

**CIVIC QUARTER AREA ACTION PLAN**

**TRAFFORD COUNCIL'S RESPONSE TO THE INSPECTOR'S  
MATTERS, ISSUES AND QUESTIONS**

*Matter 1 - Legal Requirements, Scope of the Local Plan, Policies  
Map and Duty to Co-operate*

## Introduction

This hearing statement has been prepared by Trafford Council in response to the Inspector's Matters, Issues and Questions for the Examination hearing sessions. It addresses Matter 1: Legal Requirements, Scope of the Local Plan, Policies Map and Duty to Co-operate.

The following key documents are relevant to this response:

- The Civic Quarter Area Action Plan Regulation 19 Version (January 2021) **A01**
- Commercial Demand Analysis **C02**
- Regulation 18 Consultation Statement **D01** and **D02**
- Regulation 19 Consultation Summary **F01** and **F02**
- Proposed Main Modifications **G03**, **G04** and **G05**
- Revised Composite Policies Map **H01**
- Trafford Core Strategy (2012) **J01**
- Place for Everyone (Regulation 19 version) **J04**
- Trafford Statement of Community Involvement (January 2020) **J05**
- Trafford Statement of Community Involvement (September 2020) **J06**
- Trafford Local Development Scheme 2021-2024 **J07**
- Trafford Local Development Scheme 2022-2025 **J08**
- Legal Compliance Statement **J17**
- Statement of Common Ground – Manchester City Council **J25**
- Statement of Common Ground – Salford City Council **J24**

In addition, this hearing statement contains the following appendices:

APPENDIX 1: Proposed minor modifications (November 2021)

APPENDIX 2: Proposed further minor modifications (March 2022) – *a working document*

APPENDIX 3 - Further revised Composite Policies Map

APPENDIX 4: Further revised Improved Permeability and Greenspace Parameter Plan

## 1.1 Legal Requirements

*(i) Does the Area Action Plan (which I will refer to as the Plan from now on) **meet all its legal requirements** (e.g. in relation to the Local Development Scheme; Statement of Community Involvement; and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)? Are there any other legal compliance issues?*

### Compliance with LDS and SCI

- 1.1.1 The Civic Quarter Area Action Plan (CQAAP) timetable is published within the Trafford Council Local Development Scheme which is publicly available via the Strategic Planning web pages<sup>1</sup>.
- 1.1.2 Consultation on the Regulation 18 and Regulation 19 CQAAP was carried out in line with the Statement of Community Involvement that was in place at the time. The Regulation 18 consultation period of the CQAAP ran for a period of 6 weeks from 5 February to 20 March 2020. The version of the SCI that was in place during the Regulation 18 consultation was the January 2020 version.
- 1.1.3 The Regulation 19 consultation period of the CQAAP ran for a period of 6 weeks from 18 January to 5 March 2021. The version of the SCI that was in place during the Regulation 19 consultation was the September 2020 version.
- 1.1.4 The January 2020 SCI stated that at the Regulation 18 stage of a DPD, the Council shall invite comments on the scope and subject of the development plan document, key issues the plan should cover, how these issues could be addressed and potential sites for allocations where appropriate. The September 2020 SCI stated that at the Regulation 19 stage of a Development Plan Document, the Council shall invite representations on the soundness of the plan.
- 1.1.5 For both the SCI (January 2020) at Regulation 18 and the SCI (September 2020) at Regulation 19, the consultation duration was required to be for a minimum of 6 weeks. Consultation methods were to include publicity through the Website; Social Media; Publicity materials; Letter / email notification. The consultation bodies to be notified of the consultation are listed in full in each Statement of Community Involvement. SCI (January 2020) at Reg 18 did require documents to be made publicly available but this requirement was removed due to the coronavirus pandemic in the September 2020 SCI. During the Regulation 18 consultation, all documents were available as hard copies and could be viewed at Trafford Town Hall as well as being available online.

### Compliance with the Regulations

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<sup>1</sup> <http://www.trafford.gov.uk/planning/strategic-planning/Other-Supporting-Documents/local-development-scheme.aspx>

- 1.1.6 The preparation of and consultation on the CQAAP has been carried out in line with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Council's Statement of Community Involvement is kept up to date to reflect the latest planning regulations and any amendments to them, including during the Coronavirus pandemic. Consultation was undertaken using the Local Plan consultation database which includes all Duty to Co-operate bodies, specific consultation bodies, general consultation bodies and other consultation bodies and representatives. Consultation was carried out for a minimum of 6 weeks in line with the regulations as set out in the adopted SCI at the time.

#### Other Legal Compliance issues

- 1.1.7 There are no other legal compliance issues. The Legal Compliance Statement which was submitted alongside the CQAAP to the Inspectorate, was undertaken using the Local Plan Route Mapper and Toolkit (October 2021), prepared by the Planning Advisory Service.

*(ii) Has the Council followed **due process** in its preparation of the Plan, including the process of determination of area wide policies?*

- 1.1.8 The plan has been prepared as above, in line with the published consultation timetable, following the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) in line with the adopted Statement of Community Involvement.
- 1.1.9 Regulation 18 consultation was undertaken on the subject and scope of the Area Action Plan, notifying each of the bodies or persons specified in Regulation 18 (2) and inviting each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. All representations to Regulation 18 were taken in to account and how they influenced the Regulation 19 plan was set out in the Regulation 18 Consultation Statement (Evidence Base Documents [D-01](#) and [D-02](#)).
- 1.1.10 Regulation 19 consultation made the proposed submission documents available in line with the Council's adopted Statement of Community Involvement and Regulation 19. All consultation bodies were contacted informing them on the representations procedure and how the documents were available for inspection (Regulation 19 Consultation Summary Evidence Base Documents [F-01](#), [F-02](#) and [F-03](#)).
- 1.1.11 Commercial demand analysis undertaken following the Regulation 18 consultation resulted in the quantum of commercial floorspace planned to be scaled back from 80,000 square metres to 50,000 square metres.

- 1.1.12 The Regulation 18 version of the CQ AAP allocated the former B&Q site at Great Stones Road for a new leisure centre (within the AAP's Southern Neighbourhood) to replace the existing Stretford Leisure Centre on the A56 Chester Road (in the Western Neighbourhood). The Regulation 19 CQ AAP is based on the refurbishment of the existing facility, and with the B&Q site now allocated for residential use based on Regulation 18 consultation responses.
- 1.1.13 Regulation 19 introduced a new policy, CQ11 Infrastructure and Obligations. This follows viability work, to provide the mechanism to ensure that proposals for new residential development proportionately contribute towards new infrastructure and also provide an appropriate level of affordable housing. The need for a policy of this type was identified in the Integrated Assessment.
- 1.1.14 Following the Regulation 18 consultation some adjustments were made to the maximum height parameters that certain development sites could accommodate. The baseline heritage and landscape and visual impact work has been reviewed in light of this.
- 1.1.15 Policy wording changes were made to reflect the outcome of the Integrated Assessment process, including to ensure that the policies of the CQAAP seek to deliver improved outcomes for existing communities, and to reinforce specific sustainability objectives that development proposals within the AAP area should address. An Updated Integrated Assessment was prepared for Regulation 19, which assessed the effects of the Regulation 19 CQAAP across a range of environmental, social and economic issues.
- 1.1.16 When having regard to the responses received at Regulation 19 stage, officers have concluded that one main modification is required in relation to Policy CQ1 (Civic Quarter Regeneration) and its supporting content. The purpose of this policy – the first in the document – is to set the basis for the preceding CQAAP vision and to establish expectations regarding appropriate forms of development. It is accompanied by three parameter plans which cover: land uses, building height parameters, and improved permeability and greenspace. The extent of the changes, in totality, materially affect Policy CQ1 - it is considered - and thus they are proposed as a main modification. They do not, however, exceed the scope of a main modification since they do not change the spirit of the policy (or the essence and vision of the CQAAP as a whole) and are intended to address 'soundness' concerns raised in the consultation process.

#### Area wide policies

- 1.1.17 The CQAAP covers a small area of Trafford Borough undergoing, and anticipated to continue undergoing significant change in the future. Area-wide

policies are therefore contained within the CQAAP boundary and address matters such as housing capacity, mix, type and tenure; the creation of a mixed use community; sustainability and climate change; heritage and conservation and design.

- 1.1.18 Other areas-wide policies will be set out in the emerging Trafford Local Plan and/or the submitted Places for Everyone Joint Local Plan.

## 1.2 Scope of the Local Plan

*(i) Is the scope of the Plan in line with the main aims and strategy of the adopted **Core Strategy** as set out above, including as set out in the Area Vision and in particular in relation to its eight strategic aims and opportunities which are set out on page 55 of the submitted Plan?*

- 1.2.1 A part of the Civic Quarter, then referred to as the Lancashire County Cricket Club (LCCC) Quarter, forms one of five Strategic Locations defined by the adopted Trafford Core Strategy (2012). These Strategic Locations have been identified on the basis that they have the potential for significant, strategic change and can make a considerable contribution to the delivery of new housing as well as employment floorspace and other development needs. Policy SL3 of the Core Strategy, which provides the policy detail for the LCCC Quarter, defines this strategic proposal as a major mixed use development to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved cricket stadium. Reference is given to the location accommodating 400 residential units.
- 1.2.2 Some of the main aspirations of SL3 have been achieved, including a new stand, hotel and conference facilities at LCCC, a new food superstore, and the establishment of the UA92 Academy.
- 1.2.3 The identification of the Civic Quarter, which covers a broader area than the LCCC Quarter seeks to build upon the success of Policy SL3 and potential for the location to deliver significant change. The larger area covered by the AAP maximises the use of brownfield land in a highly accessible and sustainable location within the urban area.
- 1.2.4 An increase in size of the area covered by the AAP in comparison to that of SL3 allows for more significant change and creates a new quality sustainable “place” in Trafford with good design, and a mix of uses and facilities to serve the local community with excellent accessibility and permeability. This will help to achieve the Core Strategy’s vision for “*vibrant and inclusive, prosperous and well designed sustainable communities, served by an integrated transport network offering a choice of modes of travel*”. The opportunities provided by the smaller SL3 boundary do not present the same chance for the significant change that can occur within the wider AAP boundary and the influence this change will have on adjoining areas.
- 1.2.5 It has been recognised, however, that Policy SL3 placed more emphasis on the opportunities afforded by the presence of LCCC than does the Area Action Plan at present. Policy SL3’s reference to LCCC built upon one of the Place Objectives for Old Trafford which refers to the aim to maximise the potential of LCCC as a visitor attraction (see OTO11).
- 1.2.6 Accordingly, it is considered that the Council’s suggested adjustments to the Area Action Plan on the topic of LCCC would enable the document to

more fully align with Policy SL3 which accepted at the outset that this location is one of the most visited parts of Trafford and with it distinguished by virtue of its international sporting assets.

1.2.7 Whilst Policy SL3 itself would be superseded upon adoption of the Area Action Plan, this message is reflected in other parts of the Core Strategy which would be retained (the Place Objectives for Old Trafford, as referred to above, for example). In addition, this adjustment is consistent with how the Civic Quarter is presented in the emerging draft Trafford Local Plan.

1.2.8 The following table sets out how other parts of the CQAAP and the Core Strategy are aligned.

**[Please note that the Strategic Objectives and Opportunities in the CQAAP (Regulation 19 plan, page 55) have been coded as “SO” for the purposes of this table]**

Table 1:

| Core Strategy aims and strategy  | How the CQAAP is aligned <sup>2</sup>  |
|--|--|
| <b>Core Strategy Vision</b>  |  |
| <p>Trafford will have vibrant and inclusive, prosperous and well designed sustainable communities, served by an integrated transport network offering a choice of modes of travel.</p> | <p>The vision for the CQ is for <i>“The creation of a new, diverse, resilient and vibrant mixed-use neighbourhood that builds on and maximises the existing opportunities in the area.</i></p> <p><i>New opportunities for work, leisure and play will be created in a high-quality setting, improving health and wellbeing” (CQ Vision)</i></p> <p>Proposed amendment to the vision to read:</p> <p><i>“The creation of a new, <b>inclusive</b>, diverse, resilient and vibrant mixed-use neighbourhood... New opportunities for work, leisure and play will be created in a high-quality <b>and accessible</b> setting, improving health and wellbeing (proposed amendment to CQ Vision)</i></p> <p>Policy CQ1 – Civic Quarter Regeneration</p> <p>To ensure comprehensive and coordinated development, applications should provide a statement demonstrating how the proposals:</p> <ul style="list-style-type: none"> <li>• integrate with and complement existing and proposed neighbouring development</li> </ul> <p>Policy CQ1 – Land Uses Parameter Plan</p> |

<sup>2</sup> Strategic Objectives and Opportunities in the CQAAP coded as “SO” for the purposes of this table

| Core Strategy aims and strategy   | How the CQAAP is aligned <sup>2</sup>   |
|---|---|
|   | <ul style="list-style-type: none"> <li>• Ensure a diverse mix of uses throughout as a bedrock for vibrant communities.</li> </ul>   |
| <p>Trafford will have a high performing economy that makes a significant contribution to the North West Region and Greater Manchester City Region by continuing to attract and retain internationally competitive businesses, maintaining a strong local business base and positioning itself as a centre for enterprise.</p> | <p><i>New opportunities for work, leisure and play will be created in a high-quality setting, improving health and wellbeing and creating a sense of pride in the local area (CQ Vision)</i></p> <p>Policy CQ3 - Mixed Use Communities</p> <ul style="list-style-type: none"> <li>• The creation of up to 50,000m2 of new offices and other commercial floorspace, where this will help to deliver job opportunities and meet market demand.</li> </ul>   |
| <p>The historic, built and natural environment, including the Green Belt, will be preserved, protected and enhanced.</p>  | <p>The CQ <i>will have its own distinctive identity, allowing for the enhancement of heritage assets (CQ Vision)</i></p> <p><b>SO5– Enhancement of Heritage Assets</b> - The Civic Quarter has a rich and fascinating history with respect to culture, events and health and wellbeing, with a number of designated and non-designated assets remaining. The AAP will therefore promote the conservation and enhancement of heritage assets and their settings through new development, high quality design and public realm improvements.</p> <p>Policy CQ4 – Sustainability and Climate Change</p> <ul style="list-style-type: none"> <li>• All developers should demonstrate how their proposals: Increase site biodiversity and deliver biodiversity net gains.</li> </ul> <p>Policy CQ5 – Conservation and Heritage</p> <p>Proposals for new development should:</p> <ul style="list-style-type: none"> <li>• Identify and positively respond to the distinctive character and significance of heritage assets and their settings;</li> <li>• Maximise opportunities for integrating heritage assets within new development, through high quality design, landscaping, public realm and enhancing connectivity between the identified heritage assets and the historic townscape; and</li> <li>• Put heritage assets to viable uses consistent with their conservation, including through the adaptive re-use of vacant historic buildings, and reinstating</li> </ul> |

| Core Strategy aims and strategy  | How the CQAAP is aligned <sup>2</sup>  |
|--|--|
|  | street frontages and historic street patterns, wherever possible.  |
| The focus for economic and housing growth will be within the urban area, primarily in the north east of the Borough and the principal town centre (Altrincham).  | The CQAAP is wholly within the urban area of Trafford with a significant focus on housing growth,  |
| <p>The following 5 Strategic Locations are identified as areas for change:</p> <ul style="list-style-type: none"> <li>• Pomona Island (SL1);</li> <li>• Trafford Wharfside (SL2);</li> <li>• Lancashire County Cricket Club Quarter (SL3);</li> <li>• Trafford Centre Rectangle (SL4),</li> <li>• Carrington (SL5).</li> </ul> | The CQAAP will supersede Policy SL3 and therefore the area continues to be an identified area for change   |
| <b>Core Strategy Strategic Objectives</b>  |  |
| SO1 - Meet housing needs – promote sufficient high quality housing in sustainable locations, of a size, density and tenure needed to meet the borough’s needs and to contribute towards those of the city region.  | <p>SO4 – Housing a Growing Community - Diversifying the existing housing offer in the area, through the provision of a mix of housing typologies including apartments, town houses and family homes to ensure the requirements of all residents are met.</p> <p>Policy CQ2 – Housing - The AAP is expected to deliver up to 4,000 new homes. New housing proposals will be supported in accordance with the following principles:</p> <ul style="list-style-type: none"> <li>• The proposed mix of dwelling size, type and tenure should contribute to meeting the housing needs of the Borough;</li> <li>• 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;</li> <li>• Student accommodation proposals will also be acceptable where they are appropriately connected to and/ or in keeping with the creation of the UA92 Campus;</li> <li>• Housing proposals (including the Private Rented Sector) should comply with affordable housing policy and relevant national guidance;</li> </ul> |

| Core Strategy aims and strategy   | How the CQAAP is aligned <sup>2</sup>  |
|---|--|
|   | <ul style="list-style-type: none"> <li>All new developments should be of excellent design quality and should demonstrate sound sustainability principles in accordance with Policy CQ4</li> </ul>  |
| <p>SO2 - Regenerate – the physical, economic, environmental and social fabric of the most disadvantaged communities within the borough to reduce inequalities and improve prosperity.</p> | <p>SO4 – Housing a Growing Community - Diversifying the existing housing offer in the area, through the provision of a mix of housing typologies including apartments, town houses and family homes to ensure the requirements of all residents are met</p> <p>SO8 – Creation of Defining and Distinctive Neighbourhoods – Enhancing the existing identities of the neighbourhood areas, by building on the area's identity and brand will create a better sense of place within the Civic Quarter and ensure that it is a destination of choice for existing and future residents, businesses and visitors alike.</p> <p>Policy CQ1 – Civic Quarter Regeneration</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>Policy CQ2 – Housing</p> <ul style="list-style-type: none"> <li>The AAP is expected to deliver up to 4,000 new homes</li> <li>Housing proposals (including the Private Rented Sector) should comply with affordable housing policy and relevant national guidance – in particular this is a situation where L2.12d currently applies and the 25% is consistent with this given the viability work and the nature of the development proposed performing differently in viability terms.</li> </ul> <p>Policy CQ3 – Mixed Use Communities</p> <ul style="list-style-type: none"> <li>The creation of up to 50,000m<sup>2</sup> of new offices and other commercial floorspace, where this will</li> </ul> |

| Core Strategy aims and strategy   | How the CQAAP is aligned <sup>2</sup>   |
|---|---|
|   | <p>help to deliver job opportunities and meet market demand.</p> <ul style="list-style-type: none"> <li>Community and local service infrastructure, such as education, GPs and dentists.</li> </ul>   |
| <p>SO3 - Meet employment need – establish the right conditions to sustain employment sites for new and diverse investment to enable Trafford to remain competitive and contribute to the growth of the economy of the sub-region and to attract and retain employment opportunities.</p>      | <p>SO6 – Supporting Economic Growth - Supporting the creation of a range of employment opportunities including office, retail, leisure and education in order to create a sustainable and vibrant new neighbourhood.</p> <p>Policy CQ3 – Mixed Use Communities</p> <ul style="list-style-type: none"> <li>The creation of up to 50,000m2 of new offices and other commercial floorspace, where this will help to deliver job opportunities and meet market demand.</li> </ul>   |
| <p>SO5 - Provide a green environment – achieve an appropriate level of greenspace, to protect and enhance the landscape character, recreational and biodiversity value of the borough’s natural environment in both urban and countryside areas and to provide for the growing community.</p> | <p>SO1 - Creation of High-Quality Public Realm - A Wellbeing Route, along Talbot Road which will include enhanced green infrastructure.</p> <ul style="list-style-type: none"> <li>[A Wellbeing Route, along Talbot Road which will include enhanced green infrastructure, becoming a people and cycle-friendly route that connects Stretford and Manchester centres.</li> </ul> <p>Policy CQ1 – Improved permeability and greenspace parameter plan</p> <ul style="list-style-type: none"> <li>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.</li> <li>Establish a network of well connected open spaces, allowing for the creation of new, and the enhancement of existing, spaces</li> </ul> <p>Policy CQ4 – Sustainability and Climate Change</p> <ul style="list-style-type: none"> <li>Increase site biodiversity and deliver biodiversity net gains.</li> </ul> <p>Policy CQ6 – High Quality Urban Design</p> <ul style="list-style-type: none"> <li>Provide new areas of public realm and green space, incorporating quality hard and soft landscape treatments.</li> </ul> <p>Policy CQ7 – Public Realm Principles</p> |

| Core Strategy aims and strategy   | How the CQAAP is aligned <sup>2</sup>  |
|---|--|
|   | <ul style="list-style-type: none"> <li>Incorporate new soft landscaping to further enhance the character of the area and to promote increased biodiversity.</li> </ul>   |
| <p>SO6 - Reduce the need to travel – promote significant levels of development in the most sustainable locations in the borough and make less sustainable locations accessible by improving transport links, particularly public transport.</p> | <p>SO1 – Creation of High-Quality Public Realm - Well-designed public spaces will be at the heart of the Civic Quarter Area. The creation of high-quality public realm will link development sites and create a better sense of place through the provision of:</p> <ul style="list-style-type: none"> <li>A Wellbeing Route, along Talbot Road which will include enhanced green infrastructure, becoming a people and cycle-friendly route that connects Stretford and Manchester centres.</li> <li>A Processional Route, along Brian Statham Way and Warwick Road, which will redefine and amplify the connection between the two world-class sporting venues of LCC and Manchester United and also provide a link to public transport modes.</li> <li>Creation of new public space across the area, which will become an everyday destination, as well as a gathering and celebration space for match and event days.</li> </ul> <p>Policy CQ1 – Improved permeability and greenspace parameter plan</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>Policy CQ4 – Sustainability and Climate Change</p> <ul style="list-style-type: none"> <li>Improve the pedestrian and cycle environment</li> <li>Promote the use of sustainable transport modes;</li> <li>Reduce the reliance on vehicular usage;</li> <li>Make the provision for the charging of plug-in and other ultra-low emission vehicles</li> </ul> <p>Policy CQ10 – Movement and Car Parking</p> <ul style="list-style-type: none"> <li>Creation of new or enhanced pedestrian and cycling connections, including providing improved connections beyond the AAP area</li> <li>Creation of new or enhanced connections to existing public transport services including</li> </ul> |

| Core Strategy aims and strategy  | How the CQAAP is aligned <sup>2</sup>  |
|--|--|
|  | beyond the AAP area. Any measures that will enhance the accessibility and frequency of such services should be delivered where possible;   |
| <p>SO7 - Secure sustainable development – promote the reuse of resources, the principles of sustainable construction and the use of new technologies to combat and adapt to climate change to minimise impact of all new development on the environment.</p> | <p>SO2 – Supporting Sustainability - Ensuring that proposals support the Council's aspiration to be carbon neutral by 2038, through the incorporation of renewable technologies and energy efficient homes to promote cleaner and greener living.</p> <p>Policy CQ4 – Sustainability and Climate Change - 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.</p> <p>All developers should demonstrate how their proposals meet all of the following criteria:</p> <ul style="list-style-type: none"> <li>• Incorporate sustainable drainage solutions;</li> <li>• Increase site biodiversity and deliver biodiversity net gains;</li> <li>• Demonstrate an actionable zero carbon plan, incorporating offsetting for both operational and embodied carbon over the first 60 years of the development</li> <li>• Demonstrate a positive contribution to air quality in the local area</li> </ul> <p>Policy CQ6 – High Quality Urban Design</p> <ul style="list-style-type: none"> <li>• The Council requires all proposals to achieve high quality design which is accessible and useable by all sections of the community. Demonstrate sound sustainability principles in accordance with Policy CQ4.</li> </ul> <p>Policy CQ10 – Movement and Car Parking</p> <ul style="list-style-type: none"> <li>• Making adequate provision for the charging of plug-in and other ultra-low emission vehicles.</li> </ul> |
| <p>SO8 - Protect the historic built environment – protect, enhance and value the borough’s heritage to contribute to the attractiveness and distinctiveness of the borough.</p>  | <p>SO5 – Enhancement of Heritage Assets - The Civic Quarter has a rich and fascinating history with respect to culture, events and health and wellbeing, with a number of designated and non-designated assets remaining. The AAP will therefore promote the conservation and enhancement of heritage assets and their settings</p>  |

| Core Strategy aims and strategy | How the CQAAP is aligned <sup>2</sup>  |
|---------------------------------|--|
|                                 | <p>through new development, high quality design and public realm improvements.</p> <p>Policy CQ5 – Conservation and Heritage</p> <ul style="list-style-type: none"> <li>• Identify and positively respond to the distinctive character and significance of heritage assets and their settings;</li> <li>• Maximise opportunities for integrating heritage assets within new development, through high quality design, landscaping, public realm and enhancing connectivity between the identified heritage assets and historic townscape</li> <li>• Put heritage assets to viable uses consistent with their conservation, including through the adaptive re-use of vacant historic buildings, reinstating street frontages and historic street patterns, wherever possible</li> </ul> |

*(ii) Are the **challenges** set out in Section 2.7 (page 47) key to the Plan and is the summary of opportunities set out in section 2.8 (page 49) appropriate and deliverable?*

1.2.9 Yes. The challenges that the Civic Quarter area faces – five in total - are correctly identified and summarised in Section 2.7. They were informed by a detailed analysis of the physical and functional context of the location, and how its performance as a successful, thriving district may be being held back. The identification of these challenges, and subsequently the means of addressing them, are considered central to the achievement of the Area Action Plan's ambitions. There are no additional challenges that have been omitted, although some minor text adjustment is suggested to the text accompanying the five challenges in the interests of clarity (intended as a minor modification – see Appendix 1 of this hearing statement).

