQ3 <sup>3</sup> Policy text (revised items 1 to 7)	<del>The following uses will be encouraged, subject to appropriate siting and compliance with relevant national and local policies: 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:</del> <u>The following uses will be encouraged, subject to appropriate siting and compliance with relevant national and local policies: 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:</u>  1. The creation of up to 50,000m <sup>2</sup> of new offices and other commercial floorspace ( <u>Use Classes E(c) and E(g)</u> ), where this will help to deliver job opportunities and meet market demand;

<sup>3</sup> Previous bullet point system for Policy CQ3 replaced with numbers, and some reordering of items

			<p>2. A refurbished Stretford Leisure Centre;  <del>Small scale retail uses to meet local needs (Use Class F2);</del>  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 <u>uses</u> and local services <u>infrastructure</u>, such as <u>education, GPs and dentists; and small-scale health provision, schools and higher/further education buildings, creches and children’s nurseries;</u>  6. Uses that would enhance the civic <u>and tourism</u> function of the Civic Quarter, such as museums, <u>exhibition halls, event space, public parks and art galleries;</u>  7. Other main town centre uses to meet local needs;</p>
MM25	67	Policy CQ3 Policy text (new item 8)	<p><u>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.</u></p>
MM26	67	Policy CQ3 Policy text	<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>

			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.
MM27	69	Policy CQ4 <sup>4</sup> Policy text (revised item 1)	<p><del>1. All development proposals within the AAP area should achieve the highest levels of energy and water efficiency that is practical and viable, and should maximise opportunities to incorporate sustainable design features where feasible.</del></p> <p><u>1. All major development proposals within the CQAAP will be expected to demonstrate how they:</u></p> <ol style="list-style-type: none"> <li>1. <u>Improve the pedestrian and cycle environment;</u></li> <li>2. <u>Promote the use of sustainable transport modes;</u></li> <li>3. <u>Reduce the reliance on the private motor car;</u></li> <li>4. <u>Incorporate sustainable design and construction features and follow the principles of the waste hierarchy;</u></li> <li>5. <u>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);</u></li> <li>6. <u>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);</u></li> <li>7. <u>Make provision for charging infrastructure for electric and other ultra-low emission vehicles (in accordance with Policy CQ10);</u></li> <li>8. <u>Increase site biodiversity and deliver biodiversity net gains (in accordance with national policy); and</u></li> <li>9. <u>Provide mitigation for any adverse impacts on levels of air quality in the local area.</u></li> </ol>
MM28	69	Policy CQ4 Policy text (revised item 2)	<p><del>2. All developers should demonstrate how their proposals meet all of the following criteria:</del></p> <p><del>Improve the pedestrian and cycle environment;</del>  <del>Promote the use of sustainable transport modes;</del>  <del>Reduce the reliance on vehicular usage;</del>  <del>Incorporate sustainable drainage solutions;</del>  <del>Make provision for the charging of plug-in and other ultra-low emission vehicles;</del>  <del>Increase site biodiversity and deliver biodiversity net gains;</del>  <del>Demonstrate an actionable zero carbon plan, incorporating offsetting for both operational and embodied carbon over the first 60 years of the development; and</del>  <del>Demonstrate a positive contribution to air quality in the local area.</del></p>

<sup>4</sup> Previous bullet point system for Policy CQ4 replaced with numbers, and some reordering of items

			<u>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.</u>
MM29	69	Policy CQ4 Policy text (new item 3)	<u>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.</u>
MM30	71	Policy CQ5 Policy text	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:
MM31	71	Policy CQ5 Policy text (revised item 2)	<u>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;</u>
MM32	71	Policy CQ5 Policy text (new item 4)	<u>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.</u>
MM33	73	Policy CQ6 <sup>5</sup> Policy text (revised item 3)	<del>Provide taller buildings, in line with the massing principles and specific Neighbourhood Area Policies set out in the AAP, ensuring that such proposals are sensitively designed;</del> <u>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 apartments buildings;</u>

<sup>5</sup> Previous bullet point system for Policy CQ6 replaced with numbers, and some reordering of items