1.2.10 Following on from this, in Section 2.8 the Area Action Plan puts forward five opportunities which the Civic Quarter benefits from and which can be effectively utilised to secure the aims of the Area Action Plan and in doing so are intended to address the challenges. Having established these opportunities, the eleven policies of the Area Action Plan have been specifically drafted to target these themes. It is thus considered that they are appropriate and deliverable, and there are no additional opportunities which have been omitted. However, some minor text adjustment is suggested to the text

accompanying the five opportunities (intended as a minor modification – see Appendix 1 of this hearing statement). This is in order to place more emphasis on the opportunity afforded by the presence of an international sporting venue (Lancashire County Cricket Club) to spearhead the area's rejuvenation (in responding to representations made at Regulation 19 stage) and also in the interests of clarity.

- 1.2.11 On the issue of suggested minor modifications, which is introduced in this Matter 1 hearing statement but which is also referred to in subsequent hearing statements prepared by the Council, the suggested minor modifications are appended to this hearing statement but they equally apply to other Council hearing statements. These minor modifications are split into those which were suggested at the time of the Area Action Plan's submission in November 2021 (see Appendix 1) and then with a further suggested list capturing issues which have subsequently arisen (see Appendix 2) as a consequence of the Inspector's Matters, Issues and Questions and arising from Statements of Common Ground. This second list (dated March 2022) is regarded by the Council as a working document and does not at 11<sup>th</sup> March 2022 represent the final position and reflect the full complement of minor modifications suggested by the Council in these hearing statements. By the time of the Examination, an up-to-date list of minor modifications can be provided.

### 1.3 Policies Map

*(i) I am assuming that the Land Uses Parameters Plan is another name for the Policies Map, which is required by the Act and Local Planning Regulations; in which case, is it better to refer to it as the Policies Map, for clarity and compliance with national policy?*

1.3.1 For the sake of clarity, it is made clear that the Land Use Parameter Plan, and the other two parameter plans, contained in the Regulation 19 version of the Area Action Plan (A01) are subject to a proposed change which has been categorised by the Council as a Main Modification (see G03, G04 and G05).

1.3.2 The key purpose of the Land Use Parameter Plan (G03) is to set out the Council's preferences in terms of the uses proposed on sites across the Civic Quarter. The intention is that the Land Use Parameter Plan would be read in conjunction with the Composite Policies Map (H01) which is an existing interactive map which contains a series of map layers covering various categories, themes and policy designations linked to the Trafford Core Strategy, the saved policies of the Revised Trafford Unitary Development Plan, the Greater Manchester Joint Waste and Minerals Plans and any adopted Neighbourhood Plans. Upon adoption of the Area Action Plan, it was intended that the content of the Land Use Parameter Plan, and the other parameter plans supporting the Plan (forming part of Policy CQ1, see G04 and G05), would be introduced to the Composite Policies Map as further map layers. The Composite Policies Map has evolved over time to include all annotations derived from the individual components of the statutory development plan, so the Area Action Plan would naturally be added to this.

1.3.3 However, such a version of this Composite Policies Map, whilst not forming part of the Submission material from November 2021, has now been prepared to accompany this Matter 1 hearing statement in response to the Inspector's question. This is contained in (see Appendix 3 and it is also accessible via the following link:

[https://maps.trafford.gov.uk/mycouncil.aspx?MapSource=mapsources/local\\_plan&Layers=trafford\\_boundary,civic\\_quarter\\_boundary&StartEasting=381132&StartNorthing=395869&StartZoom=4633](https://maps.trafford.gov.uk/mycouncil.aspx?MapSource=mapsources/local_plan&Layers=trafford_boundary,civic_quarter_boundary&StartEasting=381132&StartNorthing=395869&StartZoom=4633)

1.3.4 Given the function of the Composite Policies Map (which has now been updated), it is proposed that the name of the Land Use Parameter Plan contained within the Area Action Plan remains (since its expression of land uses to guide the future development of the Civic Quarter is its chief purpose and the Composite Policies Map has the necessary, wider focus).

*(ii) The Policies Map needs to include all the policies contained in the Plan which have a geographical application, whether or not they refer to land use changes. For example, policy CQ10.3 refers to new multi-storey car park (MSCP) solutions, with four sites included on the map at the foot of page 81. If these are proposed MSCP sites, or other expressions of consolidated parking, they need to be identified on the Policies Map.*

1.3.5 The intention is that the Land Use Parameters Plan, following adoption of the Area Action Plan, would form part of the Composite Policies Map as detailed in Matter 1.3 (i). The updated version of the Composite Policies Map (which now forms part of this hearing statement) includes all policies/designations from the Area Action Plan with a geographical application (as taken from the three parameter plans, covering land use, building heights and improved permeability/greenspace supporting Policy CQ1, plus now the Well-being Route and the Processional Route). It is only these three parameter plans supporting Policy CQ1 which have any formal policy status. All other images within the Area Action Plan are indicative only.

1.3.6 The image on p81 of the Area Action Plan shows four potential locations for consolidated car parking. Policy CQ10 (Movement and Car Parking Strategy) refers, at bullet point 3, to the desire to create new multi-storey car park solutions, located at the periphery of the Area Action Plan area to discourage traffic from using Talbot Road. Some adjustment to this text is proposed, as a minor modification, to incorporate further flexibility in the location of multi-storey car parks (with the addition of the word 'generally' in seeking a peripheral location). None of the four potential locations for the multi-storey car parks as shown on the plan on p81 are confirmed (since this is an indicative image) but their provision remains an important objective of the Area Action Plan. Indeed, the locations of the multi-storey car parks have only been shown indicatively since it is considered that consolidation of existing surface car parking would arise naturally throughout the Civic Quarter as a result of land being used more efficiently and development occurring at higher densities. The inevitable outcome of this is that less land would be available for parking, and thus a multi-storey solution or solutions would be regarded as the most effective and logical means of providing car parking. As covered in the Council's response to Matter 10 (item 10.6), multi-storey parking facilities are already emerging in the redevelopment of the former Kelloggs site as well as being suggested for the Greater Manchester Police headquarters redevelopment, and it is anticipated that other sites coming forward would provide similar facilities to meet their needs in due course. As a result of this, the Council does not consider it necessary to confirm the location of the multi-storey car parks via the Land Use Parameter Plan or the updated Composite Policies Map and this will be controlled and secured where appropriate at the development management stage. Appropriate levels of car parking would need to be

provided, which may include some multi-storey solutions, to secure the right amount and type of parking on any given site. Where site specific considerations required it, this would be delivered through a multi-storey format. This would reflect the approach adopted to date in dealing with planning applications for high density development in the Civic Quarter and elsewhere.

- 1.3.7 What is accepted, however, is that the Well-being Route and the Processional Route (where the geographical locations are fixed and which are subject to their own standalone policies, Policy CQ8 and Policy CQ9) should be identified on the Improved Greenspace and Permeability Parameter Plan and therefore on the updated Composite Policies Map. A further version of the Improved Greenspace and Permeability Parameter Plan has been prepared to accompany this hearing statement which shows both routes (see Appendix 4), and with this information transferred to the updated Composite Policies Map.

*(iii) Whilst I do not have an issue with using the word 'predominantly' before each of the land uses in the key (legend), there needs to be more detail on the Policies Map regarding the housing quantum proposed to be allocated. It would be helpful for the Plan to refer to specific housing allocations along with any essential information relating to each site allocation. The Policies Map would also express key highways policies, such as the Wellbeing and Processional Routes and any other relevant transport policies included in the Plan.*

- 1.3.8 In relation to the matter of housing allocations, the Inspector is directed to the Council's response to Matter 4 (Housing) and issue 4.1 in particular.

- 1.3.9 The updated Composite Policies Map (included within this hearing statement) now includes all policies/designations from the Area Action Plan in so far as they are covered in the three parameter plans (and with the Improved Greenspace and Permeability Parameter Plan also updated to show the Well-being Route and the Processional Route as covered by Policy CQ8 and Policy CQ9). It is only these three parameter plans supporting Policy CQ1 which are proposed to have any formal policy status. All other images within the Area Action Plan are indicative only. These plans (along with the policies in the AAP) will guide and to an extent delimit the number of units in any particular location whilst providing flexibility to developers to optimise development through good and innovative design.

- 1.3.10 It should be noted that in the Council's response to items contained within Matter 5 (Mixed Use Communities), some suggestion is given to qualifying the use of the term 'predominantly.'

*(iv) A helpful summary of what Local Plans should contain can be found in the Government's Planning Practice Guidance (PPG), reference ID:12-002-20140306, which states, under the heading **What should a Local Plan contain?** the following paragraph: "The Local Plan should make clear **what** is intended to happen in the area over the life of the plan, **where** and **when** this will occur and **how** it will be delivered".*

1.3.11 An updated Composite Policies Map (contained within this hearing statement) now includes all policies/designations from the Area Action Plan in so far as they are covered in the three parameter plans. This covers land uses, building heights, and improved permeability and greenspace (with the latter also having been updated to show the Well-being Route and the Processional Route). The updated Composite Policies Map is based on an Ordnance Survey map, and it includes an explanation (in the form of a legend/key) of all symbols and notations used.

1.3.12 It is noted that the advice referred to above (taken from the Government's Planning Practice Guidance (PPG), ID: 12-002-20140306) has since been withdrawn. The equivalent paragraph in the PPG (entitled **What should a plan look like?** ID: 61-002-20190315) contains similar content. It explains that the policies map should illustrate geographically the policies in the relevant plan. In response, it is considered that the updated Composite Policies Map, as described above, now fulfils this requirement, and that it makes suitably clear what is intended to happen across the Civic Quarter over the life of the plan (to 2037 and beyond).

1.3.13 In terms of when the development promoted by the Composite Policies Map will take place, the Inspector is again directed to the Council's response to Matter 4 (Housing) and issue 4.1 in particular. On the matter of how it will be delivered, in broad terms the vision of the Area Action Plan will be secured through investment decisions made by landowners, developers and housing providers, and with the Council and government agencies (including on transport and utilities) playing a further significant role in the process (with the potential for compulsory purchase powers used where necessary). Reference is also given to the Council's response to Matter 11 (Infrastructure and Obligations) which explains how the critical infrastructure needed to support the sustainable growth of the Civic Quarter will be funded, and how affordable housing will be secured, and also to its response on Matter 5 (Mixed Use Communities) regarding how the Council intends to secure a sustainable balance of uses. Indeed, the Council's position on this point is reflected in its overall position contained within the hearing statements when read as a whole.

## 1.4 Duty to Cooperate (DTC)

*(i) Is the DTC, which covers some strategic matters, therefore **applicable to this Plan**, as a 'Part 2' Plan, and if so, has the Council adequately discharged the DTC in preparing the Plan?*

- 1.4.1 When adopted the CQAAP will form part of the adopted Development Plan alongside the Trafford Core Strategy and saved policies from the Unitary Development Plan, as well as the Greater Manchester Joint Waste and Minerals Plans.
- 1.4.2 Work is underway on the production of a new Trafford Local Plan (Regulation 18 consultation undertaken in February 2021) and the Places for Everyone Plan (Submitted to the Inspectorate in February 2022) which will ultimately replace the Core Strategy and saved Unitary Development Plan policies. PfE has been prepared in full collaboration with nine other Greater Manchester authorities.
- 1.4.3 The Places for Everyone Plan (PfE) will set the high level strategic policy framework for Trafford. The CQAAP, upon adoption, will sit alongside the adopted Core Strategy providing local detail within the Trafford Development Plan. Whilst the CQAAP proposals for housing growth have been used to inform the preparation of PfE, the CQAAP does not provide any strategic level borough-wide planning policies and relates only to the specific geographical area which it covers. Further it does not have strategic effects. The Trafford Local Plan, when adopted, will provide further strategic policies relevant to the whole of Trafford, in addition to those covered by PfE, where this is considered necessary.
- 1.4.4 During the plan preparation all consultation bodies were contacted at both Regulation 18 and Regulation 19 stages in line with the adopted Statement of Community Involvement giving them the opportunity to view and respond to proposals. Consultees included all General, Specific, Duty to Cooperate and Other interested consultees held on the Trafford Local Plan Consultation Database.
- 1.4.5 Given the nature of the Area Action Plan and how it is intended to sit underneath other more strategic development plan documents, no formal Duty to Co-operate discussions were held. However, the Council has engaged with the adjoining authorities of Manchester City Council and Salford City Council, and both have confirmed that the Area Action Plan has not initiated any Duty to Co-operate obligations which have not been satisfactorily addressed by this Council. This agreement, in the form of email correspondence, has been treated as separate Statements of Common Ground.

*(ii) In particular, does the Plan satisfy the DTC in relation to planning for the longer-term **growth of neighbouring areas**?*

- 1.4.6 The housing growth proposed in the CQAAP has been used to inform the land supply position when preparing the Places for Everyone Plan (PfE), which has been prepared with nine other Greater Manchester authorities.
- 1.4.7 The Spatial Strategy of PfE seeks to address disparities by sharing the pattern of growth more equally across Greater Manchester, sharing the housing requirement between authorities in line with the Spatial Strategy. The Spatial Strategy seeks to boost northern competitiveness and sustain southern competitiveness whilst focussing the highest levels of growth in the Centre Core Growth Area.
- 1.4.8 The CQAAP can be considered to fall within the Core Growth Area of PfE (publication version) and therefore is in line with the Spatial Strategy which states it will “*see a significant increase in the number and range of homes in areas with good connections to employment, training and educational facilities. These homes will be supported by necessary green spaces and social infrastructure and will be of an appropriate design*” (JP-Strat 1).
- 1.4.9 So whilst the CQAAP does not impact the growth of neighbouring areas directly it can be seen to be consistent with and having an influence on neighbouring areas, as well as other areas within Greater Manchester through its influence on the identified housing land supply and how it aligns with delivering the PfE Spatial Strategy. This is in view of it seeking to deliver a larger number of homes in a spatially appropriate area, as already accepted, but far more homes than previously envisaged.
- 1.4.10 The neighbouring authorities of Salford and Manchester were contacted as part of the consultation on both the Regulation 18 and Regulation 19 plans. Trafford, Salford and Manchester Districts are all part of the Places for Everyone Plan and therefore as a result have full visibility of the housing and employment development proposals that are included within the land supplies of each District. More recent contact with the adjoining authorities of Manchester and Salford has confirmed that they are both satisfied that this Council has satisfactorily addressed its Duty to Co-operate (see separate Statements of Common Ground).

## APPENDIX 1: SUGGESTED MINOR MODIFICATIONS (NOVEMBER 2021)

| Location within CAQQP | New text shown via Track Changes   | Explanation                     |
|-----------------------|--|---------------------------------|
| Front page            | <del>January 2021</del> <u>CORRECT DATE</u>  | Update                          |
| Foreword              | <p>Trafford Council plays an important strategic role in developing and shaping the future of our communities. In doing so, engagement with those communities, and with our partners, businesses and other stakeholders, is critical in bringing forward a vision for Trafford which is shared by all.</p> <p>The Council has bold ambitions for Old Trafford and Stretford and is proud to present the <del>consultation draft</del> Civic Quarter Area Action Plan (<u>CQAAP</u>). This document is a vision, masterplan and strategy for the comprehensive regeneration and future development of the Civic Quarter, with a presumption in favour of sustainable development at its heart. It <del>is will be</del> a statutory Development Plan document, which provides the starting point for determining <del>future</del> planning applications <u>within the Civic Quarter</u>. <del>It This</del> will enable the Council to deliver the change the area needs <u>in order that it can</u> <del>to</del> establish itself as a new sustainable, diverse and vibrant mixed use neighbourhood, that builds on the area's existing business and residential neighbourhoods, its important civic role, celebrates its hidden heritage, and makes the most of its connectivity and the opportunities <u>that</u> this can bring.</p> <p>The Civic Quarter will have a new distinctive identity and will be a destination and a place to live, work and play. The Council's commitments to sustainability and the provision of high quality design and environmental standards will be at the heart of the delivery of development in the Civic Quarter.</p> <p>The <del>draft</del> policies in the <u>CQAAP</u> reflect these commitments and will be a blueprint for future place-making.</p> <p>The Council is also a significant landholder in the area and will be working with its partners and developers to ensure that the best use is made of both publicly and privately owned land.</p> <p><del>This consultation document represents the 'Draft Publication' or 'Regulation 19' version of the Civic Quarter Area Action Plan (AAP) and follows on from consultation undertaken on the Regulation 18 AAP in Spring 2020.</del></p> | Update and clarification        |
| Contents              | <i>To be confirmed</i>   | Update to reflect wider changes |
| Executive Summary     | The development of the Civic Quarter area has been a long-standing regeneration priority for Trafford Council <del>(the Council)</del> . Its strategic location provides an opportunity that can act as a catalyst for the regeneration and renewal of not only the Civic Quarter but also the wider northern Trafford area. <u>This would</u> <del>,</del> building on the area's existing unique opportunities, including the two  | Clarification                   |

|               |  |               |
|---------------|--|---------------|
|               | <p>world renowned sporting institutions of Manchester United Football Club (MUFC) and Lancashire Cricket Club (LCCC); <del>Trafford</del> the Town Hall and <u>the new</u> UA92.</p> <p>The <u>Civic Quarter</u> Area Action Plan (CQAAP) intends to provide clarity and increased certainty about how the opportunities can be realised. It establishes a vision, masterplan and strategy for how the area could be revitalised over the next 15 plus years, to create Trafford's newest, greenest and most vibrant neighbourhood for local residents, businesses and visitors <del>alike</del>.</p> <p>The area benefits from a range of unique opportunities which make it attractive and suitable for long-term redevelopment. <u>This includes, including</u>; its strategic location in the north of the Borough, with great accessibility to Manchester City Centre, Manchester Airport, Salford Quays and the residential suburbs of Gorse Hill, Old Trafford and Stretford.</p> <p>The Council <del>isare</del> committed to the revitalisation of this area and will work closely with a range of different partners, including landowners and developers, <del>as well as</del> infrastructure providers and Transport for Greater Manchester, to ensure that <del>the</del> existing challenges are overcome and <u>that</u> the ambitions set out in this <u>document AAP</u> are met.</p>  |               |
| Page 10       | The <u>CQAAP</u> sets out several policies.....  | Clarification |
| Paragraph 1.1 | <p>With circa 500,000 visitors to LCCC and a further circa 2.5 million visitors per year to MUFC, <del>the</del> Trafford's Civic Quarter is the most visited place in the Borough and is internationally renowned. It also contains a number of important community facilities such as Trafford Town Hall, Trafford College, Stretford Police Station, <u>the new</u> UA92 and <del>the</del> Stretford Leisure Centre.</p> <p><del>However</del>, the area is fragmented by a number of large footprint single uses. <u>and as such, a</u> significant opportunity exists to create a vibrant neighbourhood for local residents, <u>businesses</u> and visitors <del>alike</del>. The preparation of the <u>CQAAP</u> responds to <del>the</del> existing development pressure and increased developer interest in the area over the last few years, which has resulted in a number of <u>major</u> planning applications coming forward.</p> <p>Development in this area will support regeneration through the creation of a new mixed-use neighbourhood in a highly accessible location, creating an inclusive, safe and sustainable community for the people of Stretford/Old Trafford. <u>This will be achieved</u>, through the active reuse of vacant brownfield sites, underused land and the improvement of existing facilities and services.</p> <p>The Council's objective is to create a significantly improved local environment with new leisure facilities for the community, assist in the creation of additional jobs, and to provide new high-quality homes for all, including affordable homes, that will sit within <del>an</del> attractive, high quality public realm. The regeneration potential of the Civic Quarter is significant, and the <u>aspirations of enhancements described in</u> this document will result in social, environmental and economic benefits for the local community and the Borough as a whole.</p> | Clarification |

|                                    |  |                          |
|------------------------------------|--|--------------------------|
|                                    |  |                          |
| Insert new page after Introduction | <i>New plan showing the boundary of the Civic Quarter on an OS base – see plan. Some marginal adjustments to the boundary (to the north-east).</i>   | Clarification            |
| Paragraph 1.2                      | <p>The <del>CQAAP</del><del>Civic Quarter Area Action Plan</del> sets out <del>more</del>-detailed policies for the area in order to ensure that the scale of development and proposed changes for the area (to 2037 and beyond) <del>are, is</del> positively managed and guided by a robust planning framework. It seeks to meet the aspirations <del>of the Council -and of</del> the local community <del>and the Council</del> to improve the area as a whole, as well as the <u>individual</u> places within it. In doing so, the <u>CQAAP</u> will promote the effective use of land <u>and</u>, meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.</p> <p>The <u>CQAAP</u> seeks to provide clarity and increased certainty about how the opportunities for improving the Civic Quarter will be realised and to ensure its challenges are addressed. Specifically, it prescribes a vision for how existing and future neighbourhoods are to develop, allocates areas for particular uses and types of development, and sets out specific policies aimed at ensuring new developments are ambitious, appropriate, sustainable and well designed.</p> <p>The <del>CQ</del><del>Civic Quarter</del>-AAP sets out a strategy for how the growth in the area will be managed to ensure the best quality of life for existing and future residents, workers and visitors.</p> <p><u>The CQAAP forms part of the Council's statutory development plan alongside the Trafford Core Strategy and the Revised Trafford Unitary Development Plan (which will be replaced in time by the emerging Trafford Local Plan). Places for Everyone (formerly the Greater Manchester Spatial Framework) is also under preparation and will form part of the statutory development plan. The CQAAP and as such</u> has been prepared in accordance with the Town and Country Planning (Local Development) (England) Regulations 2012.</p> <p><del>Alongside the Trafford Local Plan and the Greater Manchester Spatial Framework, the AAP will form part of the Development Plan framework for the Civic Quarter area.</del> The <u>d</u>Development <u>p</u>Plan informs the entirety of the development management process, from pre-application through to the determination of planning applications or related consents; it is the statutory starting point when making planning decisions in the area.</p> <p>The <u>CQAAP</u> <del>will</del> <u>identify</u> development opportunities, some of which are in private ownership. The full socio-economic benefits can only be achieved if there is certainty about the delivery of a comprehensive regeneration scheme that provides <del>the</del> appropriate development of the right type in the right place. The Council will act pro-actively to work with the private sector to deliver new development. Where required, the Council will also seek to assemble land to ensure the delivery of the identified opportunities and use its compulsory purchase order (CPO) powers where necessary, if land cannot be acquired through agreement, <del>subject to further approval(s).</del></p> | Update and clarification |

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|               |  |                          |
| Paragraph 1.3 | Delete the section referred to as 'Previous Consultation.'   | Update                   |
| Paragraph 1.4 | Delete the section referred to as 'Current Consultation.'  | Update                   |
| Paragraph 1.5 | <p>The <u>CQAAP</u> has been drafted to ensure consistency with relevant national, regional and local planning policy and guidance. The Council's aims and objectives for the area are supported by a number of existing strategic plans and policies, which are summarised below.</p> <p>National Planning Policy Framework (NPPF)<br/>The most recent revision to the NPPF, published in <del>July 2021</del><u>February 2019</u>, sets out Government's key planning policies for development within England. The key policy themes contained with the updated NPPF which are of relevance to the <u>CQ</u><del>ivic Quarter</del>-AAP and any future planning applications are set out below:</p> <p>Presumption in Favour of Sustainable Development<br/>Central to the NPPF is the presumption in favour of sustainable development.</p> <p>Delivering a Sufficient Supply of Homes<br/><del>Paragraph 6059</del> reiterates one of the main Government objectives; to <u>significantly</u> boost the supply of homes. To do this, land <del>should will need to</del> come forward where it is needed <u>in order to meet identified housing requirements, in line with strategic policies that determine minimum housing numbers.</u></p> <p>Building a Strong, Competitive Economy<br/>The NPPF confirms that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph <del>810</del> states that "significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development".</p> <p>Promoting Healthy and Safe Communities<br/>Paragraphs <del>924</del> and <del>932</del> of the NPPF states that planning policies should aim to achieve healthy, inclusive and safe places which "promote social interaction... are safe and accessible... [and] enable and support healthy lifestyle" as well as provide "the social, recreational and cultural facilities and services the community needs".</p> <p>Promoting Sustainable Transport<br/><del>Paragraph 104</del><u>Chapter 9</u> of the NPPF confirms that transport issues should be considered from the earliest stages of plan-making and development proposals. <u>This is in order that the potential impacts on transport networks can be addressed and to allow opportunities, so that a number of matters can be considered and addressed including potential to promote walking, cycling and public transport use to be pursued</u><del>sustainable modes of transport.</del></p> <p>Making Effective Use of Land</p> | Update and clarification |

The ~~NPPF 2019 Framework~~ emphasises the importance of puts great weight on planning policies and decisions promoting an effective use of land in meeting the need for homes and other uses. Paragraph 124~~2~~ states that planning decisions should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services, the importance of securing well-designed places, and a number of considerations, including local market conditions and viability.

#### Achieving Well-Designed Places

Paragraph 126 ~~is clear~~ sets out that good design is a key aspect of sustainable development in the interests of creating better places in which to live and work.

#### Conserving and Enhancing the Historic Environment

Paragraph 190~~85~~ states that development pPlans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets that are most at risk through neglect, decay or other threats.

*Remainder of Paragraph 1.5 left unchanged until:*

Local Plan Core Strategy  
(Adopted January 2012)

~~The CQivic Quarter~~ AAP will sit alongside the adopted Core Strategy as the statutory dDevelopment pPlan for the area (together with the saved policies of the Revised Trafford Unitary Development Plan). The ~~CQivic Quarter~~ AAP boundary covers land previously within Policy SL3: Lancashire County Cricket Club Quarter (a Strategic Location); ~~LCCG~~ and also Policy L3 as part of a Priority Regeneration Areas. ~~Whilst Policy L3 will remain extant, is it noted that Policy SL3 was superseded on adoption of the CQAAP. will be superseded by the Civic Quarter AAP, once the AAP is adopted.~~

The following Core Strategy pPolicies are of relevance to the ~~CQivic Quarter~~ AAP and continue to be read alongside it, although specific elements of these policies may have been replaced or part-replaced; any future planning applications:

- L1 Land for New Homes
- L2 Meeting Housing Needs
- L3 Regeneration and Reducing Inequalities
- L4 Sustainable Transport and Accessibility
- L5 Climate Change
- L7 Design
- L8 Planning Obligations
- W1 Economy
- W2 Town Centres and Retail
- R1 Historic Environment
- R2 Natural Environment
- R3 Green Infrastructure
- R5 Open space, Sport & Recreation

## R6 Culture and Tourism

### ~~Refreshed Stretford Masterplan~~

~~The Refreshed Stretford Masterplan was approved by Trafford Council in January 2018 as its strategy for securing the transformation of Stretford. The overall objective of the Refreshed Masterplan is to deliver the transformation of Stretford Town Centre and the wider Stretford area into a more prosperous and vibrant place that realises the full potential of existing assets including the existing green infrastructure and provides a safer, attractive and distinctive environment.~~

~~The Civic Quarter AAP will build on the principles set out in the Refreshed Stretford Masterplan for the areas outside of the Town Centre, including the former Kellogg's site, LCC, former B&Q site and Stretford Sports Village, enabling it to function as a more successful destination. It will provide further guidance in order to assist the co-ordinated and comprehensive regeneration of this area consistent with the ongoing regeneration objectives for Stretford/Old Trafford and the wider Borough.~~

~~The Council will be bringing forward a separate Area Action Plan in due course for Stretford and which will be complementary to the aims and objectives of the Civic Quarter.~~

### Stretford Area Action Plan

A separate Area Action Plan for Stretford, close to the Civic Quarter, is also under preparation, although it is less advanced than the CQAAP. The Stretford AAP will have the same status as the CQAAP once it is adopted.

### Emerging Planning Policy

There are a number of emerging planning policy documents that are currently being prepared, both at a Greater Manchester strategic level and at a Borough level, including:

#### ~~Greater Manchester Spatial Framework (GMSF)~~

~~The GMSF will form part of Trafford's Development Plan. The Final Draft GMSF is expected to be published in 2021 and has been put together by the Greater Manchester Combined Authority however as of December 2020 it is proposed to be a plan for 9 of the Greater Manchester Authorities including Trafford. The GMSF will set out the strategic policies and priorities for 9 of the Greater Manchester Authorities (excluding Stockport), including the number of new homes and level of employment land that should be brought forward over the plan period (up to 2037).~~

#### ~~The AAP~~

~~will help to deliver the residential and employment growth planned for Trafford within the GMSF and ensure effective use of brownfield land, which is a key focus for the GMSF.~~

### Places for Everyone

|               |  |                          |
|---------------|--|--------------------------|
|               | <p><u>Places for Everyone (PfE) is a joint plan for nine authorities of Greater Manchester following the decision of Stockport Council to withdraw from the process of preparing the Greater Manchester Spatial Framework. Publication (Regulation 19) consultation on PfE 2021 took place in August to October 2021 with an intention to submit the plan to the Secretary of State in Spring 2022. PfE will set the strategic policies and priorities across the nine districts, including the number of new homes and level of employment land that should be brought forward over the plan period (up to 2037).</u></p> <p><b>Trafford Local Plan</b><br/> <del>The Council are currently preparing a new Local Plan for Trafford, which will set out planning policies and allocate sites for development, protection or for other purposes such as town centre boundaries or green networks. The Trafford Local Plan will form part of the Development Plan for Trafford and once adopted will form the basis for making decisions on planning applications, alongside other documents in the Development Plan. Following an initial consultation, the Council has now prepared a Regulation 18 draft of the Trafford Local Plan which is expected to be consulted upon in early 2021.</del></p> <p><u>The Council is currently preparing a new Local Plan for Trafford, which will set out planning policies and allocate sites for development, protection or for other purposes such as town centre boundaries or green networks. The draft Trafford Local Plan (Regulation 18) was consulted on in early 2021 and it is anticipated that the next stage of the plan (Regulation 19) will be consulted on in mid 2022.</u></p> <p><b>Trafford Design Guide</b><br/> The Council are currently preparing a Design Guide for Trafford, which is intended to build on the recently published national guidance on design and enable the Council to ensure that quality design underpins decision making. <u>The Design Code contained within the CQAAP is intended to be read alongside the emerging Trafford Design Guide. The Design Guide will set out a number of overarching principles of good design, related to place making, public realm and urban design, as well as providing specific guidelines in relation to architectural form and design.</u></p> <p>Consideration of the emerging policy, where relevant, has been undertaken when preparing the <u>CQAAP</u> to ensure a consistent approach.</p> |                          |
| Paragraph 2.1 | <p>The <del>CQ</del><u>ivie Quarter</u>-AAP area covers approximately 55 ha (135 acres), comprising predominantly previously developed land within the wards of Longford, Gorse Hill and Clifford. It is located within north-east Trafford and is close to the administrative boundaries of Manchester City Council and Salford City Council to the north.</p> <p>The area mediates between large urban areas to the north undergoing rapid change and development and established low-rise suburbs to the south.</p>   | Update and clarification |

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|               | <p>Salford Quays maintains strong growth in development, lying only a few hundred metres to the north, with its attractive waterfront and major cultural offer. Pomona Island, within Trafford, is also <del>regarded</del> as a significant area of future change. Manchester City Centre is only 10 minutes away, 4 stops by tram.</p> <p>To the east, west and south, the area is bounded by significant green amenities of Seymour Park, Gorse Hill Park and Longford Park. <del>The latter is,</del> the Borough's largest park <del>and,</del> leading into the expansive Mersey River Valley.</p> <p>The Civic Quarter's strategic position provides an opportunity for development to act as a catalyst for the regeneration and renewal of not only the Civic Quarter but also the wider north Trafford area. <del>This would,</del> building on the wider area's existing unique opportunities, including the two world renowned sporting institutions of MUFC, which sits just outside the <u>CQAAP</u> boundary, and LCCC, Trafford Town Hall and UA92.</p> <p><del>It should be noted that,</del> whilst the policies within this document relate solely to land within the <u>CQAAP</u> boundary, the Council remains committed to the regeneration of the wider area, <del>coveringsuch as</del> Stretford, Trafford Bar, Wharfside and Pomona. The AAP is also mindful of the proximity of and relationships with the surrounding residential communities.</p>  |   |
| Paragraph 2.2 | <p><del>A Heritage Assessment was prepared to inform the development of the CQAAP. The document provides a proportionate analysis and assessment of the built heritage of the Civic Quarter. It includes an audit of the designated and non-designated heritage assets within the boundary and contains broad recommendations for positive and sensitive future management and change. has been prepared to support the preparation of the AAP. This assessment identifies in detail the untold history of the area and key designated and non-designated heritage assets that the AAP will seek to retain and enhance.</del></p> <p>In summary, the Civic Quarter has a rich and fascinating history in culture, events, health and wellbeing, with the area's development being largely linked to the opening of the Royal Botanical Gardens in 1831. The Gardens played an integral part in two spectacular national exhibitions; the Art Treasures Exhibition, held in 1857, and some thirty years later, the Royal Jubilee Exhibition.</p> <p>Today, the Grade II listed Entrance Portal and Lodges to <del>the f</del>Former White City Greyhound Track remains. <del>They are,</del> isolated at <del>the</del> White City <del>R</del>etail <u>Warehouse</u> car park fronting Chester Road.</p> <p>Around the time of the exhibitions, other sporting development was taking place with the development of Lancashire County Cricket Ground in 1857 and the Old Trafford Bowling Club, which was founded in 1877 and was one of the area's most substantial clubhouses <del>for</del> amateur sport, <del>an inspiring legacy of the area's many cricket, tennis and racing fields.</del></p> <p>By 1889 Old Trafford, which formed part of the township of Stretford, had established a well-connected and notable residential, leisure and institutional character. Green spaces were an</p> | Clarification, and to respond to the representation of the Heritage Development officer to confirm that the pavilion and pitch of LCCC is a non-designated heritage asset |

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|               | <p>important aspect of <del>this area's</del> character. The area's continued reputation for sports continued with the opening of Manchester United's Football Ground in 1910.</p> <p>The use of Chester Road increased in intensity <del>during</del> <del>in</del> the <del>latter</del> 20th century, becoming a key arterial route around <del>and through</del> the urban area. This increased intensity resulted in a change to the character of Old Trafford/ Stretford, with residential properties being demolished to make way for larger commercial premises, such as <del>the</del> British Gas and the Kellogg's <del>h</del>Headquarters buildings (<del>the latter</del> now <del>reoccupied as</del> UA92). Commercial development of the area has led to larger footprints, increased densities and larger heights and massing in buildings.</p> <p>Whilst the Civic Quarter area has a rich history associated with sport, leisure, institutional and residential uses, the historic character has been eroded over time, <del>thereby emphasising the importance of making</del> the surviving elements <del>and their important</del> connections to the area's past. Ensuring the promotion and enhancement of the rich history of the remaining heritage assets and seeking to ensure positive opportunities to reinforce the area's rich history is a key opportunity and challenge for the <del>CQ</del>AAP to address.</p> <p><u>Opportunities</u><br/> Revealing the untold history of the area<br/> Ensuring retention and enhancement of the existing heritage assets<br/> Repairing the fragmented street scene and ensuring better connectivity of heritage assets<br/> <del>R</del><del>Seek to reinforcing thee</del> historic uses of the area, in particular sport, leisure, arts, cultural and residential</p> |                          |
| Paragraph 2.3 | <p><del>Neighbourhood</del><del>Character</del> Areas<br/> The existing Civic Quarter can be divided into a number of distinct areas as set out below.</p> <p>Central Neighbourhood<br/> The Central Neighbourhood comprises <del>of</del> a number of key large scale land parcels, including the Former Kellogg's <del>s</del>Site, <del>the</del> British Gas <del>s</del>Site and White City Retail Park. <del>The former Kellogg's building itself is occupied by UA92, and there is a planning proposal for the wider site (known as Lumina Village) involving new residential units, offices and a primary school. The former Kellogg's site offers significant development opportunities, and a major residential led mixed use proposal now benefits from a resolution to grant planning permission.</del></p> <p>The <del>out-of-centre</del> White City Retail Park, <del>which</del> has recently undergone refurbishment and comprises <del>of</del> a <del>terrace number</del> of food and non- food retail units <del>(including bulky goods stores and some chain restaurants and cafes) and associated café and restaurant uses.</del></p> <p>In addition, this area also <del>contains</del><del>mpries</del> a number of substantial office buildings along Talbot Road, including <del>but not limited to</del> Oakland House, Botanical House, Charlton House and Atherton House, in addition to some residential buildings.</p>  | Update and clarification |

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|                        | <p><b>Southern Neighbourhood</b><br/> The Southern Neighbourhood largely comprises of the LCCC ground and 'The Point' conference centre, with associated uses including a hotel, café and car parking, which is located along the prominent Talbot Road site frontage. <del>This, which</del> acts as the main thoroughfare to the wider area.</p> <p>The Lancastrian House office development is also located along the frontage to Talbot Road, whilst the vacant former B&amp;Q site, located off Great Stone Road, <u>also</u> offers a significant redevelopment opportunity.</p> <p><b>Western Neighbourhood</b><br/> The Western Neighbourhood is bounded by Chester Road and Talbot Road <del>which are linked by the existing public realm route</del>. The neighbourhood comprises the main civic buildings for the Borough, including the Grade II listed Trafford Town Hall and Sunken Gardens, Trafford College and Stretford Police Station. <del>These, which</del> all occupy a prominent locations off Talbot Road.</p> <p>In addition, this area also <del>contains</del> <del>comprises</del> the current Stretford Sports Village, a Tesco superstore, some commercial units along Chester Road and an element of housing <del>on</del> Great Stone Road and Warwick Road.</p> <p><b>Northern Neighbourhood</b><br/> The Northern Neighbourhood comprises part of the former <u>Greater Manchester Police</u> headquarters site, which has been vacant for a number of years. This <del>area</del> offers a great opportunity to bring back into use a large brownfield site.</p> <p><b>Eastern Neighbourhood</b><br/> The Eastern Neighbourhood comprises <del>of</del> a number of historic buildings, including the <del>f</del>Former Stretford Local Board offices (now known as Trafford Hall Hotel), <del>;</del> Old Trafford Bowling Club, <del>;</del> and a group of Victorian villas <u>on Talbot Road</u>. These historic buildings are currently interspersed with a number of commercial properties which <del>currently</del> detract from the setting of these heritage assets.</p> |  |
| <p>Paragraph 2.4.1</p> | <p><b>Pedestrian</b><br/> Pedestrian movement is predominantly limited to vehicular routes as plot boundaries are mostly secured with perimeter fencing. There is a pedestrian- only route linking Talbot Road and Chester Road which passes between the Town Hall building and sunken gardens before reaching <u>the</u> Tesco. <u>store</u> A pedestrian route also flanks the tram line south of the cricket ground.</p> <p><b>Cycling</b><br/> The Mayor's Cycling and Walking Challenge Fund (MCF) was established in June 2018 and was designed to make Greater Manchester a city region where walking and cycling are the natural choices for shorter journeys. Works have recently been completed to upgrade the Stretford Cycleway <u>on Talbot Road</u> with provision of segregated cycle lanes in both directions. <u>T</u></p>  | <p>Update, clarification and to respond to the representation of Transport for Greater Manchester regarding Streets for All, and the representation of Sport England regarding Active Design</p> |

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|                 | <p><del>and</del> there are further schemes identified through the MCF to connect this <u>cycleway</u> to the wider area.</p> <p>The existing cycle routes link the area to Salford, Manchester City Centre, south Manchester and Stretford. Talbot Road is a <u>longstanding particularly</u> popular route for commuter cyclists who wish to avoid Chester Road on their way to Manchester City Centre.</p> <p>There are further opportunities <u>toef enhancing</u> the routes, whilst promoting walking and cycling as sustainable modes of movement within the <u>Civic Quartersite</u> and beyond. This correlates with the aims of the MCF <del>and the Refreshed Stretford Masterplan</del>, which acknowledges the importance of improved routes between Stretford Town Centre, UA92 and Manchester City Centre. <u>It would also contribute to delivering the objectives of Active Design, as promoted by Public Health England and Sport England, which seek to encourage community activity in everyday lives, and also of Transport for Greater Manchester's Streets for All initiative.</u></p> <p>Opportunities<br/>     Creating greater permeability and interconnected routes<br/>     Promoting walking and cycling routes <u>and for them to link inin tandem</u> with greenspace<br/>     Maximise connections to Longford Park and into Mersey Valley to the south <u>as well as withand</u> key commuter routes to Stretford, Manchester City Centre and Salford Quays.</p> |               |
| Paragraph 2.4.2 | <p>Public Transport<br/>     As set out in <del>athe</del> supporting Transport Assessment <u>used to inform the development of the CQAAP</u>, the area is very well served by existing public transport links, including:</p> <p>Metrolink Tram<br/>     Old Trafford and Trafford Bar Metrolink stops provide access to the Metrolink network across Greater Manchester. <u>R,regular services linking</u> key destinations, including Stretford, Sale and Altrincham, as well as Manchester Airport, <u>SalfordThe</u> Quays and Manchester City Centre.</p> <p>Bus<br/>     Frequent bus services run along Chester Road and a less frequent service along Talbot Road. <u>These,</u> linking the area to Manchester City Centre, Hulme, Stretford, Sale, Altrincham and the Trafford Centre.</p> <p>Opportunities<br/>     Promot<u>inge</u> Trafford Bar <u>Metrolinktram</u> stop as an interchange connecting the Airport and Altrincham lines<br/>     Connect<u>ing</u> the Wharfside and Old Trafford <u>Metrolinktram</u> stops as <u>part of the</u> pedestrian priority 'Processional Route'<br/>     Improved match day capacity for trains, buses and trams<br/>     Improv<u>ing theed Old Trafford tram stop</u> environment <u>at the Old Trafford Metrolink stop</u></p>   | Clarification |

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| <p>Paragraph 2.4.3</p> | <p><del>Traffic Vehicular</del> and Car Parking</p> <p>Traffic Flows<br/>Based on the supporting Transport Assessment, the highest traffic flows occur along the A56 Chester Road, along the northern boundary of the <del>Civic Quarter area</del>, as it is a strategic link to key <del>destinations including employment areas across</del> Trafford Park, <del>Salford</del>The Quays and Manchester City Centre. Talbot Road is <del>also a</del> relatively busy link. <del>A, and a</del> reduction in flows would be beneficial to non-car users of this route. <del>the Transport Assessment concludes.</del></p> <p>Car Parking<br/>The proportion of land dedicated to car parking in the area is high compared to both buildings and the public realm. Survey data associated with the <del>T</del>transport <del>A</del>assessment <del>carried out to inform the AAP</del> suggests that there are circa 4,731 <del>car</del> parking spaces, including both public and private spaces, located within the Civic Quarter.</p> <p>As a result, <del>some of</del> the key thoroughfares in the <del>Civic Quarter Masterplan area</del> are visually dominated by surface car parking, which detracts from the streetscape and <del>impacts on the</del> potential to create attractive places to live, work and visit. It also represents an inefficient use of land. The <del>CQAAP therefore</del> seeks to address this <del>shortcoming existing issue.</del></p> <p>Opportunities<br/>Reducing and consolidating car parking requirements into discrete multi-storey car parking accessed by arterial routes<br/>Encouraging a modal shift to sustainable modes of transport<br/>Further promoting Talbot Road as a corridor for walking and cycling</p> <p>[Text to image]<br/>Surface parking at <del>the</del> British Gas <del>site</del></p> | <p>Clarification</p> |
| <p>Paragraph 2.5</p>   | <p>Scale, <del>and</del> Massing <del>and Identity</del></p> <p><del>The</del> area is generally characterised by large footprint commercial, civic, leisure and retail developments. The northern side of Talbot Road <del>within the Civic Quarter area</del> is generally characterised by taller mid to late 20th century office buildings, <del>some of which have consent for conversion to residential.</del> Oakland House <del>on Talbot Road</del> is the tallest building, at 15 storeys in height. Trafford Town Hall, Stretford Police Station and Trafford College are lower in scale, with the clock tower of <del>Trafford the</del> Town Hall the dominant feature.</p> <p>The retail developments at Tesco and White City Retail Park have very large footprints but do not generally exceed three storeys in height.</p>   | <p>Clarification</p> |

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|               | <p>On the southern side of Talbot Road, LCCC and the adjoining Lancastrian House office development are both up to six storeys in height. The former Kellogg's and British Gas buildings lie in large, open plots. <del>Building, with the heights reduceing</del> significantly towards the historic Trafford Bowling Club and <del>the</del> Victorian villas <del>to Talbot Road</del> which do not exceed three storeys.</p> <p>There are traditional two storey residential properties to the north and south of the area and also within it on Hornby <del>Road</del> and Barlow Roads. <del>These typically display, with</del> a finer, street based urban grain.</p> <p><del>Despite the Civic Quarterarea being home to world class sports and event facilities, and it accommodating; and the main civic functions for the Borough, there is an overall lack of character to the area to otherwise make it a distinctive and memorable place. Important features are not sufficiently announced and there is poor legibility to the area as a whole which does not enable users to find their way around. identity within the existing townscape character, with limited wayfinding opportunities when arriving by foot, car or public transport. The AAP provides the opportunity to create a real sense of identity through the changing townscape character across the area.</del></p> <p>Opportunities<br/>     Creating <del>a new and positivee a sense of</del> identity and <del>characterplace</del> through improveding street definition, place-making and a denser urban grain<br/>     Promotinge the area through gateway and landmark developments at strategic locations</p> |               |
| Paragraph 2.6 | <p>Green Infrastructure and Open Space<br/> <del>There are limited parks and open spaces within the Civic Quarter. However, the</del> -area is close to a number of established parks, green spaces and allotment gardens that provide recreation and respite to Trafford residents and visitors. Longford Park, the largest in the Borough, is accessed through the Quadrant and leads to the wider Mersey River Valley.</p> <p><del>Within the Civic Quarter there is anA historic bowling green associated with lies to the north, around a former Tudorbethan Pub and now, run as the community Trafford Bowling Club, a fine legacy of the wide prevalence of tennis courts, cricket fields and recreation in the wider area in the 19th Century.</del></p> <p><del>Mature trees line several main roads, including Talbot Road, and cluster around Trafford Bar Metrolinktram stop. There are, with green frontages to former villas and historic residences. There is also the Sunken Gardens at Trafford Town Hall as well as the cricket ground at LCCC.</del><br/>     The waterfront amenities of Bridgewater Canal and Salford Quay<u>s</u> lie only a few hundred metres away, severed from the area by Chester Road.</p> <p>Opportunities<br/>     Promot<u>ing e</u> the <del>Civic QuarterAAP</del> as an area of Health and Well-being</p>   | Clarification |

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|               | <p>Bring<u>ing</u> alive the area's <del>phenomenal</del> historic green and recreational spaces<br/> Supporting the <del>c</del>Creation of a major new 'Recreational Corridor' from the Mersey Valley through to Salford Quays<br/> Improv<u>ing</u>e the connections to surrounding parks and greenspaces</p>   |  |
| Paragraph 2.7 | <p>Summary of Challenges<br/> Based on the analysis undertaken on the existing context <u>and character</u> of the Civic Quarter Area, the following issues and opportunities have been identified <del>to</del><u>and will</u> be addressed through the <u>CQ</u>AAP.</p> <p>1. Stretford Sports Village<br/> The current Leisure Centre facility, located off Great Stone Road, is outdated, over capacity and no longer fit for purpose to meet the modern demands of residents. <u>An alternative is needed.</u></p> <p>2 Former B&amp;Q Site<br/> The former B&amp;Q site has lain vacant for a number of years. <u>It has a substandard and derelict appearance, following B&amp;Q's restructuring deal back in early 2016.</u></p> <p>3 Dominance of Car Parking<br/> <del>Some of t</del>The key thoroughfares in the <u>Civic Quarter</u>AAP area are dominated by surface car parking, which <u>has a negative visual impact</u><del>detracts from the streetscape and its potential to create attractive places to live, work and visit.</del></p> <p>4 Pedestrian Connectivity<br/> The <u>Civic Quarter</u>AAP area suffers from poor connectivity and legibility <u>with the existing urban grain limiting pedestrian movement,</u><del>particularly around the LCC stadium which creates significant barriers to movements into and within the AAP area.</del></p> <p>5 Lack of Identity<br/> <del>The Civic Quarter, d</del>Despite its history and significance, <u>lacks character and identity on the ground, and there is no positive sense of arrival or wayfinding,</u><del>the area being home to world class sports and event facilities and the primary civic function for the Borough, it lacks a sense of identity, with limited wayfinding opportunities when arriving by foot, car or public transport.</del></p> | Clarification  |
| Paragraph 2.8 | <p>Summary of Opportunities<br/> <u>The Civic Quarter presents an opportunity for large scale redevelopment in one of Trafford's most sustainable and accessible locations.</u></p> <p>4 Refurbished Leisure Centre<br/> The Council recognises that the current Stretford Leisure Centre is outdated and requires improvement. The <u>CQ</u>AAP confirms that the Council is committed to providing a refurbished leisure centre.</p> <p>2 Lancashire Cricket Club<br/> <u>The presence of LCCC, as an international sports venue, is a significant asset for the Civic Quarter. Its ability to draw in visitors, along with the nearby MUFC, and to promote vibrancy, activity and a sporting culture, should be maximised, and to be experienced within a new physical environment including improved public realm. Council and Cricket Club have identified opportunities to consolidate current inefficient parking arrangements in order to free up land</u></p>   | Clarification and to respond to the representation of LCCC in placing more emphasis on the opportunity afforded by LCCC's presence |

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|               | <p><del>which could be utilised for new areas of public realm and other facilities required by LCC to improve the fan and visitor experience.</del></p> <p>3 The Former Kellogg's Site<br/>The former Kellogg's office building on Talbot Road, <del>which had laid vacant</del>, has <del>recently been re-occupied as a key UA92 venue and tvacant since the company's office function relocated to Salford.</del> There is <u>a significant opportunity to create a vibrant new mixed-use community around it (Lumina Village)ound the UA92 building.</u></p> <p>4 Pedestrian Routes<br/><u>The layout and configuration of the main routes through the site and the relationship with key destinations and public transport hubs provides an opportunity for the routes to be better utilised. New secondary routes could be created, and pedestrian and cycle usage could be maximised throughout.</u><del>There is the opportunity for the creation of a 'Wellbeing Route'; a greatly improved pedestrian and cycling experience to Talbot Road. There is also the opportunity to transform Brian Statham Way and Warwick Road into a high quality, safe and welcoming 'Processional Route' connecting the MUFC and LCC and beyond to the Mersey Valley and Salford Quays Waterfront.</del></p> <p>5 Identity<br/><u>Extensive redevelopment and investment provides the opportunity to establish a positive and coherent identity that would make the Civic Quarter truly distinctive and memorable. This could include new landmark buildings, restored and better respected heritage assets, recognisable streets and spaces, and new residential neighbourhoods.</u><del>There is both a need and opportunity to better define places and urban grain in the area, including opportunities for gateway buildings to arterial routes, improved transport hubs and new neighbourhoods.</del></p> |  |
| Paragraph 3.1 | <p>Area Vision<br/>The Civic Quarter's transformation will benefit the area's existing, as well as future residents, building on the strength and resilience of the existing community to help deliver a positive future for the area. The Council's vision for the area to 2037 and beyond is:</p> <p>"The creation of a new, <u>inclusive</u>, diverse, resilient and vibrant mixed-use neighbourhood that builds on and maximis<u>ize</u> the existing opportunities in the area. It will have its own distinctive identity, allowing for the enhancement of heritage assets, providing a unique and attractive destination for the wider community, residents, businesses and visitors alike. High quality design, including sustainable design features, provision of green infrastructure and promotion of sustainable modes of transport will be at the heart of the area's development. New opportunities for work, leisure and play will be created in a high-quality <u>and accessible</u> setting, improving health and wellbeing and creating a sense of pride in the local area."</p>   | Clarification and to respond to the representation of LCCC regarding the removal of two buildings within their curtilage           |
| Paragraph 3.2 | <p><del>Strategic Objectives and Opportunities</del><br/>In order to deliver and support the overarching vision for the Civic Quarter area, a number of high-level strategic objectives and opportunities have been identified.</p> <p>1 Creation of High-Quality Public Realm</p>   | Clarification and to respond to the representation of LCCC in placing more emphasis on the opportunity afforded by LCCC's presence |

Well-designed public spaces will be at the heart of the Civic Quarter Area. The creation of high-quality public realm will link development sites and create a better sense of place through the provision of:

- A Wellbeing Route, along Talbot Road which will include enhanced green infrastructure. It will, becoming a people and cycle-friendly route that connects Stretford with the centre of and Manchester centres.
- A Processional Route, along Brian Statham Way and Warwick Road, which will redefine and amplify the connection between the two world-class sporting venues of LCCC and MUFC. It will, anchester United and also provide a link to public transport modes.
- The cCreation of new public spaces across the area, which will become an-everyday destinations and which will offer, as well as a gathering and celebration space for match and event days.