MM34	73	Policy CQ6 Policy text (revised item 4)	<del>Limit the provision of new areas of open surface car parking and consolidate existing;</del> <u>4. Provide buildings which are sensitively and contextually designed in line with the following principles:</u> <ul style="list-style-type: none"> <li>○ <u>Scale, height and massing should be sensitive to the existing context.</u></li> <li>○ <u>Variation in scale, height and massing (including within individual height parameter zones) will be required to provide townscape interest.</u></li> <li>○ <u>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.</u></li> <li>○ <u>Provide breathing space between buildings to allow for appropriate provision of amenity space, public realm and tree planting.</u></li> <li>○ <u>The ground floor of the building shall be designed to create interest and activity.</u></li> </ul>
MM35	73	Policy CQ6 Policy text (revised item 6)	<del>Remove physical barriers and encourage permeability and passive surveillance, subject to compliance with Crime Impact requirements;</del> <u>6. Provide new areas of public realm and green space, incorporating quality hard and soft landscaping;</u>
MM36	73	Policy CQ6 Policy text (revised item 7)	<del>Avoid poor quality or unnecessary signage and street clutter, to maintain the high design standards for the area;</del> <u>7. Remove physical barriers and encourage permeability and passive surveillance with sensitive demarcation of the public and private realm;</u>
MM37	73	Policy CQ6 Policy text (revised item 8)	<del>Provide adequate refuse and recycling facilities in order to avoid unacceptable impacts on local amenity or undermining the quality of the public realm;</del> <u>8. Be designed to reduce the risk of crime, including the incorporation of hostile vehicle mitigation where necessary;</u>
MM38	73	Policy CQ6 Policy text (revised item 9)	<del>Demonstrate sound sustainability principles in accordance with Policy CQ4; and</del> <u>9. Avoid poor quality or unnecessary signage and street clutter in order to maintain the high design standards for the area; and</u>
MM39	73	Policy CQ6 Policy text (revised item 10)	<del>Reduce the risk of crime, including the incorporation of hostile vehicle mitigation where necessary.</del> <u>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.</u>

MM40	73	Policy CQ6 New sub-policy Introduction	<p><u>Policy CQ6.1: Tall Buildings</u>  <u>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.</u></p>
MM41	73	Policy CQ6 New sub-policy Policy text	<p><u>Policy CQ6.1: Tall Buildings</u></p> <p><u>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.</u></p> <p><u>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:</u></p> <ol style="list-style-type: none"> <li><u>1. Demonstrate early and effective engagement with the Local Planning Authority and local community, including appropriate use of design review panels;</u></li> <li><u>2. Careful consideration should be given to building form, proportion, massing, composition, silhouette, detailing, legibility and materials so as to achieve design excellence;</u></li> <li><u>3. Should not adversely impact on identified heritage views and other important views identified in the CQAAP;</u></li> <li><u>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;</u></li> <li><u>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;</u></li> <li><u>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;</u></li> </ol>

			<ul style="list-style-type: none"> <li>7. <u>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;</u></li> <li>8. <u>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;</u></li> <li>9. <u>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;</u></li> <li>10. <u>Design should be credible from a technical and financial perspective including continuity of the project architect;</u></li> <li>11. <u>Safety, including fire prevention and safe evacuation; and</u></li> <li>12. <u>Accessible, including lift access to all floors.</u></li> </ul>
MM42	75	Policy CQ7 <sup>6</sup> Policy text (revised items 1 to 2)	<p>The Council will require <del>A</del>all proposals for new development in the Civic Quarter to provide, or support the <del>should</del> delivery of, high quality, accessible public realm design in accordance with the CQAAP Policies Map Public Realm Principles (Appendix 3) and Neighbourhood Landscape Design Principles (Appendix 4). All development proposals will be expected <del>should</del> seek to maximise opportunities to:</p> <ul style="list-style-type: none"> <li>1. Increase permeability through the creation of clear, direct, convenient, safe and well-signed routes, into, out of and around <del>the</del> <u>each new</u> development site;</li> <li>2. Ensure a <del>cohesive form of</del> development that <del>responds to the proposed street hierarchy and identified routes within and beyond the AAP area</del> supports and enhances the delivery of the Wellbeing Route, the Processional Route and Exhibition Walk;</li> </ul>
MM43	75	Policy CQ7 Policy text (revised items 3 to 4)	<p><del>Provide high quality street furniture and boundary treatments and minimise inappropriate street clutter; Provide a clear and strong hierarchy of streets and public open spaces which link in with wider routes and networks beyond the AAP area;</del></p> <ul style="list-style-type: none"> <li>3. <u>Demonstrate compliance with the CQAAP Public Realm Code at Appendix 3 and the Improved Permeability and Greenspace Parameter Plan;</u></li> <li>4. <u>Provide high quality street furniture and boundary treatments and minimise inappropriate street clutter;</u></li> </ul>
MM44	75	Policy CQ7 Policy text	<ul style="list-style-type: none"> <li>5. Promote public art to enhance spaces and reinforce the creation of a distinct identity for the area;</li> <li>6. Promote sustainable maintenance and management of the public realm, including the incorporation of sustainable <u>drainage features</u> <del>water management; and</del></li> </ul>