## 2 Supporting Sustainability

Ensuring that proposals support the Council's aspiration to be carbon neutral by 2038, through the incorporation of renewable technologies and energy efficient homes to promote cleaner and greener living.

## 3 Consolidation and Rationalisation of Car Parking

Removing the dominance~~The removal~~ of existing surface car parking and establishing, which currently dominates the area, and the creation of new consolidated parking provision, most likely to be in a multi-storey format, offers opportunities for creating more attractive places and connections.

## 4 Housing a Growing Community

Diversifying the existing housing offer in the area, through the provision of a mix of housing typologies including apartments, town houses and family homes to ensure that at housing needs are met ~~requirements of all residents are met.~~

## 5 Enhancement of Heritage Assets

The Civic Quarter has a rich and fascinating history with respect to culture, events and health and wellbeing, with a number of designated and non-designated assets remaining. The AAP will therefore p~~romote~~inge the conservation and enhancement of heritage assets and their settings through new development, high quality design and public realm improvements.

## 6 Supporting Sustainable Economic Growth

Supporting the creation of a range of employment opportunities including office, retail and, leisure uses, as well as community and social uses, and education in order to create a sustainable and vibrant new neighbourhood.

## 7 Improved Permeability and Connectivity

Enhancing p~~ermeability and connectivity can be enhanced throughout the Civic Quarter area~~ by better connecting different uses through improved street design, the removal of barriers to movement, the establishment of new routes, and and encouraging a modal shift from vehicular usage to sustainable modes of movement, and removal of unnecessary barriers. A key opportunity is identified in improving pedestrian permeability around LCC and opening a route circumnavigating the stadium.

## 8 Creation of Defining and Distinctive Neighbourhoods

The area's brand, including the connection to sport, leisure, culture and events as well as heritage assets, will be maximised in order to create a better sense of identity. Within this, separate neighbourhoods with different characteristics will be defined to bring together a new

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|                     | <p><del>destination of choice for residents, visitors and businesses. Enhancing the existing identities and uses of the neighbourhood areas, by building on the area's identity and brand will create a better sense of place within the Civic Quarter and ensure that it is a destination of choice for existing and future residents, businesses and visitors alike.</del></p> <p><u>9 The Promotion of a Major Sporting Venue</u></p> <p><u>The growth and enhancement of Lancashire Cricket Club and the strengthening of its role as an international sporting venue</u></p>   |   |
| Paragraph 3.3       | Delete the section referred to as 'Strategic Vision'  | Clarification   |
| Policy CQ2: Housing | <p>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 <del>will</del> be acceptable, subject to compliance with other relevant <del>d</del>Development <del>p</del>Plan policies. The Civic Quarter area provides the opportunity for higher density housing in appropriate locations (as identified within the neighbourhood areas). <del>However, a</del> mix of typologies including the provision of family housing is required across the <u>Civic Quarter AAP</u>. Developments should be designed to <del>include some private amenity-ensure the provision of defensible space, and to</del> limit the risk of crime and <del>to</del> ensure that there <del>will be</del> no unacceptable amenity impacts on existing communities. The Council expects developers to provide affordable housing <del>as part of</del> <u>with</u> all major residential developments within the Civic Quarter. <del>T and this is</del> <u>further</u> addressed in <del>P</del>policy CQ11.</p> <p>Policy CQ2: Housing</p> <p><u>The CQAAP is expected to deliver up to 4,000 new homes, with 2,500 of these homes delivered in the plan period and the remainder after 2037. This approach is in line with the NPPF and its requirement for development plans to anticipate and respond to housing requirements over the longer term. PNew housing proposals for new residential development within the Civic Quarter will be supported subject to compliance in accordance with the following requirements/principles:</u></p> <ul style="list-style-type: none"> <li>• The proposed mix of dwelling size, type and tenure should contribute to meeting the housing needs of the Borough;</li> <li>• Proposals should comply with all <del>d</del>Development <del>p</del>Plan policy requirements including current, and any future, minimum space standards;</li> <li>• The provision of family dwellings and adaptable "lifetime" homes, which future-proof internal and external accessibility arrangements, should be supported;</li> <li>• Other forms of housing will be acceptable, including dwellings for older persons and specialist forms of housing including care/extra care, to meet <del>Borough local</del> needs;</li> <li>• Student accommodation proposals will also be acceptable where they are appropriately connected to and/or in keeping with the creation of the UA92 Campus;</li> <li>• Housing proposals (including <u>in</u> the Private Rented Sector) should comply with affordable housing policy and relevant national guidance;</li> <li>• All new developments should be of excellent design quality and should demonstrate sound sustainability principles in accordance with Policy CQ4; and</li> </ul> | Clarification, update (including to account for new NPPF (July 2021) guidance) and to respond to the representation of LCCC regarding potentially conflicting adjacent uses, and of Accrue regarding the need for phasing |

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|  | <ul style="list-style-type: none"> <li>All proposals for residential development should preserve the <del>residential amenities</del> of existing <del>neighbouring</del> residents, and <del>should</del> deliver high standards of residential amenity <del>for</del> prospective <del>occupants</del> residents. This should be achieved through: appropriate siting, scale, massing and design; <del>and</del> by ensuring that car parking, servicing and refuse management arrangements are adequately provided for; <del>and careful consideration of proximity to and relationship with non-residential uses</del>. All new residential development should provide useable private amenity space for residents.</li> </ul>   |   |
| <p>Policy CQ3: Mixed Use Communities</p> | <p>The Council is supportive of a mix of uses within the Civic Quarter area as this will help to enhance sustainability and deliver <del>its</del> objectives for a new vibrant <del>destination</del> neighbourhood, creating both active day time and night-time economies and a real sense of place.</p> <p>Policy CQ3: Mixed Use Communities<br/>The following uses will be encouraged, subject to appropriate siting and compliance with relevant national and local policies:</p> <ul style="list-style-type: none"> <li>The creation of up to 50,000m2 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;</li> <li>A refurbished Stretford Leisure Centre;</li> <li>Small scale retail uses to meet local needs (Use Class F2(a));</li> <li>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;</li> <li>Hotels/aparthotel accommodation to meet market demand;</li> <li>Community <u>uses</u> and local services <u>infrastructure</u>, such as <u>small-scale health provision, and schools and higher/further education buildings education, GPs and dentists</u>; and</li> <li>Uses that would enhance the civic <u>and tourism</u> function of the <u>Civic Quarter area</u>, such as museums, <u>exhibition halls, event space, public parks and art galleries</u>.</li> </ul> <p><u>In all cases, it will be necessary to demonstrate compliance with all other relevant development plan policies and national guidance including concerning out-of-centre development for main town centre uses.</u></p> <p><u>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</u></p> | <p>Clarification and to respond to the representation of Trafford Arts Association which seeks to encourage more culture-led uses</p> |

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|  | <p><u>apply to any equivalent uses/Classes in any statutory instrument revoking and re-acting that Order.</u></p>   |   |
| <p>Policy CQ4: Sustainability and Climate Change</p> | <p>The Council, alongside the other Greater Manchester Authorities, <del>is</del> 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. <del>It is and are</del> committed to increasing <del>its</del> understanding of climate change and its consequences, and identifying actions that can be taken to reduce <del>the Borough's</del> carbon footprint, with an overall aim to be carbon neutral by 2038, with new development being net zero carbon by 2028.</p> <p><del>Policy CQ4: Sustainability and Climate Change:</del></p> <p><del>1 All development proposals within the CQAAP will be expected to demonstrate how Climate Change has been considered in the design of the development and what adaption and mitigation measures have been put in place to ensure long-term resilience to future climatic changes 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><del>2 All development proposals within the CQAAP will be expected to demonstrate how they developers should demonstrate how their proposals meet all of the following criteria:</del></p> <ul style="list-style-type: none"> <li>• Improve the pedestrian and cycle environment;</li> <li>• Promote the use of sustainable transport modes;</li> <li>• <del>Reduce the reliance on the private motor car vehicular usage;</del></li> <li>• <del>Incorporate sustainable design and construction features and follow the principles of the waste hierarchy;</del></li> <li>• <del>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 minimised);</del></li> <li>• <del>Achieve the highest levels of energy and water efficiency that is practical and viable;</del></li> <li>• Make provision for <del>the charging infrastructure for electric of plug-in</del> and other ultra-low emission vehicles;</li> <li>• Increase site biodiversity and deliver biodiversity net gains;</li> <li>• Demonstrate an actionable zero carbon plan, incorporating offsetting for both operational and embodied carbon over the first 60 years of the <del>life of</del> development; and</li> <li>• <del>Provide mitigation for any adverse impacts on levels of Demonstrate a positive contribution to</del> air quality in the local area.</li> </ul> | <p>Clarification and to respond to the representation of the Greater Manchester Minerals and Waste Unit in respect of the waste hierarchy, and to respond to the representation of United Utilities regarding the drainage hierarchy and avoiding water pollution</p> |

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| <p>Policy CQ5:<br/>Conservation and Heritage</p> | <p>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 in considering planning applications which affect the fabric and/or setting of those heritage assets including key views and <u>the</u> inter-visibility between heritage assets.</p> <p><del>It has been documented that</del><del>As demonstrated in Section 2,</del> 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.</p> <p>Policy CQ5: Conservation and Heritage<br/>The Council will seek to strengthen the historic and local character of the Civic Quarter by conserving and enhancing heritage assets, their setting, and the wider historic environment. Proposals for new development should:</p> <ol style="list-style-type: none"> <li>1 Identify and positively respond to the distinctive character and significance of heritage assets and their settings;</li> <li>2 Maximise opportunities for integrating heritage assets within new development, through high quality design, landscaping, public realm and enhancing connectivity between the identified heritage assets and <u>the</u> historic townscape; and</li> <li>3 Put heritage assets to viable uses consistent with their conservation, including through the adaptive re-use of vacant historic buildings, <u>and</u> reinstating street frontages and historic street patterns, wherever possible.</li> </ol> | <p>Clarification</p> |
| <p>Policy CQ6:<br/>High Quality Urban Design</p> | <p>The Council views the regeneration of the <u>Civic Quarter</u><del>area</del> as an opportunity to drive a step change <u>in the physical environment</u> by delivering high quality design both within the architecture of new buildings and in the approach to landscaping and <del>the</del> public realm. The Council expects all proposals to demonstrate adherence to best practice urban design principles, in accordance with the National Design Guide, the emerging Trafford Design Guide and the detailed <u>CQAAP Design Code</u><del>Principles</del>.</p> <p>Policy CQ6: High Quality Urban Design<br/>The Council <u>will</u> <del>requires</del> all proposals <u>for new development in the Civic Quarter</u> to achieve high quality design which <u>will be</u><del>s</del> accessible and useable by all sections of the community. Schemes which promote poor design solutions will not be accept<u>ed</u><del>able</del>. All proposals should:</p> <ul style="list-style-type: none"> <li>• Demonstrate compliance with the <u>CQAAP Design Code</u><del>Principles</del>;</li> <li>• Deliver architecturally innovative design which will raise design standards within the <u>Civic Quarter</u><del>area</del> whilst preserving existing residential amenity standards and ensuring that high amenity standards are achieved in new residential development;</li> </ul>  | <p>Clarification</p> |

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|  | <ul style="list-style-type: none"> <li>• Provide taller buildings, in line with the <u>Building Heights Parameter Plan massing principles and specific Neighbourhood Area Policies set out in the AAP</u>, ensuring that such proposals are sensitively designed;</li> <li>• Limit the provision of new areas of open surface car parking and consolidate existing;</li> <li>• Provide new areas of public realm and green space, incorporating quality hard and soft landscape treatments;</li> <li>• Remove physical barriers and encourage permeability and passive surveillance, subject to compliance with Crime Impact requirements;</li> <li>• Avoid poor quality or unnecessary signage and street clutter <u>in order</u>, to maintain the high design standards for the area;</li> <li>• Provide adequate refuse and recycling facilities in order to avoid unacceptable impacts on local amenity or <u>the undermining the quality</u> of the public realm;</li> <li>• <del>Demonstrate sound sustainability principles in accordance with Policy CQ4</del>; and</li> <li>• Reduce the risk of crime, including the incorporation of hostile vehicle mitigation where necessary.</li> </ul>  |   |
| <p>Policy CQ7: Public Realm Principles</p> | <p>The aspiration is to create a high quality urban <u>public</u> realm which will link development sites and create a more coherent and robust sense of place <u>within</u> a diverse <u>framework</u> of streets <u>typologies</u> and <u>character</u> of 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 <u>public</u> realm achieve the highest quality design. A <u>key part of the objective</u> <del>great aspiration</del> is <u>the</u> development of an overarching sustainable landscape strategy which will include sustainable <u>surface water</u><del>stormwater</del> management as an essential element of each development. <u>This policy will also support the principles of Active Design and Streets for All.</u></p> <p>Policy CQ7: Public Realm Principles<br/> <u>The Council will require a</u>All proposals <u>for new development in the Civic Quarter to provide, or support the should delivery of,</u> high quality, accessible public realm <del>design.</del> <u>All</u>, <u>in accordance with the AAP Public Realm Principles (Appendix 3) and Neighbourhood Landscape Design Principles (Appendix 1).</u> All development proposals <u>will be expected should seek to maximise opportunities</u> to:</p> <ul style="list-style-type: none"> <li>• Increase permeability through the creation of clear, direct, convenient, safe and well-signed routes, into, out of and around <u>each new</u><del>the</del> development site;</li> <li>• <u>Ensure a form of cohesive</u> development that <u>supports and enhances the delivery of the Well-being Route, the Processional Route and Exhibition Walk</u>;</li> <li>• <u>Demonstrate compliance with the CQAAP Public Realm Code responds to the proposed street hierarchy and the Improved Permeability and Greenspace Parameters Plan; and identified routes within and beyond the AAP area</u>;</li> <li>• Provide high quality street furniture and boundary treatments and minimise inappropriate street clutter;</li> </ul> | <p>Clarification and to respond to the representation of Transport for Greater Manchester regarding Streets for All, the representation of Sport England regarding Active Design, and the representation of United Utilities regarding sustainable drainage</p> |

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|   | <ul style="list-style-type: none"> <li>• <del>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></li> <li>• Promote public art to enhance spaces and reinforce the creation of a distinct identity for the area;</li> <li>• Promote sustainable maintenance and management of the public realm, including the incorporation of sustainable <del>drainage features water management;</del> and</li> <li>• Incorporate new soft landscaping to further enhance the character of the area and <del>to promote increased biodiversity;</del> and</li> <li>• <del>.Support the principles of Active Design to promote health and well-being and to encourage physical activity.</del></li> </ul>   |   |
| <p>Policy CQ8:<br/>Well-being<br/>Route – Talbot<br/>Road</p> | <p>Vision<br/>Talbot Road is a wide radial corridor <del>which forms part of a wider</del> linking between Stretford Town Centre and Manchester City Centre. Mature trees that line the road already give it a green character. <del>T and the CQAAP</del> identifies opportunities to establish it as a health and well-being boulevard. This will result in a strategic 'sustainable' link <del>from Manchester</del> to Stretford Town Centre, as well as a daily leisure and recreation destination in itself. <del>It will also further support the principles of Active Design and of Streets for All.</del></p> <p>Design Principles</p> <ul style="list-style-type: none"> <li>• Accentuating the road's green character by <del>retaining existing trees,</del> adding more <del>trees (including street trees)</del> and creating a boulevard; <del>whilst retaining existing trees</del></li> <li>• De-engineering the street <del>by</del> narrowing the carriageway, widening footpaths <del>and,</del> lowering kerbs, <del>etc</del></li> <li>• <del>Establishing a d</del>Designated bike lane <del>to</del> create a strategic route that aligns with the principles <del>of,</del> and is part of <del>the network of</del> Manchester's new Bee <del>Network</del>line</li> <li>• <del>Encouraging the u</del>Use of high quality materials to create a distinctive sense of place</li> <li>• <del>The provision of m</del>Multiple road crossings to aid permeability <del>and to facilitate</del>of pedestrian movement</li> <li>• <del>The creation of an 'active ribbon' along</del> One side of the street to accommodate <del>an 'active ribbon'– street</del> furniture, local information boards <del>/and</del> signage <del>to promote</del>fer activities and recreation. <del>It could also,</del> include <del>ing</del> a running track, outdoor gym, ping pong tables, children's play, and <del>could also</del>which <del>can</del> host locally organised events</li> <li>• A <del>new s</del>Supercrossing at junction with Great Stone Road - potentially a diagonal crossing - to create a direct link with Stretford High School and the <del>surrounding residential</del>existing community.</li> </ul> <p>Policy CQ8: Well-being Route – Talbot Road</p> <p>1 The Council will support the delivery of a Wellbeing Route along Talbot Road which <del>will serve</del>seeks to enhance cycle and pedestrian permeability <del>and which will become a new leisure and recreational destination at the heart of the Civic Quarter.</del></p> <p>2 <del>Development p</del>Proposals on sites <del>on or that</del> adjoining Talbot Road should ensure that development <del>positively</del> addresses Talbot Road. <del>It should,</del> generate <del>ing an</del> active street frontages, provide <del>ing</del> new and retain <del>ing</del> existing quality landscaping and <del>should demonstrate</del></p> | <p>Clarification and to respond to the representation of Transport for Greater Manchester regarding Streets for All and the Bee Network</p> |

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|   | <p><del>ensuring</del> a cohesive approach to development.</p> <p>3 Development proposals that would prejudice the delivery of the Wellbeing Route will not be supported.</p>  |  |
| <p>Policy CQ9:<br/>Processional<br/>Route</p> | <p>Vision</p> <p>Brian Statham Way and Warwick Road <del>formare</del> a direct, if unremarkable, link between Old Trafford Metrolink <del>tram</del> stop, LCC, Trafford Town Hall and, across Chester Road to MUFC. The Processional Route as <del>originally envisaged defined</del> in the adopted Core Strategy has an aspiration to ultimately link the Civic Quarter to MediaCityUK.</p> <p>The AAP 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 <del>and history of this place area and its history.</del></p> <p>Full vehicle access to existing properties along Warwick Road <del>wouldwill</del> be maintained.</p> <p>Design Principles</p> <ul style="list-style-type: none"> <li>• A <del>more b</del>Balanced street design <del>with a greater focus on pedestrians and cyclists</del></li> <li>• <del>The p</del>Pedestrianisation of Brian Statham Way</li> <li>• Removal of fences towards LCCC and UA92, <del>where possible and whilst recognising the need for continued security,</del> to aid pedestrian permeability</li> <li>• A consolidated arrival square at <del>the Old Trafford</del> Metrolink <del>tram</del> stop</li> <li>• Ample seating opportunities to encourage people to <del>dwelstay</del> and use the space</li> <li>• Linearity in design <del>in order towill</del> aid movement, <del>particularly on match days</del></li> <li>• Secure space for independent food and beverage vendors</li> <li>• Opportunities for active street frontages and spill-out from existing and new developments</li> <li>• Opportunit<del>iesy</del> for public art and local information boards to celebrate the area's rich history</li> </ul> <p>Policy CQ9: Processional Route</p> <p>1 The Council will support the delivery of a Processional Route along Brian Statham Way and Warwick Road which <del>will serve as a key pedestrian thoroughfare and dwell space between two international sporting venuesseeks to enhance cycle and pedestrian permeability.</del></p> <p><del>2</del> Development proposals on sites <del>on orthat</del> adjoining the <del>Processional R</del>-route should ensure that development <del>positively</del> addresses <del>the route. It shouldBrian Statham Way and Warwick Road,</del> generate<del>ing an</del> active street frontages, provide<del>ing</del> public art, <del>secure</del> new and enhanced quality landscaping <del>and retain existing planting,</del> and <del>should demonstrateensuring</del> a cohesive approach to development.</p> <p>3 Development proposals that would prejudice the delivery of the Processional Route will not be supported.</p> | <p>Clarification and respond to the representation of LCCC regarding only removing barriers and fencing where possible</p> |

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| <p>Policy CQ10:<br/>Movement and<br/>Car Parking<br/>Strategy</p> | <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><del>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.</del></p> <p><del>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.</del></p> <p><del>The Civic Quarter is exceptionally well located to take advantage of existing public transport infrastructure and to promote walking, cycling and public transport use (including bus and tram). However, patterns of movement for pedestrians and cyclists are currently constrained and the physical environment is too dominated by cars, roads and car parking. A key objective of the CQAAP is to establish a new movement network which will provide a clear pattern of streets and routes to encourage walking and cycling, and which will limit the impact of car use.</del></p> <p><del>The regeneration of the Civic Quarter is also seen as an opportunity to deliver a new approach to car parking to serve some continuing demand particularly to the main attractors in the area, and to cater for new and emerging transport technologies.</del></p> <p>Policy CQ10: Movement and Car Parking Strategy</p> <p>All development proposals should assist in the delivery of the following movement and car parking principles:</p> <p>4 <del>The c</del>Creation of new or enhanced pedestrian and cycling connections <u>within the Civic Quarter, and, including providing to support improved pedestrian and cycle links beyond the Civic Quarter improved connections beyond the AAP area;</u></p> <p>2 <del>The c</del>Creation of new or enhanced connections to existing public transport services <u>within the Civic Quarter, and to support improved links to public transport beyond the Civic Quarter including beyond the AAP area.</u> Any measures that will enhance the accessibility and frequency of <del>such</del> services should be delivered where possible;</p> <p>3 <del>The c</del>Creation of new multi-storey car park solution(s), which are of high design quality <u>and which are generally,</u> located on the periphery of the <del>CQ</del>AAP area to discourage traffic from utilising Talbot Road;</p> <p>4 <del>The c</del>Consolidation of existing surface car parking where it can be demonstrated that the existing provision is surplus to requirements; and</p> | <p>Clarification and to respond to the representation of Transport for Greater Manchester regarding the need to reference buses as well as trams</p> |
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|                             | <p>5 Make adequate provision <del>for the charging of infrastructure for electric of plug-in</del> and other ultra-low emission vehicles.</p>   |                             |
| <p>Paragraph 5.1</p>        | <p>Working in Partnership<br/> The Council does not have the resources to implement the <del>objectives for the Civic Quarter</del>AAP alone. Implementation and delivery of the <del>CQAAP</del> will require the Council to work closely with a range of different partners, including landowners, <del>and developers, as well as</del> infrastructure providers <del>and government bodies, and Transport for Greater Manchester, to ensure a</del> <u>coordinated and effective framework and</u> approach to delivery. The <del>CQAAP</del> provides the <u>right structure to facilitate a partnership-style approach in order that investment in services, utilities, public transport and other infrastructure takes place alongside new development to ensure sustainable growth and to support the establishment of a strong, vibrant and healthy Civic Quarter over the CQAAP plan period</u><del>necessary framework for coordinating a large number of development proposals, along with investment in infrastructure, across the whole of the Civic Quarter area, over the life of the Plan, and across all partners involved.</del></p>   | <p>Clarification</p>        |
| <p><u>Paragraph 5.2</u></p> | <p>Monitoring and Review<br/> The Council has a statutory requirement to prepare a Monitoring Report on the progress of <del>d</del>Development <del>p</del>Plan documents <u>such as the CQAAP, . This should cover</u> the extent to which policies <del>within these documents</del> are being implemented and their effectiveness. <del>Monitoring is needed to establish what is happening now and what may happen in the future.</del>By monitoring and studying trends <u>arising from policy documents</u> it is possible to identify <u>potential shortcomings as well as areas of success key challenges and opportunities for the future</u> and <u>to</u> enable policy to be adjusted or revised where necessary. Monitoring is also important to ensure that the <u>wider</u> aim of sustainable development is being achieved.<br/> The Council will prepare an annual Monitoring Report on the <del>C</del><u>Civic Quarter</u>-AAP that will: <ul style="list-style-type: none"> <li>• Assess the extent to which policies <u>within it in the AAP</u> are being implemented;</li> <li>• <del>W</del><u>Set out, where a policy is not being implemented, attempt to set out</u> the reasons <u>for this</u><del>why</del> and what steps will be taken <u>in response to ensure it is implemented</u>;</li> <li>• <del>Publish</del><u>Make available up-to-date</u> information collected for monitoring purposes;</li> <li>• <del>Where CQAAP policies have been implemented, i</del>Identify the <u>consequences</u><del>significant effects of doing so implementing policies in the AAP and whether they are intended</del>; and</li> <li>• Set out whether policies are to be amended or replaced and a timetable for doing so.</li> </ul> </p> | <p><u>Clarification</u></p> |