<sup>6</sup> Previous bullet point system for Policy CQ7 replaced with numbers, and some reordering of items

		(revised items 5 to 7)	7. Incorporate new soft landscaping to further enhance the character of the area and to promote increased biodiversity;
MM45	75	Policy CQ7 Policy text (new item 8)	<u>8. Support the principles of Active Design to promote health and wellbeing and to encourage physical activity; and</u>
MM46	75	Policy CQ7 Policy text (new item 9)	<u>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).</u>
MM47	77	Policy CQ8 Policy text (revised items 1 to 3)	1. The Council will support the delivery of a Wellbeing Route along Talbot Road, <u>as shown on the Policies Map and detailed on the Improved Permeability and Greenspace Parameter Plan, which will serve which seeks to enhance cycle and pedestrian permeability and which will become a new leisure and recreational destination at the heart of the Civic Quarter;</u> 2. <u>Development P</u> roposals on sites that adjoin Talbot Road should ensure that development addresses Talbot Road, generating active street frontages, retaining <del>ex-providing new and retaining</del> existing trees and planting new trees, <u>providing new and retaining existing</u> 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; <u>and</u>
MM48	77	Policy CQ8 Policy text (new item 4 <sup>7</sup> )	<del>Design Principles Accentuating the road's green character by adding more street trees and creating a boulevard, whilst retaining existing trees De-engineering the street – narrowing the carriageway, widening footpaths, lowering kerbs, etc Designated bike lane – create a strategic route that aligns with the principles and is part of the network of Manchester's new Beelines Use of high quality materials to create a distinctive sense of place Multiple road crossings to aid permeability of pedestrian movement One side of the street to accommodate an 'active ribbon' – furniture, local information boards and signage for activities and recreation, including a running track, outdoor gym, ping pong tables, children's play, and which can host locally organised events Supercrossing at junction with Great Stone Road – potentially a diagonal crossing – to create a direct link with Stretford High School and the existing community.</del>

<sup>7</sup> Previously referred to as 'Design Principles' but now identified as a new item 4, and bullet point system replaced with numbers