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| <p>Appendix 1<br/>The<br/>Neighbourhoods</p> | <p>Introduction to Neighbourhood Areas</p> <p>Central Neighbourhood</p> <p>Area Today</p> <p>A varied mixed use area dominated by White City Retail Park to the north, lacks connections and inhibits new ones to north and south.</p> <ul style="list-style-type: none"> <li>• <del>Taller office developments to Talbot Road, including Oakland House, and with areas of surface car parking to the rear</del></li> <li>• <del>Taller office developments line Talbot Road, many of which are being converted into residential use, with vacant rear gardens providing opportunities for new development already coming forward</del></li> <li>• <del>The former Kellogg's site development is moving forward including a significant new community, greenspace and primary school</del></li> <li>• <u>UA92 Academy opened in 2019 within the former Kelloggs building</u> with long term plans to accommodate learning</li> <li>• <u>There is a planning proposal for the wider Kelloggs site (Lumina village) involving new residential units, offices and a primary school</u></li> <li>• <u>Clusters of vacant sites lie to the north of Talbot Road with established green amenity fringing the tram line</u></li> <li>• <u>The site of the British Gas headquarters comprises a significant building with substantial surface car parking</u></li> <li>• <del>Large British Gas headquarters is surrounded by significant surface car parking</del></li> <li>• The Grade II listed Entrance Portal and Lodges to Former White City Greyhound Track has been stripped of ornamental detail whilst its setting is lost and underplayed.</li> </ul> <p>Vision</p> <p>Recast a residentially-led neighbourhood where people, place making, health and wellbeing, walking and cycling underpin the development.</p> <p>Opportunities</p> <ul style="list-style-type: none"> <li>• <u>A re-structured retail park to include new residential development but with the prospect of some retail park remaining. Also to include a significant new public park in the location of the former Botanical Gardens</u></li> <li>• <u>Use UA92 and Lumina Village as a catalyst for further growth in this area, including new education facilities and student accommodation</u></li> <li>• <del>Build on momentum of the former Kellogg's site development and placemaking to the east including new green walking routes along established tree-lined tram lines</del></li> </ul> | <p>Update and clarification, and responding to: the representation of Derwent Estates regarding the need for flexibility in respect of any future redevelopment of the retail park; the representation of LCCC regarding the need to emphasise the potential of the cricket ground to lead regeneration, to refer to the opportunity presented by the B&amp;Q site only where it would not undermine the role and function of LCCC, to qualify any loss of car parking at LCCC, to allow for more flexibility regarding the location of the fan zone around LCCC (and to omit the reference to a 'secured' fan zone), to expand the requirement for the adjacent neighbourhood to support the processional route, and to refer only to the removal of barriers at LCCC where possible and where security would not be compromised; the representation of the Heritage Development Officer in seeking to respect the existing character of Talbot Road, to make reference to the repair and restoration of the White City entrance portal, and to confirm that the pitch and pavilion at LCCC is a non-designated heritage asset; the representation from United Utilities regarding placing greater emphasis on sustainable drainage; and the representation from a member of the public regarding enhancements to Old Trafford Metrolink stop.</p> |
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- Create new permeability to and through the retail park White City and towards Salford area and into the heart of the Civic Quarter (including new CYCLOPS junction)
- ~~Completely re-imagine the Retail Park as a new neighbourhood which celebrates its incredible history, including opportunities for significant public green amenity focussed around a significant new public park where the Botanical Gardens stood~~
- Seek to realign development away from car priority developments to well-connected sustainable and mixed-use communities
- Connections to the northern neighbourhood and Salford have huge potential to accelerate regeneration
- The enhancement of heritage assets and their settings, including on Talbot Road as well as the listed entrance portal and lodge (including their repair and restoration)
- The opportunity of the British Gas site for continuing employment uses, for potential new commercial development, residential redevelopment or a combination of these uses
- Development facing and affecting Warwick Road to support the Processional route
- ~~The land and existing buildings at the British Gas site, which provide a significant opportunity for continuing employment uses and potentially new commercial development, residential development or a mix of these uses.~~

#### Height and Scale

- Taller buildings are seen to cluster around Oakland House along the civic promenade to Talbot Road, carefully scaling down towards the Town Hall and Bowling Green
- ~~Landmark buildings should address the major White City roundabout and discourage traffic flows to Talbot Road~~
- Create a protective edge to Chester Road with medium-rise buildings
- A new positive edge to Chester Road with medium-rise buildings
- Spaciousness to Talbot Road to be retained
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#### Landscape Design Principles

A predominantly residential neighbourhood with a coarse grain and a of a variety of street typologies. Green and open spaces cater to new and existing residents.

#### Streets

- Generous street widths to allow for unobstructed and inclusive pedestrian and cycle movement, as well as space for dwelling and spill-out
- Higher level street typologies to allow for segregated cycle routes and controlled vehicular traffic
- Strong frontage to Talbot Road - the Wellbeing Route, with multiple pedestrian crossings to aid north-south pedestrian permeability
- Improved frontages, street environment and pedestrian and cycle experience along White City Way.
- The provision of some of the route of Exhibition Walk within this neighbourhood

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#### Spaces

- Series of attractive green spaces around which various community functions for all ages can flourish.
- Programming is crucial in order to extend the use and flexibility of the spaces - play, leisure, associated food and beverage opportunities
- Landmark space around the White City gates as a direct connection to the area's history.

#### Parking

- Substantial multi-storey car park MSCP off Chester Road to service the neighbourhood and new podium car parking for residents of the former Kellogg's site development
- Some on-street parking accommodated within main routes and occasionally within smaller street typologies.

#### Boundary Treatments

- Sensitive boundary treatments of residential ground floors to encourage a sense of ownership and appropriation of the semi-private sphere.

#### Trees and Planting

- A mix of native and non-native tree species for both streets and spaces
- Rain gardens throughout and planting to encourage biodiversity and habitat.

#### Materiality

- Robust surface materials palette suitable for vehicular, cycling and pedestrian movement
- Sustainable drainage incorporated with paving.

#### Southern Neighbourhood

##### Area Today

- ~~Comprising the Cricket Club, Lancastrian House, the former B&Q site and large areas of surface car parking.~~
- ~~A number of high defensive metal fencing boundaries to the Cricket Club, College and Lancastrian House detract from the sense of place~~
- ~~The Cricket Club have a longstanding association in this area and have plans to extend the eastern stand, including a new museum facing a revitalised pedestrian priority Brian Statham Way~~

- ~~Lancastrian House provides valuable and popular workplace for SME's fringing Talbot Road which could be enhanced~~
- ~~The B&Q site to the southern corner lies vacant and has significant opportunity for residential development.~~
- ~~Old Trafford tram stop has limited connection to Great Stone Road and the communities beyond.~~

#### Vision

~~A public centre of excellence for health and wellbeing, sport and exercise — using the great sporting and educational assets to leverage greater potential.~~

#### Opportunities

- ~~Activate the Processional Route~~
- ~~Consolidate leisure offer around the Cricket Club~~
- ~~Remove barriers and fencing~~
- ~~Create a new public square facing the Town Hall~~
- ~~Enhance tree lined avenues and green amenities particularly to Talbot Road~~
- ~~Consolidate surface car parking into active uses~~
- ~~Define the southern edge of the Sunken Gardens.~~

#### Height and Scale

- ~~The B&Q site is situated close to suburban housing — development is to be a maximum of 6 storeys.~~
- ~~In-fill development around Lancastrian House and opposite the Sunken Gardens up to 6 storeys.~~

~~A key location within the Civic Quarter. Anchored by the cricket ground and also accommodates office development and a large vacant site. Adjacent to Old Trafford Metrolink stop. Poor internal permeability.~~

- ~~The site of the cricket club includes the ground, stands, training facilities, car parks, and a hotel. Planning permission has been granted (CHECK) for a hotel extension and a new two-tiered stand towards Brian Statham Way~~
- ~~Fencing surrounds much of the cricket club site, which can be visually intrusive in parts~~
- ~~Lancastrian House on Talbot Road is a popular office location~~
- ~~The site of the former B&Q retail unit and car park (now vacant) lies adjacent to the cricket club towards Great Stone Road~~
- ~~Incline to Great Stone Road as it crosses the tramline~~
- ~~Brian Statham Way leads from the Old Trafford Metrolink stop, but no direct pedestrian linkage towards Great Stone Road~~

#### Vision

A revitalised neighbourhood with sport, leisure and tourism at its core and which has successfully built upon the international profile of Lancashire County Cricket Club to lead major regeneration and investment

#### Opportunities:

- Improvements to facilities at LCCC
- A strengthened sport, hospitality, community, spectator and commercial offer around the cricket club
- Enhanced public realm adjacent to and including LCCC and a diminished impact from barriers and fencing (where possible) whilst not undermining public safety
- Development facing and affecting Talbot Road to support the Well-being route
- Development facing and affecting Brian Statham Way to support the Processional route
- The opportunity of the B&Q site for redevelopment where it would not undermine the role, function and operation of LCCC
- The potential for some sensitive infill development
- The establishment of a new public square to safely accommodate large crowds - a 'fan zone'
- An enhanced level of permeability throughout the neighbourhood, including a new route between Great Stone Road and Old Trafford Metrolink stop
- A shift towards walking and cycling as the main methods of movement within the neighbourhood
- To achieve a spread of development and uses that would discourage the use of Talbot Road by vehicles

#### Height and Scale

- Development at the former B&Q site limited to a maximum of six storeys in view of adjacency to LCCC
- Any new development in proximity to Trafford Town Hall and the sunken gardens should also be limited in height
- Spaciousness to Talbot Road to be maintained

#### Landscape Design Principles

The opening up of the cricket ground perimeter, where possible, and with enhanced vitality and vibrancy to Talbot Road and Brian Statham Way. The formation of a new pedestrian link to the south-east of the cricket ground to connect the Metrolink with Great Stone Road.

~~Opening up the LCC stadium perimeter with active frontages to a new circular pedestrian route around the Lancashire Cricket Club, enabling a direct connection between Great Stone Road and the Metrolink tram stop.~~

#### Streets

- Strengthened frontage along Great Stone Road
- Improved connectivity across Talbot Road and Great Stone Road~~Brian Statham Way~~ to surrounding neighbourhoods (including new CYCLOPS junction)
- Allow for outdoor break out space of existing commercial properties, including the Lancastrian onto Talbot Road.

#### Spaces

- Allow 'breathing space' around the LCCC stadium by encouraging positive edges
- A new fan zone incorporating land at the junction of Brian Statham Way, Talbot Road and Warwick Road
- Defined edges of the area's main square to aid fan zone organisation on match days and reinforce sense of place; simple design to allow for flexibility of use
- Clearly defined route in and out of the fan zone, while retaining the historic wall
- . Improved public realm at Old Trafford Metrolink stop
- 

#### Parking

- ~~Given the height difference between Great Stone Road and the B&Q site, there is potential for podium car parking; this will allow for car parking to be consolidated and release space for people-friendly 'community streets' and a central green area for residents.~~
- Potential for some consolidation of surface level car parking at LCCC site if alternative parking is provided which would not impact upon the operation of LCCC
- 

#### Boundary Treatments

- Structured planting along boundaries to enforce edges and for easy maintenance.

#### Trees and Planting

- Formal and structural planting on edges
- Rain gardens where possible
- . Retention of trees to Talbot Road
- The retention and establishment of grass verges to Talbot Road to continue its character
- 

#### Materiality

- Level surfaces, smooth and non-slip finishes for inclusive access and easy movement of large groups of people.

- Paving to allow for sustainable drainage

## Western Neighbourhood

### Area Today

Dominated by civic buildings to the south facing Talbot Road, the northern edge to Chester Road remains undefined with vacant areas and gap sites.

- Grade II listed Trafford Town Hall stands as a beacon of civic pride for both the local area and wider borough, surrounded by verdant gardens and mature trees
- Trafford College anchors the Great Stone Road corner, adjacent to the GMP site
- Strong communities are housed within quality Edwardian houses along Hornby Road and Barlow Road adding a human scale with heritage value
- Well-used Stretford Leisure Centre lies diminutively to the northwest, with facilities at the end of their service life
- Tesco Extra offers a large surface car park and significant retail offer facing the busy arterial Chester Road.

### Vision

Redefine the civic centre of Trafford with public spaces and places fitting to the rich heritage and function in the area.

### Opportunities

- Consolidate Chester Road fringe built form whilst protecting communities to the south
- Further enhance the setting of the Town Hall, to Warwick Road and Talbot Road
- Refurbish the ageing Stretford Leisure Centre facility and explore opportunity for new outdoor sports facilities
- Protect and enhance the civic qualities to Talbot Road in urban and green space design
- The creation of a new internal pedestrian/cycle route from Great Stone Road to Warwick Road (part of the new Exhibition Walk), and an enhanced level of permeability throughout the neighbourhood
- Improved pedestrian connectivity across Talbot Road and Great Stone Road to surrounding residential communities (including a new CYCLOPS junction)
- Development facing and affecting Talbot Road to support the Well-being route
- Development facing and affecting Warwick Road to support the Processional route
- ~~Encourage permeable green route east-west from Stretford High School towards Montague Road~~
- Reach out and connect to surrounding communities and green space.
- 

### Height and Scale

- A sensitive building height to be adopted towards residential properties on Barlow Road, Hornby Road and Great Stone Road
- Maintain the building set back and wide verges to Talbot Road

#### Landscape Design Principles

Existing civic buildings define the character for this neighbourhood, with the reinforced Talbot Road - the Wellbeing Route - becoming its lifeblood.

#### Streets

- Improved pedestrian and cycling environment along Talbot Road - the Wellbeing Route, including improved crossing with Great Stone Road
- New building on corner of Talbot Road and Great Stone Road announcing the Civic Quarter with an attractive frontage and active ground floors
- Improved pedestrian and cycling environment along Brian Statham Way with new CYCLOPS crossingsupercrossing at junction with Chester Road to reinforce connection with Manchester United FC stadium
- Encourage dwell and spill-out space on Talbot Road for Trafford College
- Introducing new pedestrian routes which tie into the existing north-south pedestrian network
- New east-west pedestrian connection between the civic buildings and
- Tesco - Exhibition Walk - opportunity for greening and rain gardens throughout.

#### Spaces

- On Talbot Road improve quality of setting for the Town Hall Gardens.

#### Parking

- Where possible, parking will be rationalised, encouraging the potential for outdoor amenity spaces
- As part of a refurbished Stretford Leisure Centre, the site also offers the opportunity to accommodate an element of additional car parking provision, potentially delivered in a multi-storey format.

#### Boundary Treatment

- Soft boundary treatments to reinforce the existing character of the historic Trafford Town Hall Gardens and the landscape around the modern extension.

## Trees and Planting

- ~~New tree planting along Talbot Road to reinforce the avenue and green character of the Wellbeing Route~~
- ~~New tree planting along Talbot Road to complement existing features~~
- ~~The retention and establishment of grass verges to Talbot Road to continue its character~~
- Rich planting and rain gardens along Exhibition Walk
- Rain gardens where possible.

## Materiality

- Materials to complement those within Trafford Town Hall Gardens and the landscape around the new extension.

## Northern Neighbourhood

### Area Today

~~The GMP Headquarters at Chester House were demolished in 2013 and the site lies largely vacant as a prime redevelopment opportunity facing Chester Road and Exchange Quay. Clues to the fascinating history of Henshaw's Blind Asylum can still be found and more secrets may still lie beneath.~~

- ~~GMP call centre building remains on a large cleared site with significant potential for redevelopment; this was formerly Henshaw's Blind Asylum, later known as Henshaw's Institution for the Blind, the gate posts of which remain to the northeast corner~~
- ~~Highly visible gateway to Old Trafford, facing the Exchange Quay commercial district, Chester Road arterial route and River Irwell~~
- ~~Well connected to Trafford Bar, Pomona and Wharfside tram stops.~~

### Vision

~~A prime gateway location with opportunities to drive forward employment growth opportunities within a diverse and mixed-use neighbourhood.~~

### Opportunities

- ~~Gateway neighbourhood development opportunity~~
- ~~Capitalise on the potential of the Trafford Bar tram stop and success of Exchange Quay opposite~~
- ~~Opportunity for significant modern workplace development as part of a mixed-use and vibrant neighbourhood~~
- ~~Reveal the history of the Henshaw's Blind Asylum and ensure the remaining entrance posts are protected.~~

### Height and Scale

- The landmark buildings to the north can act as a gateway to the site and activate the public
- Lower scale development is promoted to the southern boundary allowing for human scale streets – this gives the opportunity for landmark buildings to activate the public realm and potentially become the gateway to a new walking/cycling route.

### Landscape Design Principles

New active commercial-led neighbourhood at the eastern gateway to the Quarter.

### Streets

- Encouraging connections back to Talbot Road and northwards to Chester Road
- Downgrading of Chester Road and White City Way to create more friendly pedestrian and cycle conditions
- Improving the pedestrian experience along Chester Road and White City Way with positive edges
- Regular intervals between pedestrian crossings to encourage north-south pedestrian permeability
- Start / end of Exhibition Walk to be demarcated.

### Spaces

- Address the new commercial square at the centre of the neighbourhood
- Potential for private courtyards within commercial developments
- Residential courtyards within potential residential blocks.

### Parking

- New multistorey parking proposed off Chester Road, taking advantage of turning to White City Way.

### Boundary Treatment

- Soft boundary treatments to commercial buildings
- Sensitive treatments to residential units to secure privacy and allow for appropriation of semi-private spaces.

### Trees and Planting

- More formal planting around commercial buildings

- ~~Ornamental tree species within green spaces~~
- ~~Opportunity for green façades in places where there is a lack of greenery.~~

#### Materiality

~~• Predominantly natural stone and concrete to suit the area's commercial use.~~  
The gateway to the Civic Quarter from Manchester. Dominated by the expansive former police headquarters site. Other built development is limited. Tracts of underutilised land and car parking.

- The site of the Greater Manchester Police (GMP) headquarters comprises a significant building with substantial surface car parking
- The GMP site was previously the site of a 19<sup>th</sup> century asylum (Henshaws); historic gateposts remain
- Landscape buffer to the well-trafficked A56 Bridgewater Way/Chester Road
- Located close to several Metrolink stops (Trafford Bar, Pomona and Wharfside) although connectivity could be improved
- Close to the office location of Exchange Quay
- Also contains a large car showroom, workshop and car park

#### Vision

A prime gateway location. Taller buildings accommodated at higher densities and with landmark status. Potential for both residential and employment uses as well as other complementary uses. New visual and functional connections with Exchange Quay.

#### Opportunities

- A gateway redevelopment opportunity, focussed on the former GMP site
- New buildings on other vacant and underutilised brownfield sites in a sustainable location
- Employment uses would complement the surrounding office/commercial location
- Residential uses would establish a new community close to other new and existing residential locations
- Capitalise on the neighbourhood's proximity to the Metrolink, particularly to Trafford Bar
- The potential to better reveal and appreciate the history and significance surrounding the demolished Henshaws building
- New connections to the north to forge links with Salford Quays
- An enhanced level of permeability throughout the neighbourhood
- Walking and cycling as the main methods of movement within the neighbourhood

#### Height and Scale

- Landmark buildings towards key road frontages to positively announce arrival to the Civic Quarter
- Landmark development to serve to activate the public realm along Chester Road
- Lower rise development towards the southern portion of the neighbourhood

#### Landscape Design Principles

A new neighbourhood in which to live, work and relax, with a new green space at its core and an attractive entrance to the Exhibition Walk

#### Streets

- Improved pedestrian connectivity towards Chester Road and Talbot Road
- The provision of new pedestrian and cycling infrastructure to Chester Road, White City Way and Boyer Street
- An enhanced pedestrian experience to Chester Road and White City Way through active and positive edges to new development
- Development arranged in order to facilitate internal pedestrian movement
- The part-provision and identification of Exhibition Walk

#### Spaces

- A new green space at the centre of the neighbourhood
- Pocket green spaces interspersed with new development
- Gateway space at the entrance to Exhibition Walk

#### Car Parking

- Potential for a new substantial multi-storey car park off White City Way
- Where possible, existing surface car parking will be rationalised

#### Boundary Treatment

- Retention of historic gate posts
- Soft boundary treatments to new employment/commercial buildings
- Sensitive and attractive boundary treatments to new residential buildings to secure privacy and define private space

#### Trees and Planting

- More structured and formal planting to new employment/commercial buildings
- Opportunity for green facades to new buildings to further beautify the public realm and add to green character
- Ornamental tree species within public spaces

- Rain gardens where possible, including to Exhibition Walk

#### Materiality

- High quality materials throughout, with the potential for stone to be introduced to new employment/commercial buildings

#### Eastern Neighbourhood

#### Area Today

A fragmented but rich tapestry of historic buildings, trees and boundaries exist in this area along an undefined high street.

- The northern part of Talbot Road includes several under appreciated heritage assets starting from Trafford Bar station and its Victorian high street, leading to the former Tudor bethan Pub bowling club and Victorian villas including Vryniew House, Trafford Public Hall and Ellis Llwyd Jones Hall
- Lower scale buildings of quality undermined by vacant plots and poor quality developments at the Bingo Hall
- Trafford Bar tram stop serves as a minor interchange to both the Altrincham and Airport lines serving millions of passengers each year– significant potential to upgrade and enhance
- The high street approach from the east is undefined with gap sites in a handful of key locations – urban repair required.

#### Vision

Repair, reconnect and celebrate the rich fragmented historic fabric as the canvas for the identity of the area whilst unlocking the potential of the Trafford Bar tram stop area.

#### Opportunities

- Announce the gateway to Trafford Bar tram stop with considerate new development between heritage assets
- Define and expand the high street character at the Talbot Road and Seymour Grove junction
- Retain and enhance heritage assets to repair and define the unique urban character to the area
- Announce gateway to Trafford Bar neighbourhood with high quality corner development to the Chester Road / Talbot Road junction
- Careful urban repair required to gap sites between heritage assets along Talbot Road
- New green health and wellbeing route possible, parallel to the tram line.

### Height and Scale

- A sensitive height required throughout in order to respect heritage assets
- A fine urban grain and a move away from large floorplate buildings to reflect the scale and footprint of heritage assets
- Retain some spaciousness to Talbot Road

### Landscape Design Principles

Reduction in scale of development to complement the historic buildings on the site.

### Streets

- Smaller grain residential character that reflects the built heritage of the site
- Buildings fronting onto the upgraded Talbot Road, providing interest, passive surveillance and active ground floors where possible to animate the street.

### Spaces

- Collection of smaller greenspaces punctuated along Talbot Road providing interest to the street
- Predominance of heritage assets and historic and improved bowling green - opportunity for a more prominent role in the neighbourhood
- Maximising the existing amenity fringing the tramline- opportunity for creating a linear park with 'green' path to the newly proposed school site and tram stops.

### Parking

- Organised on-street parking to animate the street.

### Boundary Treatment

- Sensitive treatment to historic buildings and new development.

### Trees and Planting

- New tree planting to extend the Wellbeing Route character to this eastern end
- Rich green verges along Talbot Road and main routes to announce the neighbourhood and accentuate the softness of its character
- Opportunity for individual trees to accentuate key corners.