			<p>4. All new development should support the following design principles:</p> <ol style="list-style-type: none"> <li>1. <u>Accentuating the road's green character by retaining existing trees, adding more trees (including street trees) and creating a boulevard;</u></li> <li>2. <u>De-engineering the street by narrowing the carriageway, widening footpaths and lowering kerbs;</u></li> <li>3. <u>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;</u></li> <li>4. <u>Encouraging the use of high quality materials to create a distinctive sense of place;</u></li> <li>5. <u>The provision of multiple road crossings to aid permeability and to facilitate pedestrian movement;</u></li> <li>6. <u>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;</u></li> <li>7. <u>Opportunities for spill-out space, including from adjoining non-residential uses or adjoining greenspace, to support enhanced vibrancy; and</u></li> <li>8. <u>New supercrossings at the junctions with Great Stone Road and White City Way.</u></li> </ol>
MM49	79	Policy CQ9 Policy text (revised items 1 to 3)	<ol style="list-style-type: none"> <li>1. The Council will support the delivery of a Processional Route along Brian Statham Way and Warwick Road, <u>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 which seeks to enhance cycle and pedestrian permeability.</u></li> <li>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, <u>retaining existing trees and planting, providing new trees and</u> new and enhanced quality landscaping, and ensuring a cohesive approach to development.</li> <li>3. Development proposals that would prejudice the delivery of the Processional Route will not be supported.</li> </ol>
MM50	81	Policy CQ10 Policy title	Policy CQ10: Movement, <u>Permeability</u> and <u>Car-Parking Strategy</u>
MM51	81	Policy CQ10 Introductory text	<p><del>A key objective of the AAP is to improve permeability throughout the Civic Quarter area by connecting different uses and encouraging sustainable modes of movement. The improvements to pedestrian and cycling connections and public transport services should allow for a modal shift, reducing the reliance on the private car.</del></p> <p><del>The AAP is supported by a comprehensive Transport Assessment (produced by Curtins Consulting) on which the Local Highway Authority and Transport for Greater Manchester have been consulted. The Transport Assessment is part of the AAP evidence base and should be taken into account in the preparation of individual planning applications.</del></p>

		<p>A traffic modelling exercise has been undertaken as part of the Transport Assessment in order to test the impacts of the AAP on the local and wider highway network. The movement and car parking strategy has therefore been informed by a robust set of assumptions.</p> <p>A car parking survey has been undertaken to inform usage across the AAP area and confirms that for non-match days, usage is greatest in the western and south-western parts of the Civic Quarter area concentrated around the Lancastrian Office Centre, LCC and Trafford College. From a traffic routing and highway safety perspective, it is appropriate that any new consolidated car parking solution is delivered in this area or an alternative location that can fulfil the above objectives.</p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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</u></p>
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			<u>of a mixed-use and balanced community, accessed largely by residents, businesses and employees of the Civic Quarter.</u>
MM52	81	Policy CQ10 Policy text (revised item 3)	<del>3. Creation of new multi-storey car park solution(s), which are of high design quality, located on the periphery of the AAP area to discourage traffic from utilising Talbot Road;</del> <u>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;</u>
MM53	81	Policy CQ10 Policy text (revised item 4)	<del>4. Consolidation of existing surface car parking where it can be demonstrated that the existing provision is surplus to requirements; and</del> <u>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;</u>
MM54	81	Policy CQ10 Policy text (revised item 5)	<del>5. Making adequate provision for the charging of plug-in and other ultra-low emission vehicles</del> <u>5. Cycle storage in all development (including conversions/changes of use) should be:</u> a. <u>fully integrated into proposed main building(s) from the initial design stage;</u> b. <u>directly and conveniently accessed from outside the building;</u> c. <u>accessible, attractive, secure and safe to use;</u> d. <u>either in individual lockers, or in stores shared by groups of immediate neighbours;</u> e. <u>covered, fully ventilated, robustly constructed and easy to maintain; and</u> f. <u>inclusive, allowing for different user needs and different types of cycles; and</u>
MM55	81	Policy CQ10 Policy text (new item 6)	<u>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.</u>
MM56	81	Policy CQ10 Policy text	<u>Parking Standards</u> 1. <u>Car Parking</u> a. <u>0.2 car parking spaces per dwelling</u> b. <u>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</u>

			<ul style="list-style-type: none"> <li>c. <u>3 disabled spaces or 6% of the overall total (whichever is greater)</u></li> <li>d. <u>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</u></li> </ul> <p>2. <u>Cycle Parking</u></p> <ul style="list-style-type: none"> <li>a. <u>1 cycle space per 1 and 2 bedroom dwellings</u></li> <li>b. <u>2 cycle spaces per 3+ bedroom dwellings</u></li> <li>c. <u>1 cycle space per 150 sqm of non-residential floorspace</u></li> <li>d. <u>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</u></li> </ul>
MM57	81	Policy CQ10 Policy text	<u>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.</u>
MM58	83	Policy CQ11 Policy text	<u>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).</u>
MM59	83	Policy CQ11 Policy text	<u>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).</u>
MM60		New Appendix 6	<i>Civic Quarter Area Action Plan: Key Performance Indicators [see attached document]</i>