### Materiality

|   |  |                                 |
|---|--|---------------------------------|
|   | <ul style="list-style-type: none"> <li>• Sensitive treatment of surface and street furniture materials to complement and build on the historic setting and character of the area.</li> </ul>   |                                 |
| <p>Appendix 3<br/>Public Realm<br/>Code</p> | <p>Hierarchy of Streets and Spaces</p> <p>The <del>vision for the Civic Quarter masterplan is is based on it being</del> serviced by a strong hierarchy of streets and spaces. It builds on the existing road network (<del>of</del> Talbot Road, Brian Statham Way, Warwick Road <del>and</del>, Chester Road) <del>and, as well as</del> envisioning new roads and linkages to improve <del>the</del> permeability <del>as a of the</del> whole <del>Civic Quarter</del>. The <del>resulting network will</del> include:</p> <p>Wellbeing Route</p> <p>Talbot Road <del>will should</del> become a strategic 'sustainable' link between the city centre and <del>the</del> outlying suburbs (<del>including Stretford</del>), as well as <del>being</del> a daily leisure and recreation destination <del>at the heart of the Civic Quarter in itself</del>.</p> <p>Processional Route</p> <p>Brian Statham Way <del>leading into and</del> Warwick Road <del>will to</del> become a pedestrianised ceremonial route <del>between two sporting venues of international significance, amplifying the connection between the Old Trafford Football and Cricket Grounds</del>.</p> <p>Exhibition Walk</p> <p><del>This will be a m</del>Major green link running along the lineation of the historic boundary <del>of the former botanical gardens and</del>, linking the Western, Central and Northern neighbourhoods.</p> <p>Green Vehicular Corridors</p> <p><del>Chester Road's function as a main arterial route will continue and be strengthened, with the prospect of some mitigation being necessary along with environmental improvements and tree planting. Enhancing the character of Chester Road with new tree planting and, where possible, rain gardens for an improved experience and environmental performance.</del></p> <p>Greenways</p> <p><del>These will comprise N</del>new neighbourhood streets <del>operating on a more localised grid and</del> connecting <del>both</del> north-south and east-west to the main movement routes and open spaces, transportation hubs and <del>key</del> destinations.</p> <p>The Paths</p> | <p>Clarification and update</p> |

|                                      |   |   |
|--------------------------------------|---|---|
|                                      | <p><u>Functioning at the most localised level, these 'Home zones' will typically comprise shorter pedestrianised links with <del>pedestrian realm with</del> minimal vehicular access <del>to which</del> allow safe movement and meeting spaces for all sections of the community.</u></p> <p>Greenspaces</p> <p>The mix of recreational, social and commercial spaces and pocket parks draw reference to the history of the site, particularly the botanical gardens of the 19th century.</p> <p>Each of the parks located within the neighbourhoods could uniquely reference back to the botanical gardens by, for example, using ornamental trees that reference distinctive neighbourhoods.</p> <p><i>No further changes to Appendix 3</i></p> |   |
| <p>Graphics throughout the CQAAP</p> | <p>All plans and images to be changed to reflect the text changes referred to in this list of minor modifications</p>   | <p>Clarification, update and to respond to relevant representations</p> |

## APPENDIX 2: SUGGESTED ADDITIONAL MINOR MODIFICATIONS (MARCH 2022) – a working document

| Location within CAQQP | New text shown via Track Changes   | Explanation                     |
|-----------------------|--|---------------------------------|
| Front page            | J CORRECT DATE   | Update                          |
| Foreword              | <p>Trafford Council plays an important strategic role in developing and shaping the future of our communities. In doing so, engagement with those communities, and with our partners, businesses and other stakeholders, is critical in bringing forward a vision for Trafford which is shared by all.</p> <p>The Council has bold ambitions for Old Trafford and Stretford and is proud to present the Civic Quarter Area Action Plan (CQAAP). This document is a vision, masterplan and strategy for the comprehensive regeneration and future development of the Civic Quarter, with a presumption in favour of sustainable development at its heart. It is a statutory Development Plan document which provides the starting point for determining planning applications within the Civic Quarter. It will enable the Council to deliver the change the area needs in order that it can establish itself as a new sustainable, diverse and vibrant mixed use neighbourhood, that builds on the area's existing business and residential neighbourhoods, its important civic role, celebrates its hidden heritage, and makes the most of its connectivity and the opportunities that this can bring.</p> <p>The Civic Quarter will have a new distinctive identity and will be a destination and a place to live, work and play. The Council's commitments to sustainability and the provision of high quality design and environmental standards will be at the heart of the delivery of development in the Civic Quarter.</p> <p>The policies in the CQAAP reflect these commitments and will be a blueprint for future place-making.</p> <p>The Council is also a significant landholder in the area and will be working with its partners and developers to ensure that the best use is made of both publicly and privately owned land.</p> | Update and clarification        |
| Contents              | <i>To be confirmed</i>   | Update to reflect wider changes |
| Executive Summary     | <p>The development of the Civic Quarter area has been a long-standing regeneration priority for Trafford Council. Its strategic location provides an opportunity that can act as a catalyst for the regeneration and renewal of not only the Civic Quarter but also the wider northern Trafford area. This would build on the area's existing unique opportunities, including the two world renowned sporting institutions of Manchester United Football Club (MUFC) and Lancashire Cricket Club (LCCC); Trafford Town Hall and the new UA92.</p> <p>The Civic Quarter Area Action Plan (CQAAP) intends to provide clarity and increased certainty about how the opportunities can be realised. It establishes a vision, masterplan and strategy for</p>   | Clarification                   |

|               |  |               |
|---------------|--|---------------|
|               | <p>how the area could be revitalised over the next 15 plus years, to create Trafford's newest, greenest and most vibrant neighbourhood for local residents, businesses and visitors.</p> <p>The area benefits from a range of unique opportunities which make it attractive and suitable for long-term redevelopment. This includes its strategic location in the north of the Borough, with great accessibility to Manchester City Centre, Manchester Airport, Salford Quays and the residential suburbs of Gorse Hill, Old Trafford and Stretford.</p> <p>The Council is committed to the revitalisation of this area and will work closely with a range of different partners, including landowners and developers, infrastructure providers and Transport for Greater Manchester, to ensure that existing challenges are overcome and that the ambitions set out in this document are met.</p>   |               |
| Page 10       | The CQAAP sets out several policies.....   | Clarification |
| Paragraph 1.1 | <p>With circa 500,000 visitors to LCCC and a further circa 2.5 million visitors per year to MUFC, Trafford's Civic Quarter is the most visited place in the Borough and is internationally renowned. It also contains a number of important community facilities such as Trafford Town Hall, Trafford College, Stretford Police Station, the new UA92 and Stretford Leisure Centre.</p> <p>However, the area is fragmented by a number of large footprint single uses. A significant opportunity exists to create a vibrant neighbourhood for local residents, businesses and visitors. The preparation of the CQAAP responds to existing development pressure and increased developer interest in the area over the last few years, which has resulted in a number of major planning applications coming forward.</p> <p>Development in this area will support regeneration through the creation of a new mixed-use neighbourhood in a highly accessible location, creating an inclusive, safe and sustainable community for the people of Stretford/Old Trafford. This will be achieved through the active reuse of vacant brownfield sites, underused land and the improvement of existing facilities and services.</p> <p>The Council's objective is to create a significantly improved local environment with new leisure facilities for the community, assist in the creation of additional jobs, and to provide new high-quality homes for all, including affordable homes, that will sit within attractive, high quality public realm. The regeneration potential of the Civic Quarter is significant, and the aspirations of this document will result in social, environmental and economic benefits for the local community and the Borough as a whole.</p> | Clarification |

|                                    |  |                          |
|------------------------------------|--|--------------------------|
|                                    |  |                          |
| Insert new page after Introduction | <i>New plan showing the boundary of the Civic Quarter on an OS base – see plan. Some marginal adjustments to the boundary (to the north-east).</i>   | Clarification            |
| Paragraph 1.2                      | <p>The CQAAP sets out detailed policies for the area in order to ensure that the scale of development and proposed changes for the area (to 2037 and beyond) are positively managed and guided by a robust planning framework. It seeks to meet the aspirations of the Council and the local community to improve the area as a whole, as well as the individual places within it. In doing so, the CQAAP will promote the effective use of land and meet the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.</p> <p>The CQAAP seeks to provide clarity and increased certainty about how the opportunities for improving the Civic Quarter will be realised and to ensure its challenges are addressed. Specifically, it prescribes a vision for how existing and future neighbourhoods are to develop, allocates areas for particular uses and types of development, and sets out specific policies aimed at ensuring new developments are ambitious, appropriate, sustainable and well designed.</p> <p>The CQAAP sets out a strategy for how the growth in the area will be managed to ensure the best quality of life for existing and future residents, workers and visitors.</p> <p>The CQAAP forms part of the Council's statutory development plan alongside the Trafford Core Strategy and the Revised Trafford Unitary Development Plan (which will be replaced in time by the emerging Trafford Local Plan). Places for Everyone (formerly the Greater Manchester Spatial Framework) is also under preparation and will form part of the statutory development plan. The CQAAP has been prepared in accordance with the Town and Country Planning (Local Development) (England) Regulations 2012.A The development plan informs the entirety of the development management process, from pre-application through to the determination of planning applications or related consents; it is the statutory starting point when making planning decisions in the area.</p> <p>The CQAAP identifies development opportunities, some of which are in private ownership. The full socio-economic benefits can only be achieved if there is certainty about the delivery of a comprehensive regeneration scheme that provides appropriate development of the right type in the right place. The Council will act pro-actively to work with the private sector to deliver new development. Where required, the Council will also seek to assemble land to ensure the delivery of the identified opportunities and use its compulsory purchase order (CPO) powers where necessary, if land cannot be acquired through agreement.</p> | Update and clarification |
| Paragraph 1.3                      | Delete the section referred to as 'Previous Consultation.'   | Update                   |
| Paragraph 1.4                      | Delete the section referred to as 'Current Consultation.'  | Update                   |

|                      |   |                                 |
|----------------------|---|---------------------------------|
| <p>Paragraph 1.5</p> | <p>The CQAAP has been drafted to ensure consistency with relevant national, regional and local planning policy and guidance. The Council’s aims and objectives for the area are supported by a number of existing strategic plans and policies, which are summarised below.</p> <p><b>National Planning Policy Framework (NPPF)</b><br/> The most recent revision to the NPPF, published in July 2021, sets out Government’s key planning policies for development within England. The key policy themes contained with the updated NPPF which are of relevance to the CQAAP and any future planning applications are set out below:</p> <p><b>Presumption in Favour of Sustainable Development</b><br/> Central to the NPPF is the presumption in favour of sustainable development.</p> <p><b>Delivering a Sufficient Supply of Homes</b><br/> Paragraph 60 reiterates one of the main Government objectives: to significantly boost the supply of homes. To do this, land should come forward where it is needed in order to meet identified housing requirements..</p> <p><b>Building a Strong, Competitive Economy</b><br/> The NPPF confirms that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 81 states that “significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”.</p> <p><b>Promoting Healthy and Safe Communities</b><br/> Paragraphs 92 and 93 of the NPPF states that planning policies should aim to achieve healthy, inclusive and safe places which “promote social interaction... are safe and accessible... [and] enable and support healthy lifestyle” as well as provide “the social, recreational and cultural facilities and services the community needs”.</p> <p><b>Promoting Sustainable Transport</b><br/> Paragraph 104 of the NPPF confirms that transport issues should be considered from the earliest stages of plan-making and development proposals. This is in order that the potential impacts on transport networks can be addressed and to allow opportunities to promote walking, cycling and public transport use to be pursued.</p> <p><b>Making Effective Use of Land</b><br/> The NPPF emphasises the importance of planning policies and decisions promoting an effective use of land in meeting the need for homes and other uses. Paragraph 124 states that planning decisions should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services, the importance of securing well-designed places, and local market conditions and viability.</p> <p><b>Achieving Well-Designed Places</b></p> | <p>Update and clarification</p> |
|----------------------|---|---------------------------------|

Paragraph 126 is clear that good design is a key aspect of sustainable development in the interests of creating better places in which to live and work.

#### Conserving and Enhancing the Historic Environment

Paragraph 190 states that development plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets that are most at risk through neglect, decay or other threats.

*Remainder of Paragraph 1.5 left unchanged until:*

#### Local Plan Core Strategy (Adopted January 2012)

The CQAAP sits alongside the adopted Core Strategy as the statutory development plan for the area (together with the saved policies of the Revised Trafford Unitary Development Plan). The CQAAP boundary covers land previously within Policy SL3: Lancashire County Cricket Club Quarter (a Strategic Location) and also Policy L3 as part of a Priority Regeneration Area. Policy SL3 was superseded on adoption of the CQAAP.

The following Core Strategy policies are of relevance to the CQAAP and continue to be read alongside it, although specific elements of these policies may have been replaced or part-replaced::

- L1 Land for New Homes
- L2 Meeting Housing Needs
- L3 Regeneration and Reducing Inequalities
- L4 Sustainable Transport and Accessibility
- L5 Climate Change
- L7 Design
- L8 Planning Obligations
- W1 Economy
- W2 Town Centres and Retail
- R1 Historic Environment
- R2 Natural Environment
- R3 Green Infrastructure
- R5 Open space, Sport & Recreation
- R6 Culture and Tourism

#### Stretford Area Action Plan

A separate Area Action Plan for Stretford, close to the Civic Quarter, is also under preparation, although it is less advanced than the CQAAP. The Stretford AAP will have the same status as the CQAAP once it is adopted.

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|               | <p><b>Emerging Planning Policy</b><br/>There are a number of emerging planning policy documents that are currently being prepared, both at a Greater Manchester strategic level and at a Borough level, including:</p> <p><b>Places for Everyone</b><br/>Places for Everyone (PfE) is a joint plan for nine authorities of Greater Manchester following the decision of Stockport Council to withdraw from the process of preparing the Greater Manchester Spatial Framework. Publication (Regulation 19) consultation on PfE 2021 took place in August to October 2021 with an intention to submit the plan to the Secretary of State in Spring 2022. PfE will set the strategic policies and priorities across the nine districts, including the number of new homes and level of employment land that should be brought forward over the plan period (up to 2037).</p> <p><b>Trafford Local Plan</b><br/>The Council is currently preparing a new Local Plan for Trafford, which will set out planning policies and allocate sites for development, protection or for other purposes such as town centre boundaries or green networks. The draft Trafford Local Plan (Regulation 18) was consulted on in early 2021 and it is anticipated that the next stage of the plan (Regulation 19) will be consulted on in mid 2022.</p> <p><b>Trafford Design Guide</b><br/>The Council are currently preparing a Design Guide for Trafford, which is intended to build on the recently published national guidance on design and enable the Council to ensure that quality design underpins decision making. The Design Code contained within the CQAAP is intended to be read alongside the emerging Trafford Design Guide.</p> <p>Consideration of the emerging policy, where relevant, has been undertaken when preparing the CQAAP to ensure a consistent approach.</p> |                          |
| Paragraph 2.1 | <p>The CQAAP area covers approximately 55 ha (135 acres), comprising predominantly previously developed land within the wards of Longford, Gorse Hill and Clifford. It is located within north-east Trafford and is close to the administrative boundaries of Manchester City Council and Salford City Council to the north.</p> <p>The area mediates between large urban areas to the north undergoing rapid change and development and established low-rise suburbs to the south.</p> <p>Salford Quays maintains strong growth in development, lying only a few hundred metres to the north, with its attractive waterfront and major cultural offer. Pomona Island, within Trafford, is also regarded as a significant area of future change. Manchester City Centre is only 10 minutes away, 4 stops by tram.</p>   | Update and clarification |

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|                      | <p>To the east, west and south, the area is bounded by significant green amenities of Seymour Park, Gorse Hill Park and Longford Park. The latter is the Borough's largest park and leads into the expansive Mersey River Valley.</p> <p>The Civic Quarter's strategic position provides an opportunity for development to act as a catalyst for the regeneration and renewal of not only the Civic Quarter but also the wider north Trafford area. This would build on the wider area's existing unique opportunities, including the two world renowned sporting institutions of MUFC, which sits just outside the CQAAP boundary, and LCCC, Trafford Town Hall and UA92.</p> <p>Whilst the policies within this document relate solely to land within the CQAAP boundary, the Council remains committed to the regeneration of the wider area, covering Stretford, Trafford Bar, Wharfside and Pomona. The AAP is also mindful of the proximity of and relationships with the surrounding residential communities.</p>  |  |
| <p>Paragraph 2.2</p> | <p>A Heritage Assessment was prepared to inform the development of the CQAAP. The document provides a proportionate analysis and assessment of the built heritage of the Civic Quarter. It includes an audit of the designated and non-designated heritage assets within the boundary and contains broad recommendations for positive and sensitive future management and change.</p> <p>In summary, the Civic Quarter has a rich and fascinating history in culture, events, health and wellbeing, with the area's development being largely linked to the opening of the Royal Botanical Gardens in 1831. The Gardens played an integral part in two spectacular national exhibitions; the Art Treasures Exhibition, held in 1857, and some thirty years later, the Royal Jubilee Exhibition.</p> <p>Today, the Grade II listed Entrance Portal and Lodges to the former White City Greyhound Track remain. They are isolated at the White City Retail Warehouse car park fronting Chester Road.</p> <p>Around the time of the exhibitions, other sporting development was taking place with the development of Lancashire County Cricket Ground in 1857 and the Old Trafford Bowling Club, which was founded in 1877 and was one of the area's most substantial clubhouses for amateur sport.</p> <p>By 1889 Old Trafford, which formed part of the township of Stretford, had established a well-connected and notable residential, leisure and institutional character. Green spaces were an important aspect of this character. The area's continued reputation for sports continued with the opening of Manchester United's Football Ground in 1910.</p> <p>The use of Chester Road increased in intensity during the 20th century, becoming a key arterial route around and through the urban area. This increased intensity resulted in a change to the character of Old Trafford/ Stretford, with residential properties being demolished to make way for larger commercial premises, such as the British Gas and the Kellogg's headquarters buildings (the latter now reoccupied as UA92). Commercial development of the area has led to larger footprints, increased densities and larger heights and massing in buildings.</p> | <p>Clarification, and to respond to the representation of the Heritage Development officer to confirm that the pavilion and pitch of LCCC is a non-designated heritage asset. <u>Additional proposed minor modification (in response to the Heritage Statement of Common Ground): To include a reference under the 'Opportunities' section to protecting the setting of heritage assets, and also amend the diagram to show a widened setting for Trafford Town Hall and for the entrance and portal to White City. In addition, add a further non-designated heritage asset to this diagram (Warwick Road station platforms). Also, for clarity, update the key to this diagram in order that each photograph and number corresponds.</u></p> |

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|                      | <p>Whilst the Civic Quarter area has a rich history associated with sport, leisure, institutional and residential uses, the historic character has been eroded over time, thereby emphasising the importance of the surviving elements and their connection to the area's past. Ensuring the promotion and enhancement of the rich history of the remaining heritage assets and seeking to ensure positive opportunities to reinforce the area's rich history is a key opportunity and challenge for the CQAAP to address.</p> <p>Opportunities<br/> Revealing the untold history of the area<br/> Ensuring retention and enhancement of the existing heritage assets<br/> <u>Protecting the setting of heritage assets</u><br/> Repairing the fragmented street scene and ensuring better connectivity of heritage assets<br/> Reinforcing the historic uses of the area, in particular sport, leisure, arts, cultural and residential</p>   |                                 |
| <p>Paragraph 2.3</p> | <p>Neighbourhood Areas<br/> The existing Civic Quarter can be divided into a number of distinct areas as set out below.</p> <p>Central Neighbourhood<br/> The Central Neighbourhood comprises a number of key large scale land parcels, including the Former Kellogg's site, the British Gas site and White City Retail Park. The former Kellogg's building itself is occupied by UA92, and there is a planning proposal for the wider site (known as Lumina Village) involving new residential units, offices and a primary school</p> <p>he out-of-centre White City Retail Park has recently undergone refurbishment and comprises a terrace of food and non- food retail units (including bulky goods stores and some chain restaurants and cafes).</p> <p>In addition, this area also contains a number of substantial office buildings along Talbot Road, including Oakland House, Botanical House, Charlton House and Atherton House, in addition to some residential buildings.</p> <p>Southern Neighbourhood<br/> The Southern Neighbourhood largely comprises of the LCCC ground and 'The Point' conference centre, with associated uses including a hotel, café and car parking, which is located along the prominent Talbot Road site frontage. This acts as the main thoroughfare to the wider area.</p> <p>The Lancastrian House office development is also located along the frontage to Talbot Road, whilst the vacant former B&amp;Q site, located off Great Stone Road, also offers a significant redevelopment opportunity.</p> <p>Western Neighbourhood</p> | <p>Update and clarification</p> |

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|                 | <p>The Western Neighbourhood is bounded by Chester Road and Talbot Road. The neighbourhood comprises the main civic buildings for the Borough, including the Grade II listed Trafford Town Hall and Sunken Gardens, Trafford College and Stretford Police Station. These all occupy prominent locations off Talbot Road.</p> <p>In addition, this area also contains the current Stretford Sports Village, a Tesco superstore, some commercial units along Chester Road and an element of housing on Great Stone Road and Warwick Road.</p> <p><b>Northern Neighbourhood</b><br/>The Northern Neighbourhood comprises part of the former Greater Manchester Police headquarters site, which has been vacant for a number of years. This offers a great opportunity to bring back into use a large brownfield site.</p> <p><b>Eastern Neighbourhood</b><br/>The Eastern Neighbourhood comprises a number of historic buildings, including the former Stretford Local Board offices (now known as Trafford Hall Hotel), Old Trafford Bowling Club, and a group of Victorian villas on Talbot Road. These historic buildings are currently interspersed with a number of commercial properties which detract from the setting of these heritage assets.</p>  |   |
| Paragraph 2.4.1 | <p><b>Pedestrian</b><br/>Pedestrian movement is predominantly limited to vehicular routes as plot boundaries are mostly secured with perimeter fencing. There is a pedestrian- only route linking Talbot Road and Chester Road which passes between the Town Hall building and sunken gardens before reaching the Tesco. store A pedestrian route also flanks the tram line south of the cricket ground.</p> <p><b>Cycling</b><br/>The Mayor's Cycling and Walking Challenge Fund (MCF) was established in June 2018 and was designed to make Greater Manchester a city region where walking and cycling are the natural choices for shorter journeys. Works have recently been completed to upgrade the Stretford Cycleway on Talbot Road with provision of segregated cycle lanes in both directions. There are further schemes identified through the MCF to connect this cycleway to the wider area.</p> <p>The existing cycle routes link the area to Salford, Manchester City Centre, south Manchester and Stretford. Talbot Road is a longstanding popular route for commuter cyclists who wish to avoid Chester Road on their way to Manchester City Centre.</p> <p>There are further opportunities to enhance the routes, whilst promoting walking and cycling as sustainable modes of movement within the Civic Quarter and beyond. This correlates with the aims of the MCF, which acknowledges the importance of improved routes between Stretford Town Centre, UA92 and Manchester City Centre. It would also contribute to delivering the objectives of Active Design, as promoted by Public Health England and Sport England, which seek to encourage community activity in everyday lives, and also of Transport for Greater Manchester's Streets for All initiative.</p> | Update, clarification and to respond to the representation of Transport for Greater Manchester regarding Streets for All, and the representation of Sport England regarding Active Design |

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|                        | <p>Opportunities<br/>         Creating greater permeability and interconnected routes<br/>         Promoting walking and cycling routes and for them to link in with greenspace<br/>         Maximise connections to Longford Park and into Mersey Valley to the south as well as with key commuter routes to Stretford, Manchester City Centre and Salford Quays.</p>  |                      |
| <p>Paragraph 2.4.2</p> | <p>Public Transport<br/>         As set out in a supporting Transport Assessment used to inform the development of the CQAAP, the area is very well served by existing public transport links, including:</p> <p>Metrolink Tram<br/>         Old Trafford and Trafford Bar Metrolink stops provide access to the Metrolink network across Greater Manchester. Regular services link key destinations, including Stretford, Sale and Altrincham, as well as Manchester Airport, Salford Quays and Manchester City Centre.</p> <p>Bus<br/>         Frequent bus services run along Chester Road and a less frequent service along Talbot Road. These link the area to Manchester City Centre, Hulme, Stretford, Sale, Altrincham and the Trafford Centre.</p> <p>Opportunities<br/>         Promoting Trafford Bar Metrolink stop as an interchange connecting the Airport and Altrincham lines<br/>         Connecting the Wharfside and Old Trafford Metrolink stops as part of the pedestrian priority 'Processional Route'<br/>         Improved match day capacity for trains, buses and trams<br/>         Improving the environment at the Old Trafford Metrolink stop</p> | <p>Clarification</p> |
| <p>Paragraph 2.4.3</p> | <p>Traffic and Car Parking</p> <p>Traffic Flows<br/>         Based on the supporting Transport Assessment, the highest traffic flows occur along the A56 Chester Road, along the northern boundary of the Civic Quarter, as it is a strategic link to key destinations including Trafford Park, Salford Quays and Manchester City Centre. Talbot Road is also a relatively busy link. A reduction in flows would be beneficial to non-car users of this route, the Transport Assessment concludes.</p> <p>Car Parking</p>   | <p>Clarification</p> |

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|               | <p>The proportion of land dedicated to car parking in the area is high compared to both buildings and the public realm. Survey data associated with the Transport Assessment suggests that there are circa 4,731 car parking spaces, including both public and private spaces, located within the Civic Quarter.</p> <p>As a result, some of the key thoroughfares in the Civic Quarter are visually dominated by surface car parking, which detracts from the streetscape and impacts on the potential to create attractive places to live, work and visit. It also represents an inefficient use of land. The CQAAP seeks to address this shortcoming.</p> <p>Opportunities<br/> Reducing and consolidating car parking requirements into discrete multi-storey car parking accessed by arterial routes<br/> Encouraging a modal shift to sustainable modes of transport<br/> Further promoting Talbot Road as a corridor for walking and cycling</p> <p>[Text to image]<br/> Surface parking at the British Gas site</p>   |               |
| Paragraph 2.5 | <p>Scale, Massing and Identity<br/> he area is generally characterised by large footprint commercial, civic, leisure and retail developments. The northern side of Talbot Road is generally characterised by taller mid to late 20th century office buildings. Oakland House on Talbot Road is the tallest building, at 15 storeys in height. Trafford Town Hall, Stretford Police Station and Trafford College are lower in scale, with the clock tower of Trafford Town Hall the dominant feature.</p> <p>The retail developments at Tesco and White City Retail Park have very large footprints but do not generally exceed three storeys in height.</p> <p>On the southern side of Talbot Road, LCCC and the adjoining Lancastrian House office development are both up to six storeys in height. The former Kellogg's and British Gas buildings lie in large, open plots. Building heights reduce significantly towards the historic Trafford Bowling Club and the Victorian villas to Talbot Road which do not exceed three storeys.</p> <p>There are traditional two storey residential properties to the north and south of the area and also within it on Hornby Road and Barlow Road. These typically display a finer, street based urban grain.</p> <p>Despite the Civic Quarter being home to world class sports and event facilities, and it accommodating the main civic functions for the Borough, there is an overall lack of character to the area to otherwise make it a distinctive and memorable place. Important features are not sufficiently announced and there is poor legibility to the area as a whole which does not enable users to find their way around. .</p> | Clarification |

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|               | <p>Opportunities<br/>         Creating a new and positive identity and character through improved street definition, place-making and a denser urban grain<br/>         Promoting the area through gateway and landmark developments at strategic locations</p>   |               |
| Paragraph 2.6 | <p>Green Infrastructure and Open Space<br/>         There are limited parks and open spaces within the Civic Quarter. However, the area is close to a number of established parks, green spaces and allotment gardens that provide recreation and respite to Trafford residents and visitors. Longford Park, the largest in the Borough, is accessed through the Quadrant and leads to the wider Mersey River Valley.</p> <p>Within the Civic Quarter there is an historic bowling green associated with a former Tudorbethan Pub and now run as the community Trafford Bowling Club. .</p> <p>Mature trees line several main roads, including Talbot Road, and cluster around Trafford Bar Metrolink stop. There are green frontages to former villas and historic residences. There is also the Sunken Gardens at Trafford Town Hall as well as the cricket ground at LCCC.<br/>         The waterfront amenities of Bridgewater Canal and Salford Quays lie only a few hundred metres away, severed from the area by Chester Road.</p> <p>Opportunities<br/>         Promoting the Civic Quarter as an area of Health and Well-being<br/>         Bringing alive the area's historic green and recreational spaces<br/>         Supporting the creation of a major new 'Recreational Corridor' from the Mersey Valley through to Salford Quays<br/>         Improving the connections to surrounding parks and greenspaces</p> | Clarification |
| Paragraph 2.7 | <p>Summary of Challenges<br/>         Based on the analysis undertaken on the existing context and character of the Civic Quarter, the following issues and opportunities have been identified to be addressed through the CQAAP.</p> <ol style="list-style-type: none"> <li>1. Stretford Sports Village<br/>             The current Leisure Centre facility, located off Great Stone Road, is outdated, over capacity and no longer fit for purpose to meet the modern demands of residents. An alternative is needed.</li> <li>2 Former B&amp;Q Site<br/>             The former B&amp;Q site has lain vacant for a number of years. It has a substandard and derelict appearance.</li> <li>3 Dominance of Car Parking<br/>             Some of the key thoroughfares in the Civic Quarter are dominated by surface car parking, which has a negative visual impact.</li> <li>4 Pedestrian Connectivity</li> </ol>   | Clarification |

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|                      | <p>The Civic Quarter area suffers from poor connectivity and legibility with the existing urban grain limiting pedestrian movement.</p> <p>5 Lack of Identity</p> <p>he Civic Quarter, despite its history and significance, lacks character and identity on the ground, and there is no positive sense of arrival or wayfinding.</p>  |   |
| <p>Paragraph 2.8</p> | <p>Summary of Opportunities</p> <p>The Civic Quarter presents an opportunity for large scale redevelopment in one of Trafford’s most sustainable and accessible locations.</p> <p>Refurbished Leisure Centre</p> <p>The Council recognises that the current Stretford Leisure Centre is outdated and requires improvement. The CQAAP confirms that the Council is committed to providing a refurbished leisure centre.</p> <p>2 Lancashire Cricket Club</p> <p>The presence of LCCC, as an international sports venue, is a significant asset for the Civic Quarter. Its ability to draw in visitors, along with the nearby MUFC, and to promote vibrancy, activity and a sporting culture, should be maximised, and to be experienced within a new physical environment including improved public realm. .</p> <p>3 The Former Kellogg’s Site</p> <p>The former Kellogg’s office building on Talbot Road, which had laid vacant, has recently been re-occupied as a key UA92 venue and there is a significant opportunity to create a vibrant new mixed-use community around it (Lumina Village).</p> <p>4 Pedestrian Routes</p> <p>The layout and configuration of the main routes through the site and the relationship with key destinations and public transport hubs provides an opportunity for the routes to be better utilised. New secondary routes could be created, and pedestrian and cycle usage could be maximised throughout.</p> <p>5 Identity</p> <p>Extensive redevelopment and investment provides the opportunity to establish a positive and coherent identity that would make the Civic Quarter truly distinctive and memorable. This could include new landmark buildings, restored and better respected heritage assets, recognisable streets and spaces, and new residential neighbourhoods.</p> | <p>Clarification and to respond to the representation of LCCC in placing more emphasis on the opportunity afforded by LCCC’s presence</p> |
| <p>Paragraph 3.1</p> | <p>Area Vision</p> <p>The Civic Quarter’s transformation will benefit the area’s existing, as well as future residents, building on the strength and resilience of the existing community to help deliver a positive future for the area. The Council’s vision for the area to 2037 and beyond is:</p> <p>“The creation of a new, inclusive, diverse, resilient and vibrant mixed-use neighbourhood that builds on and maximise the existing opportunities in the area. It will have its own distinctive identity, allowing for the enhancement of heritage assets, providing a unique and attractive destination for the wider community, residents, businesses and visitors alike. High quality design, including sustainable design features, provision of green infrastructure and promotion of</p>  | <p>Clarification and to respond to the representation of LCCC regarding the removal of two buildings within their curtilage</p>           |

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|                      | <p>sustainable modes of transport will be at the heart of the area's development. New opportunities for work, leisure and play will be created in a high-quality and accessible setting, improving health and wellbeing and creating a sense of pride in the local area."</p>   |   |
| <p>Paragraph 3.2</p> | <p><b>Strategic Objectives</b><br/> In order to deliver and support the overarching vision for the Civic Quarter area, a number of high-level strategic objectives and opportunities have been identified.</p> <p><b>1 Creation of High-Quality Public Realm</b><br/> Well-designed public spaces will be at the heart of the Civic Quarter Area. The creation of high-quality public realm will link development sites and create a better sense of place through the provision of:</p> <ul style="list-style-type: none"> <li>• A Wellbeing Route along Talbot Road which will include enhanced green infrastructure. It will become a people and cycle-friendly route that connects Stretford with the centre of Manchester.</li> <li>• A Processional Route, along Brian Statham Way and Warwick Road, which will redefine and amplify the connection between the two world-class sporting venues of LCCC and MUFC. It will also provide a link to public transport modes.</li> <li>• The creation of new public spaces across the area, which will become everyday destinations and which will offer gathering and celebration space for match and event days.</li> </ul> <p><b>2 Supporting Sustainability</b><br/> Ensuring that proposals support the Council's aspiration to be carbon neutral by 2038, through the incorporation of renewable technologies and energy efficient homes to promote cleaner and greener living.</p> <p><b>3 Consolidation and Rationalisation of Car Parking</b><br/> emoving the dominance of existing surface car parking and establishing new consolidated parking provision, most likely to be in a multi-storey format.</p> <p><b>4 Housing a Growing Community</b><br/> Diversifying the existing housing offer in the area, through the provision of a mix of housing typologies including apartments, town houses and family homes to ensure that housing needs are met.</p> <p><b>5 Enhancement of Heritage Assets</b><br/> t Promoting the conservation and enhancement of heritage assets and their settings through new development, high quality design and public realm improvements.</p> <p><b>6 Supporting Sustainable Economic Growth</b><br/> Supporting the creation of a range of employment opportunities including office, retail and leisure uses, as well as community and social uses, in order to create a sustainable and vibrant new neighbourhood.</p> <p><b>7 Improved Permeability and Connectivity</b><br/> Enhancing permeability by better connecting different uses through improved street design, the removal of barriers to movement, the establishment of new routes, and encouraging a modal shift from vehicular usage to sustainable modes of movement..</p> <p><b>8 Creation of Defining and Distinctive Neighbourhoods</b></p> | <p>Clarification and to respond to the representation of LCCC in placing more emphasis on the opportunity afforded by LCCC's presence</p> |

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|                     | <p>The area's brand, including the connection to sport, leisure, culture and events as well as heritage assets, will be maximised in order to create a better sense of identity. Within this, separate neighbourhoods with different characteristics will be defined to bring together a new destination of choice for residents, visitors and businesses.</p> <p>9 The Promotion of a Major Sporting Venue</p> <p>The growth and enhancement of Lancashire Cricket Club and the strengthening of its role as an international sporting venue</p>  |   |
| Paragraph 3.3       | Delete the section referred to as 'Strategic Vision'   | Clarification   |
| Policy CQ2: Housing | <p>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). However, a mix of typologies including the provision of family housing is required across the Civic Quarter. Developments should be designed to include some private amenity space, to limit the risk of crime and to ensure that there will be no unacceptable amenity impacts on existing communities. The Council expects developers to provide affordable housing as part of all major residential developments within the Civic Quarter. This is further addressed in Policy CQ11.</p> <p>Policy CQ2: Housing</p> <p>The CQAAP is expected to deliver up to 4,000 new homes, with 2,500 (as a minimum) of these homes delivered in the plan period and the remainder after 2037. This approach is in line with the NPPF and its requirement for development plans to anticipate and respond to housing requirements over the longer term. Proposals for new residential development within the Civic Quarter will be supported subject to compliance with the following requirements:</p> <ul style="list-style-type: none"> <li>• The proposed mix of dwelling size, type and tenure should contribute to meeting the housing needs of the Borough;</li> <li>• Proposals should comply with all development plan policy requirements including current, and any future, minimum space standards;</li> <li>• The provision of family dwellings and adaptable "lifetime" homes, which future-proof internal and external accessibility arrangements, should be supported;</li> <li>• Other forms of housing will be acceptable, including dwellings for older persons and specialist forms of housing including care/extra care, to meet Borough needs;</li> <li>• Student accommodation proposals will also be acceptable where they are appropriately connected to and/or in keeping with the creation of the UA92 Campus;</li> <li>• Housing proposals (including in the Private Rented Sector) should comply with affordable housing policy and relevant national guidance;</li> <li>• All new developments should be of excellent design quality and should demonstrate sound sustainability principles in accordance with Policy CQ4; and</li> <li>• All proposals for residential development should preserve the amenities of existing</li> </ul> | Clarification, update (including to account for new NPPF (July 2021) guidance) and to respond to the representation of LCCC regarding potentially conflicting adjacent uses, and of Accrue regarding the need for phasing |

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|  | <p>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, 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.</p>  |   |
| <p>Policy CQ3: Mixed Use Communities</p> | <p>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.</p> <p>Policy CQ3: Mixed Use Communities<br/>The following uses will be encouraged, subject to appropriate siting and compliance with relevant national and local policies:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• A refurbished Stretford Leisure Centre;</li> <li>• Small scale retail uses to meet local needs (Use Class F2(a));</li> <li>• 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;</li> <li>• Hotels/aparthotel accommodation to meet market demand;</li> <li>• Community uses and local services, such as small-scale health provision, and schools and higher/further education buildings; and</li> <li>• 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.</li> </ul> <p>In all cases, it will be necessary to demonstrate compliance with all other relevant development plan policies and national guidance including concerning out-of-centre development for main town centre uses.</p> <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 re-acting that Order.</p> | <p>Clarification and to respond to the representation of Trafford Arts Association which seeks to encourage more culture-led uses</p> |

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| <p>Policy CQ4: Sustainability and Climate Change</p> | <p>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. It is committed to increasing its understanding of climate change and its consequences, and identifying actions that can be taken to reduce the Borough's carbon footprint, with an overall aim to be carbon neutral by 2038, with new development being net zero carbon by 2028.</p> <p>olicy CQ4: Sustainability and Climate Change:1 All development proposals within the CQAAP will be expected to demonstrate how Climate Change has been considered in the design of the development and what adaption and mitigation measures have been put in place to ensure long-term resilience to future climatic changes.</p> <p>2 All development proposals within the CQAAP will be expected to demonstrate how they:</p> <ul style="list-style-type: none"> <li>• Improve the pedestrian and cycle environment;</li> <li>• Promote the use of sustainable transport modes;</li> <li>• Reduce the reliance on the private motor car;</li> <li>• Incorporate sustainable design and construction features and follow the principles of the waste hierarchy;</li> <li>• 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 minimised);</li> <li>• Achieve the highest levels of energy and water efficiency that is practical and viable;</li> <li>• Make provision for charging infrastructure for electric and other ultra-low emission vehicles;</li> <li>• Increase site biodiversity and deliver biodiversity net gains;</li> <li>• Demonstrate an actionable zero carbon plan, incorporating offsetting for both operational and embodied carbon over the first 60 years of the life of development; and</li> <li>• Provide mitigation for any adverse impacts on levels of air quality in the local area.</li> </ul> | <p>Clarification and to respond to the representation of the Greater Manchester Minerals and Waste Unit in respect of the waste hierarchy, and to respond to the representation of United Utilities regarding the drainage hierarchy and avoiding water pollution</p> |
| <p>Policy CQ5: Conservation and Heritage</p>         | <p>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 in considering planning applications which affect the fabric and/or setting of those heritage assets including key views and the inter-visibility between heritage assets.</p>   | <p>Clarification <u>Additional proposed minor modification (in response to the Heritage Statement of Common Ground): To include a fourth bullet point which seeks to protect key heritage views</u></p>   |

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|  | <p>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.</p> <p>Policy CQ5: Conservation and Heritage<br/>The Council will seek to strengthen the historic and local character of the Civic Quarter by conserving and enhancing heritage assets, their setting, and the wider historic environment. Proposals for new development should:</p> <ol style="list-style-type: none"> <li>1 Identify and positively respond to the distinctive character and significance of heritage assets and their settings;</li> <li>2 Maximise opportunities for integrating heritage assets within new development, through high quality design, landscaping, public realm and enhancing connectivity between the identified heritage assets and the historic townscape; <del>and</del></li> <li>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 street patterns, wherever possible; <del>and</del></li> <li>4 <u>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 will be required to be accompanied by a detailed views analysis-</u></li> </ol> |                      |
| <p>Policy CQ6:<br/>High Quality<br/>Urban Design</p> | <p>The Council views the regeneration of the Civic Quarter as an opportunity to drive a step change in the physical 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 urban design principles, in accordance with the National Design Guide, the emerging Trafford Design Guide and the detailed CQAAP Design Code.</p> <p>Policy CQ6: High Quality Urban Design<br/>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 will not be accepted. All proposals should:</p> <ul style="list-style-type: none"> <li>• Demonstrate compliance with the CQAAP Design Code;</li> <li>• Deliver architecturally innovative design which will raise design standards within the Civic Quarter whilst preserving existing residential amenity standards and ensuring that high amenity standards are achieved in new residential development;</li> <li>• Provide taller buildings in line with the Building Heights Parameter Plan , ensuring that such proposals are sensitively designed;</li> <li>• Limit the provision of new areas of open surface car parking and consolidate existing;</li> <li>• Provide new areas of public realm and green space, incorporating quality hard and soft landscape treatments;</li> </ul>   | <p>Clarification</p> |

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|  | <ul style="list-style-type: none"> <li>• Remove physical barriers and encourage permeability and passive surveillance, subject to compliance with Crime Impact requirements;</li> <li>• Avoid poor quality or unnecessary signage and street clutter in order to maintain the high design standards for the area;</li> <li>• Provide adequate refuse and recycling facilities in order to avoid unacceptable impacts on local amenity or the undermining of the public realm;</li> <li>• D; and</li> <li>• Reduce the risk of crime, including the incorporation of hostile vehicle mitigation where necessary.</li> </ul>  |   |
| <p>Policy CQ7: Public Realm Principles</p> | <p>The 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.</p> <p>Policy CQ7: Public Realm Principles</p> <p>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. All , development proposals will be expected to:</p> <ul style="list-style-type: none"> <li>• Increase permeability through the creation of clear, direct, convenient, safe and well-signed routes, into, out of and around each new development site;</li> <li>• Ensure a form of development that supports and enhances the delivery of the Well-being Route, the Processional Route and Exhibition Walk;</li> <li>• Demonstrate compliance with the CQAAP Public Realm Code and the Improved Permeability and Greenspace Parameters Plan; ;</li> <li>• Provide high quality street furniture and boundary treatments and minimise inappropriate street clutter;</li> <li>• P;</li> <li>• Promote public art to enhance spaces and reinforce the creation of a distinct identity for the area;</li> <li>• Promote sustainable maintenance and management of the public realm, including the incorporation of sustainable drainage features;</li> <li>• Incorporate new soft landscaping to further enhance the character of the area and to promote increased biodiversity; and</li> <li>• .Support the principles of Active Design to promote health and well-being and to encourage physical activity.</li> </ul> | <p>Clarification and to respond to the representation of Transport for Greater Manchester regarding Streets for All, the representation of Sport England regarding Active Design, and the representation of United Utilities regarding sustainable drainage</p> |

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| <p>Policy CQ8:<br/>Well-being<br/>Route – Talbot<br/>Road</p> | <p>Vision<br/>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 well-being boulevard. This will result in a strategic '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.</p> <p>Design Principles</p> <ul style="list-style-type: none"> <li>• Accentuating the road's green character by retaining existing trees, adding more trees (including street trees) and creating a boulevard;</li> <li>• De-engineering the street by narrowing the carriageway, widening footpaths and lowering kerbs</li> <li>• Establishing a designated bike lane to create a strategic route that aligns with the principles of, and is part of, Manchester's new Bee Network</li> <li>• Encouraging the use of high quality materials to create a distinctive sense of place</li> <li>• The provision of multiple road crossings to aid permeability and to facilitate pedestrian movement</li> <li>• The creation of an 'active ribbon' along ne side of the street to accommodate street furniture, local information boards/signage to promote activities and recreation. It could also include a running track, outdoor gym, ping pong tables, children's play, and could also host locally organised events</li> <li>• A new supercrossing at junction with Great Stone Road - potentially a diagonal crossing - to create a direct link with Stretford High School and the surrounding residential community.</li> </ul> <p>Policy CQ8: Well-being Route – Talbot Road</p> <p>1 The Council will support the delivery of a Wellbeing Route along Talbot Road 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.</p> <p>2 Development proposals on sites on or adjoining Talbot Road should ensure that development positively addresses Talbot Road. It should generate an active street frontage, provide new and retain existing quality landscaping and should demonstrate a cohesive approach to development.</p> <p>3 Development proposals that would prejudice the delivery of the Wellbeing Route will not be supported.</p> | <p>Clarification and to respond to the representation of Transport for Greater Manchester regarding Streets for All and the Bee Network</p> |
| <p>Policy CQ9:<br/>Processional<br/>Route</p>                 | <p>Vision<br/>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 MUFC. The Processional Route as originally envisaged in the adopted Core Strategy has an aspiration to ultimately link the Civic Quarter to MediaCityUK.</p>  | <p>Clarification and respond to the representation of LCCC regarding only removing barriers and fencing where possible</p>                  |

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|   | <p>The AAP 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.<br/>Full vehicle access to existing properties along Warwick Road would be maintained.</p> <p>Design Principles</p> <ul style="list-style-type: none"> <li>• A more balanced street design with a greater focus on pedestrians and cyclists</li> <li>• The pedestrianisation of Brian Statham Way</li> <li>• Removal of fences towards LCCC and UA92, where possible and whilst recognising the need for continued security, to aid pedestrian permeability</li> <li>• A consolidated arrival square at the Old Trafford Metrolink stop</li> <li>• Ample seating opportunities to encourage people to dwell and use the space</li> <li>• Linearity in design in order to aid movement</li> <li>• Secure space for independent food and beverage vendors</li> <li>• Opportunities for active street frontages and spill-out from existing and new developments</li> <li>• Opportunities for public art and local information boards to celebrate the area's rich history</li> </ul> <p>Policy CQ9: Processional Route</p> <p>1 The Council will support the delivery of a Processional Route along Brian Statham Way and Warwick Road which will serve as a key pedestrian thoroughfare and dwell space between two international sporting venues permeability.</p> <p>2 Development proposals on sites on or adjoining the Processional Route should ensure that development positively addresses the route. It should, generate an active street frontage, provide public art, secure new and enhanced quality landscaping and retain existing planting, and should demonstrate a cohesive approach to development.</p> <p>3 Development proposals that would prejudice the delivery of the Processional Route will not be supported.</p> |  |
| <p>Policy CQ10: Movement and Car Parking Strategy</p> | <p>The Civic Quarter is exceptionally well located to take advantage of existing public transport infrastructure and to promote walking, cycling and public transport use (including bus and tram). However, patterns of movement for pedestrians and cyclists are currently constrained and the physical environment is too dominated by cars, roads and car parking. A key objective of the CQAAP is to establish a new movement network which will provide a clear pattern of streets and routes to encourage walking and cycling, and which will limit the impact of car use.</p> <p>The regeneration of the Civic Quarter is also seen as an opportunity to deliver a new approach to car parking to serve some continuing demand particularly to the main attractors in the area, and to cater for new and emerging transport technologies.</p> <p>Policy CQ10: Movement and Car Parking Strategy<br/>All development proposals should assist in the delivery of the following movement and car parking principles:</p>  | <p>Clarification and to respond to the representation of Transport for Greater Manchester regarding the need to reference buses as well as trams</p> |

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|               | <p>The creation of new or enhanced pedestrian and cycling connections within the Civic Quarter, and to support improved pedestrian and cycle links beyond the Civic Quarter;</p> <p>2 The creation of new or enhanced connections to existing public transport services within the Civic Quarter, and to support improved links to public transport beyond the Civic Quarter. Any measures that will enhance the accessibility and frequency of services should be delivered where possible;</p> <p>3 The creation of new multi-storey car park solution(s), which are of high design quality and which are generally located on the periphery of the CQAAP area to discourage traffic from utilising Talbot Road;</p> <p>4 The consolidation of existing surface car parking where it can be demonstrated that the existing provision is surplus to requirements; and</p> <p>5 Make adequate provision of infrastructure for electric and other ultra-low emission vehicles.</p>   |   |
| Paragraph 5.1 | <p><b>Working in Partnership</b></p> <p>The Council does not have the resources to implement the objectives for the Civic Quarter alone. Implementation and delivery of the CQAAP will require the Council to work closely with a range of different partners, including landowners, developers, infrastructure providers and government bodies, and effective approach to delivery. The CQAAP provides the right structure to facilitate a partnership-style approach in order that investment in services, utilities, public transport and other infrastructure takes place alongside new development to ensure sustainable growth and to support the establishment of a strong, vibrant and healthy Civic Quarter over the CQAAP plan period</p>   | Clarification   |
| Paragraph 5.2 | <p><b>Monitoring and Review</b></p> <p>The Council has a statutory requirement to prepare a Monitoring Report on the progress of development plan documents such as the CQAAP,. This should cover the extent to which policies are being implemented and their effectiveness.</p> <p>By monitoring and studying trends arising from policy documents it is possible to identify potential shortcomings as well as areas of success and to enable policy to be adjusted or revised where necessary. Monitoring is also important to ensure that the wider aim of sustainable development is being achieved.</p> <p>The Council will prepare an annual <u>Authority</u> Monitoring Report <u>which will include</u> <del>on</del> the CQAAP that will:</p> <ul style="list-style-type: none"> <li>• Assess the extent to which policies within it are being implemented;</li> <li>• Where a policy is not being implemented, attempt to set out the reasons for this and what steps will be taken in response;</li> <li>• Publish information collected for monitoring purposes;</li> </ul> | <p>Clarification. <u>Additional minor modification to reflect the fact that the monitoring report for the CQAAP would be part of a wider authority monitoring report.</u></p> |

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|  | <ul style="list-style-type: none"> <li>• Where CQAAP policies have been implemented, identify the consequences of doing so ; and</li> <li>• Set out whether policies are to be amended or replaced and a timetable for doing so.</li> </ul>   |  |
| <p>Appendix 1<br/>The<br/>Neighbourhoods</p> | <p>Introduction to Neighbourhood Areas</p> <p>Central Neighbourhood</p> <p>Area Today</p> <p>A varied mixed use area dominated by White City Retail Park to the north, lacks connections and inhibits new ones to north and south.</p> <ul style="list-style-type: none"> <li>• Taller office developments to Talbot Road, including Oakland House, and with areas of surface car parking to the rear</li> <li>• UA92 Academy opened in 2019 within the former Kelloggs building with long term plans to accommodate learning</li> <li>• There is a planning proposal for the wider Kelloggs site (Lumina village) involving new residential units, offices and a primary school</li> <li>• Clusters of vacant sites lie to the north of Talbot Road with established green amenity fringing the tram line</li> <li>• The site of the British Gas headquarters comprises a significant building with substantial surface car parking</li> <li>• The Grade II listed Entrance Portal and Lodges to Former White City Greyhound Track has been stripped of ornamental detail whilst its setting is lost and underplayed.</li> </ul> <p>Vision</p> <p>Recast a residentially-led neighbourhood where people, place making, health and wellbeing, walking and cycling underpin the development.</p> <p>Opportunities</p> <ul style="list-style-type: none"> <li>• A re-structured retail park to include new residential development but with the prospect of some retail park remaining. Also to include a significant new public park in the location of the former Botanical Gardens</li> <li>• Use UA92 and Lumina Village as a catalyst for further growth in this area, including new education facilities and student accommodation</li> </ul> | <p>Update and clarification, and responding to: the representation of Derwent Estates regarding the need for flexibility in respect of any future redevelopment of the retail park; the representation of LCCC regarding the need to emphasise the potential of the cricket ground to lead regeneration, to refer to the opportunity presented by the B&amp;Q site only where it would not undermine the role and function of LCCC, to qualify any loss of car parking at LCCC, to allow for more flexibility regarding the location of the fan zone around LCCC (and to omit the reference to a 'secured' fan zone), to expand the requirement for the adjacent neighbourhood to support the processional route, and to refer only to the removal of barriers at LCCC where possible and where security would not be compromised; the representation of the Heritage Development Officer in seeking to respect the existing character of Talbot Road, to make reference to the repair and restoration of the White City entrance portal, and to confirm that the pitch and pavilion at LCCC is a non-designated heritage asset; the representation from United Utilities regarding placing greater emphasis on sustainable drainage; and the representation from a member of the public regarding enhancements to Old Trafford Metrolink stop.</p> <p><u>Additional proposed minor modification (to reflect the Heritage Statement of Common Ground): adjust the indicative illustrations contained within the neighbourhood guidance for the Central Neighbourhood to show a layout of buildings and spaces which would be more respectful to the setting of the White City entrance portal</u></p> <p><u>Additional proposed modification: to confirm that planning permission has now been granted for the extension at LCCC, and to omit the reference to a new pedestrian route between Great Stone Road and</u></p> |

- Create new permeability to and through the retail park and towards Salford area and into the heart of the Civic Quarter (including new CYCLOPS junction)
- Seek to realign development away from car priority developments to well-connected sustainable and mixed-use communities
- Connections to the northern neighbourhood and Salford have huge potential to accelerate regeneration
- The enhancement of heritage assets and their settings, including on Talbot Road as well as the listed entrance portal and lodge (including their repair and restoration)
- The opportunity of the British Gas site for continuing employment uses, for potential new commercial development, residential redevelopment or a combination of these uses
- Development facing and affecting Warwick Road to support the Processional route
- T

#### Height and Scale

- Taller buildings are seen to cluster around Oakland House along the civic promenade to Talbot Road, carefully scaling down towards the Town Hall and Bowling Green
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- A new positive edge to Chester Road with medium-rise buildings
- Spaciousness to Talbot Road to be retained
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#### Landscape Design Principles

A predominantly residential neighbourhood with a coarse grain and a variety of street typologies. Green and open spaces cater to new and existing residents.

#### Streets

- Generous street widths to allow for unobstructed and inclusive pedestrian and cycle movement, as well as space for dwelling and spill-out
- Higher level street typologies to allow for segregated cycle routes and controlled vehicular traffic
- Strong frontage to Talbot Road - the Wellbeing Route, with multiple pedestrian crossings to aid north-south pedestrian permeability
- Improved frontages, street environment and pedestrian and cycle experience along White City Way.
- The provision of some of the route of Exhibition Walk within this neighbourhood
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#### Spaces

- Series of attractive green spaces around which various community functions for all ages can flourish.

[Old Trafford Metrolink \(following unsuccessful discussions with TfGM\)](#)

- Programming is crucial in order to extend the use and flexibility of the spaces - play, leisure, associated food and beverage opportunities
- Landmark space around the White City gates as a direct connection to the area's history.

#### Parking

- Substantial multi-storey car park off Chester Road to service the neighbourhood and new podium car parking for residents of the former Kellogg's site development
- Some on-street parking accommodated within main routes and occasionally within smaller street typologies.

#### Boundary Treatments

- Sensitive boundary treatments of residential ground floors to encourage a sense of ownership and appropriation of the semi-private sphere.

#### Trees and Planting

- A mix of native and non-native tree species for both streets and spaces
- Rain gardens throughout and planting to encourage biodiversity and habitat.

#### Materiality

- Robust surface materials palette suitable for vehicular, cycling and pedestrian movement
- Sustainable drainage incorporated with paving.

#### Southern Neighbourhood

##### Area Today

A key location within the Civic Quarter. Anchored by the cricket ground and also accommodates office development and a large vacant site. Adjacent to Old Trafford Metrolink stop. Poor internal permeability.

- The site of the cricket club includes the ground, stands, training facilities, car parks, and a hotel. Planning permission has been granted ~~(CHECK)~~ for a hotel extension and a new two-tiered stand towards Brian Statham Way
- Fencing surrounds much of the cricket club site, which can be visually intrusive in parts
- Lancastrian House on Talbot Road is a popular office location
- The site of the former B&Q retail unit and car park (now vacant) lies adjacent to the cricket club towards Great Stone Road
- Incline to Great Stone Road as it crosses the tramline
- Brian Statham Way leads from the Old Trafford Metrolink stop, but no direct pedestrian linkage towards Great Stone Road

## Vision

A revitalised neighbourhood with sport, leisure and tourism at its core and which has successfully built upon the international profile of Lancashire County Cricket Club to lead major regeneration and investment

## Opportunities:

- Improvements to facilities at LCCC
- A strengthened sport, hospitality, community, spectator and commercial offer around the cricket club
- Enhanced public realm adjacent to and including LCCC and a diminished impact from barriers and fencing (where possible) whilst not undermining public safety
- Development facing and affecting Talbot Road to support the Well-being route
- Development facing and affecting Brian Statham Way to support the Processional route
- The opportunity of the B&Q site for redevelopment where it would not undermine the role, function and operation of LCCC
- The potential for some sensitive infill development
- The establishment of a new public square to safely accommodate large crowds - a 'fan zone'
- ~~An enhanced level of permeability throughout the neighbourhood, including a new route between Great Stone Road and Old Trafford Metrolink stop~~
- A shift towards walking and cycling as the main methods of movement within the neighbourhood
- To achieve a spread of development and uses that would discourage the use of Talbot Road by vehicles

## Height and Scale

- Development at the former B&Q site limited to a maximum of six storeys in view of adjacency to LCCC
- Any new development in proximity to Trafford Town Hall and the sunken gardens should also be limited in height
- Spaciousness to Talbot Road to be maintained

## Landscape Design Principles

The opening up of the cricket ground perimeter, where possible, and with enhanced vitality and vibrancy to Talbot Road and Brian Statham Way. The formation of a new pedestrian link to the south-east of the cricket ground to connect the Metrolink with Great Stone Road.

## Streets

- Strengthened frontage along Great Stone Road
- Improved connectivity across Talbot Road and Great Stone Road to surrounding neighbourhoods (including new CYCLOPS junction)
- Allow for outdoor break out space of existing commercial properties, including the Lancastrian onto Talbot Road.

#### Spaces

- Allow 'breathing space' around the LCCC stadium by encouraging positive edges
- A new fan zone incorporating land at the junction of Brian Statham Way, Talbot Road and Warwick Road
- Defined edges of the area's main square to aid fan zone organisation on match days and reinforce sense of place; simple design to allow for flexibility of use
- Clearly defined route in and out of the fan zone, while retaining the historic wall
- . Improved public realm at Old Trafford Metrolink stop
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#### Parking

- Potential for some consolidation of surface level car parking at LCCC site if alternative parking is provided which would not impact upon the operation of LCCC
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#### Boundary Treatments

- Structured planting along boundaries to enforce edges and for easy maintenance.

#### Trees and Planting

- Formal and structural planting on edges
- Rain gardens where possible
- . Retention of trees to Talbot Road
- The retention and establishment of grass verges to Talbot Road to continue its character
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#### Materiality

- Level surfaces, smooth and non-slip finishes for inclusive access and easy movement of large groups of people.
- Paving to allow for sustainable drainage

#### Western Neighbourhood

### Area Today

Dominated by civic buildings to the south facing Talbot Road, the northern edge to Chester Road remains undefined with vacant areas and gap sites.

- Grade II listed Trafford Town Hall stands as a beacon of civic pride for both the local area and wider borough, surrounded by verdant gardens and mature trees
- Trafford College anchors the Great Stone Road corner, adjacent to the GMP site
- Strong communities are housed within quality Edwardian houses along Hornby Road and Barlow Road adding a human scale with heritage value
- Well-used Stretford Leisure Centre lies diminutively to the northwest, with facilities at the end of their service life
- Tesco Extra offers a large surface car park and significant retail offer facing the busy arterial Chester Road.

### Vision

Redefine the civic centre of Trafford with public spaces and places fitting to the rich heritage and function in the area.

### Opportunities

- Consolidate Chester Road fringe built form whilst protecting communities to the south
- Further enhance the setting of the Town Hall, to Warwick Road and Talbot Road
- Refurbish the ageing Stretford Leisure Centre facility and explore opportunity for new outdoor sports facilities
- Protect and enhance the civic qualities to Talbot Road in urban and green space design
- The creation of a new internal pedestrian/cycle route from Great Stone Road to Warwick Road (part of the new Exhibition Walk), and an enhanced level of permeability throughout the neighbourhood
- Improved pedestrian connectivity across Talbot Road and Great Stone Road to surrounding residential communities (including a new CYCLOPS junction)
- Development facing and affecting Talbot Road to support the Well-being route
- Development facing and affecting Warwick Road to support the Processional route
- Reach out and connect to surrounding communities and green space.
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### Height and Scale

- A sensitive building height to be adopted towards residential properties on Barlow Road, Hornby Road and Great Stone Road
- Maintain the building set back and wide verges to Talbot Road

### Landscape Design Principles

Existing civic buildings define the character for this neighbourhood, with the reinforced Talbot Road - the Wellbeing Route - becoming its lifeblood.

#### Streets

- Improved pedestrian and cycling environment along Talbot Road - the Wellbeing Route, including improved crossing with Great Stone Road
- New building on corner of Talbot Road and Great Stone Road announcing the Civic Quarter with an attractive frontage and active ground floors
- Improved pedestrian and cycling environment along Brian Statham Way with new CYCLOPS crossing at junction with Chester Road to reinforce connection with Manchester United FC stadium
- Encourage dwell and spill-out space on Talbot Road for Trafford College
- Introducing new pedestrian routes which tie into the existing north-south pedestrian network
- New east-west pedestrian connection between the civic buildings and
- Tesco - Exhibition Walk - opportunity for greening and rain gardens throughout.

#### Spaces

- On Talbot Road improve quality of setting for the Town Hall Gardens.

#### Parking

- Where possible, parking will be rationalised, encouraging the potential for outdoor amenity spaces
- As part of a refurbished Stretford Leisure Centre, the site also offers the opportunity to accommodate an element of additional car parking provision, potentially delivered in a multi-storey format.

#### Boundary Treatment

- Soft boundary treatments to reinforce the existing character of the historic Trafford Town Hall Gardens and the landscape around the modern extension.

#### Trees and Planting

- New tree planting along Talbot Road to complement existing features
- The retention and establishment of grass verges to Talbot Road to continue its character
- Rich planting and rain gardens along Exhibition Walk
- Rain gardens where possible.

## Materiality

- Materials to complement those within Trafford Town Hall Gardens and the landscape around the new extension.

## Northern Neighbourhood

### Area Today

The gateway to the Civic Quarter from Manchester. Dominated by the expansive former police headquarters site. Other built development is limited. Tracts of underutilised land and car parking.

- The site of the Greater Manchester Police (GMP) headquarters comprises a significant building with substantial surface car parking
- The GMP site was previously the site of a 19<sup>th</sup> century asylum (Henshaws); historic gateposts remain
- Landscape buffer to the well-trafficked A56 Bridgewater Way/Chester Road
- Located close to several Metrolink stops (Trafford Bar, Pomona and Wharfside) although connectivity could be improved
- Close to the office location of Exchange Quay
- Also contains a large car showroom, workshop and car park

### Vision

A prime gateway location. Taller buildings accommodated at higher densities and with landmark status. Potential for both residential and employment uses as well as other complementary uses. New visual and functional connections with Exchange Quay.

### Opportunities

- A gateway redevelopment opportunity, focussed on the former GMP site
- New buildings on other vacant and underutilised brownfield sites in a sustainable location
- Employment uses would complement the surrounding office/commercial location
- Residential uses would establish a new community close to other new and existing residential locations
- Capitalise on the neighbourhood's proximity to the Metrolink, particularly to Trafford Bar
- The potential to better reveal and appreciate the history and significance surrounding the demolished Henshaws building
- New connections to the north to forge links with Salford Quays
- An enhanced level of permeability throughout the neighbourhood
- Walking and cycling as the main methods of movement within the neighbourhood

### Height and Scale

- Landmark buildings towards key road frontages to positively announce arrival to the Civic Quarter
- Landmark development to serve to activate the public realm along Chester Road
- Lower rise development towards the southern portion of the neighbourhood

#### Landscape Design Principles

A new neighbourhood in which to live, work and relax, with a new green space at its core and an attractive entrance to the Exhibition Walk

#### Streets

- Improved pedestrian connectivity towards Chester Road and Talbot Road
- The provision of new pedestrian and cycling infrastructure to Chester Road, White City Way and Boyer Street
- An enhanced pedestrian experience to Chester Road and White City Way through active and positive edges to new development
- Development arranged in order to facilitate internal pedestrian movement
- The part-provision and identification of Exhibition Walk

#### Spaces

- A new green space at the centre of the neighbourhood
- Pocket green spaces interspersed with new development
- Gateway space at the entrance to Exhibition Walk

#### Car Parking

- Potential for a new substantial multi-storey car park off White City Way
- Where possible, existing surface car parking will be rationalised

#### Boundary Treatment

- Retention of historic gate posts
- Soft boundary treatments to new employment/commercial buildings
- Sensitive and attractive boundary treatments to new residential buildings to secure privacy and define private space

#### Trees and Planting

- More structured and formal planting to new employment/commercial buildings
- Opportunity for green facades to new buildings to further beautify the public realm and add to green character

- Ornamental tree species within public spaces
- Rain gardens where possible, including to Exhibition Walk

#### Materiality

- High quality materials throughout, with the potential for stone to be introduced to new employment/commercial buildings

#### Eastern Neighbourhood

#### Area Today

A fragmented but rich tapestry of historic buildings, trees and boundaries exist in this area along an undefined high street.

- The northern part of Talbot Road includes several under appreciated heritage assets starting from Trafford Bar station and its Victorian high street, leading to the former Tudor bethan Pub bowling club and Victorian villas including Vryniew House, Trafford Public Hall and Ellis Llwyd Jones Hall
- Lower scale buildings of quality undermined by vacant plots and poor quality developments at the Bingo Hall
- Trafford Bar tram stop serves as a minor interchange to both the Altrincham and Airport lines serving millions of passengers each year– significant potential to upgrade and enhance
- The high street approach from the east is undefined with gap sites in a handful of key locations – urban repair required.

#### Vision

Repair, reconnect and celebrate the rich fragmented historic fabric as the canvas for the identity of the area whilst unlocking the potential of the Trafford Bar tram stop area.

#### Opportunities

- Announce the gateway to Trafford Bar tram stop with considerate new development between heritage assets
- Define and expand the high street character at the Talbot Road and Seymour Grove junction
- Retain and enhance heritage assets to repair and define the unique urban character to the area
- Announce gateway to Trafford Bar neighbourhood with high quality corner development to the Chester Road / Talbot Road junction
- Careful urban repair required to gap sites between heritage assets along Talbot Road
- New green health and wellbeing route possible, parallel to the tram line.

### Height and Scale

- A sensitive height required throughout in order to respect heritage assets
- A fine urban grain and a move away from large floorplate buildings to reflect the scale and footprint of heritage assets
- Retain some spaciousness to Talbot Road

### Landscape Design Principles

Reduction in scale of development to complement the historic buildings on the site.

### Streets

- Smaller grain residential character that reflects the built heritage of the site
- Buildings fronting onto the upgraded Talbot Road, providing interest, passive surveillance and active ground floors where possible to animate the street.

### Spaces

- Collection of smaller greenspaces punctuated along Talbot Road providing interest to the street
- Predominance of heritage assets and historic and improved bowling green - opportunity for a more prominent role in the neighbourhood
- Maximising the existing amenity fringing the tramline- opportunity for creating a linear park with 'green' path to the newly proposed school site and tram stops.

### Parking

- Organised on-street parking to animate the street.

### Boundary Treatment

- Sensitive treatment to historic buildings and new development.

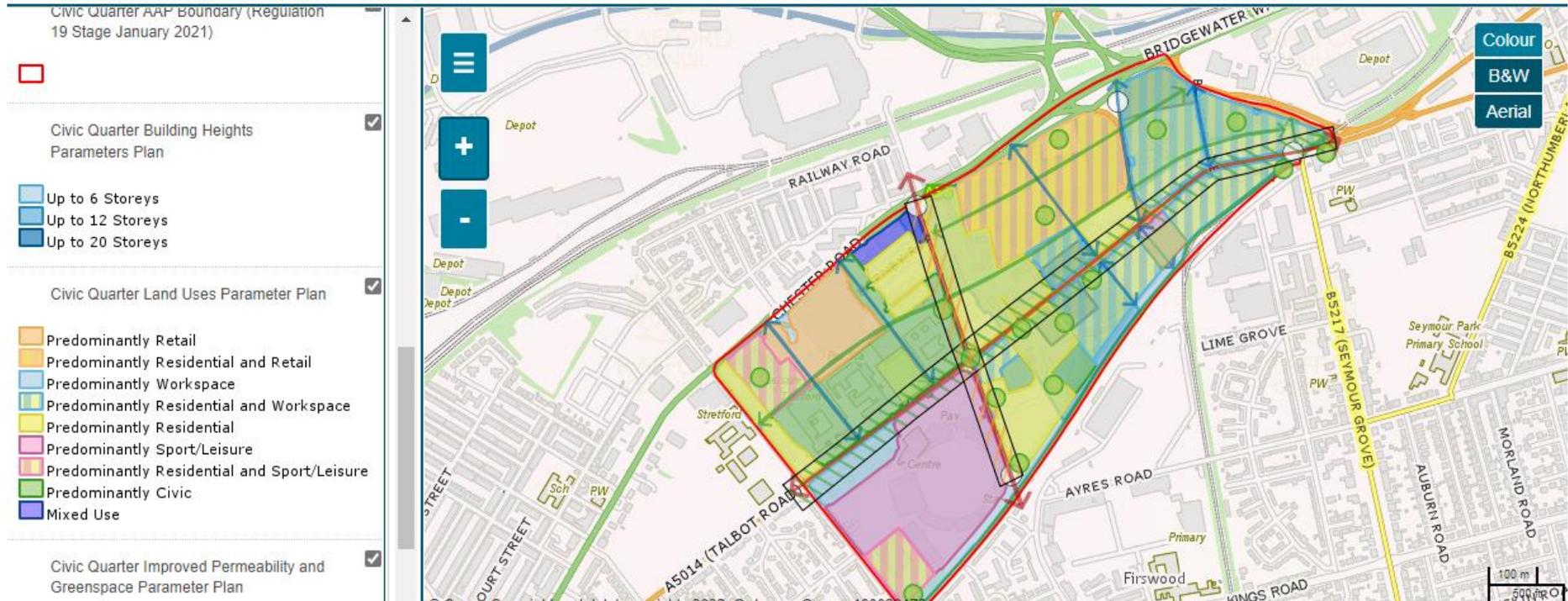
### Trees and Planting

- New tree planting to extend the Wellbeing Route character to this eastern end
- Rich green verges along Talbot Road and main routes to announce the neighbourhood and accentuate the softness of its character
- Opportunity for individual trees to accentuate key corners.

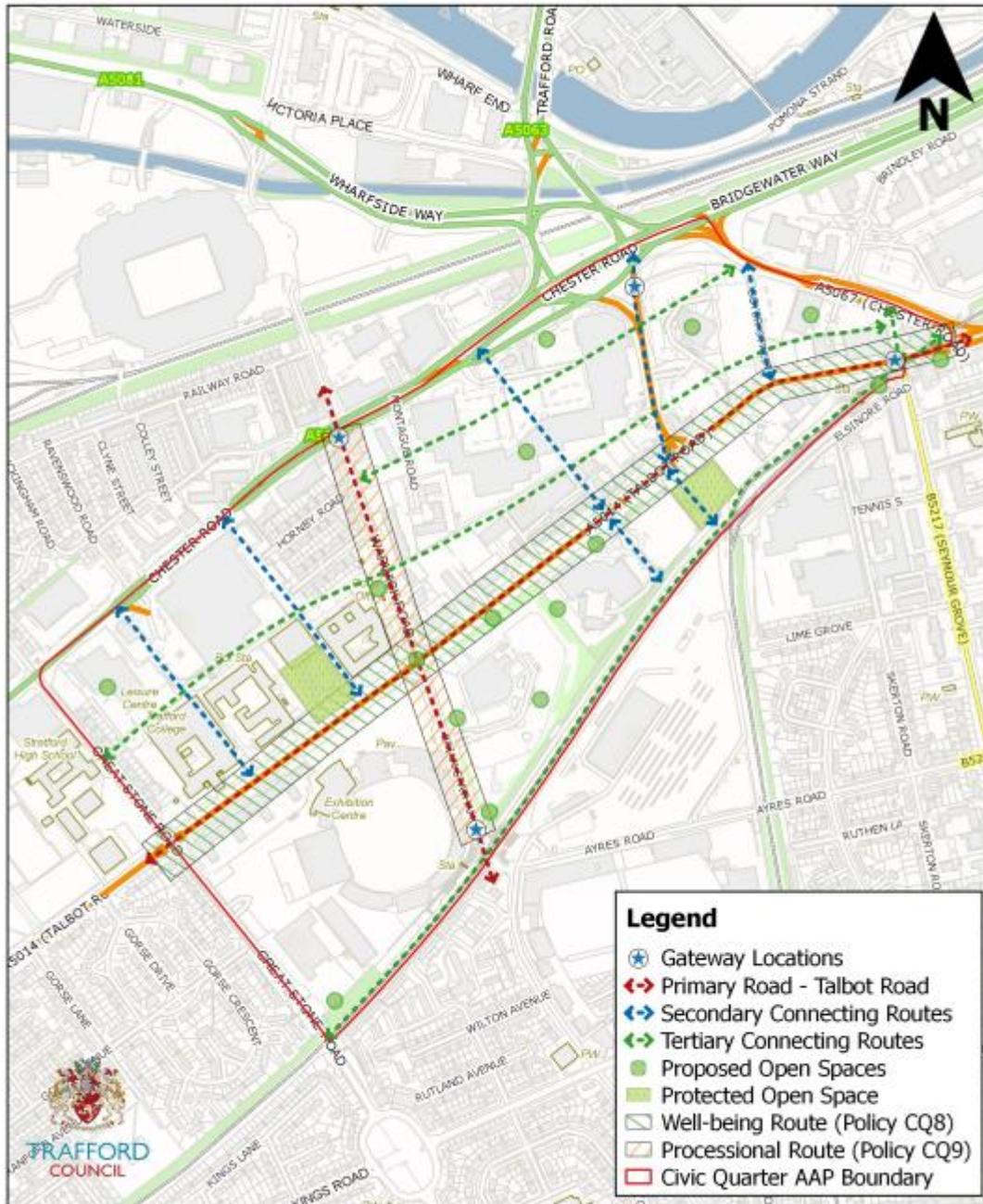
|   |   |                                 |
|---|---|---------------------------------|
|   | <p>Materiality</p> <ul style="list-style-type: none"> <li>• Sensitive treatment of surface and street furniture materials to complement and build on the historic setting and character of the area.</li> </ul>   |                                 |
| <p>Appendix 3<br/>Public Realm<br/>Code</p> | <p>Hierarchy of Streets and Spaces</p> <p>The vision for the Civic Quarter is based on it being serviced by a strong hierarchy of streets and spaces. It builds on the existing road network (of Talbot Road, Brian Statham Way, Warwick Road and Chester Road) and envisions new roads and linkages to improve permeability as a whole. The resulting network will include:</p> <p>Wellbeing Route</p> <p>Talbot Road will become a strategic 'sustainable' link between the city centre and the outlying suburbs (including Stretford), as well as being a daily leisure and recreation destination at the heart of the Civic Quarter.</p> <p>Processional Route</p> <p>Brian Statham Way leading into Warwick Road will become a pedestrianised ceremonial route between two sporting venues of international significance.</p> <p>Exhibition Walk</p> <p>This will be a major green link running along the lineation of the historic boundary of the former botanical gardens and linking the Western, Central and Northern neighbourhoods.</p> <p>Green Vehicular Corridors</p> <p>Chester Road's function as a main arterial route will continue and be strengthened, with the prospect of some mitigation being necessary along with environmental improvements and tree planting</p> <p>Greenways</p> <p>These will comprise new neighbourhood streets operating on a more localised grid and connecting both north-south and east-west to the main movement routes and open spaces, transportation hubs and key destinations.</p> <p>The Paths</p> | <p>Clarification and update</p> |

|                                      |  |   |
|--------------------------------------|--|---|
|                                      | <p>Functioning at the most localised level, these 'home zones' will typically comprise shorter pedestrianised links with minimal vehicular access to allow safe movement and meeting spaces for all sections of the community.</p> <p>Greenspaces</p> <p>The mix of recreational, social and commercial spaces and pocket parks draw reference to the history of the site, particularly the botanical gardens of the 19th century.</p> <p>Each of the parks located within the neighbourhoods could uniquely reference back to the botanical gardens by, for example, using ornamental trees that reference distinctive neighbourhoods.</p> <p><i>No further changes to Appendix 3</i></p> |   |
| <p>Graphics throughout the CQAAP</p> | <p>All plans and images to be changed to reflect the text changes referred to in this list of minor modifications</p>  | <p>Clarification, update and to respond to relevant representations</p> |

# MATTER 1: APPENDIX 3



# Improved Permeability and Greenspace Parameter Plan



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