

**CIVIC QUARTER AREA ACTION PLAN**

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

*Matter 8 – Wellbeing Route – Talbot Road*

**DATE: March 2022**

**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 8: Well-being Route – Talbot Road.

The following key documents are relevant to this response:

- The Civic Quarter Area Action Plan Regulation 19 Version (January 2021) **A01**
- Civic Quarter Area Action Plan Viability Assessment **C01**
- Civic Quarter Area Action Plan Infrastructure Cost Plan **C07**
- Civic Quarter Area Action Plan Transport Assessment **C11**
- Greater Manchester Transport Strategy 2040 **J09**
- Refreshed Stretford Masterplan (January 2018) **J16**

**8.1** *Is policy CQ8 – Wellbeing Route – Talbot Road - positively prepared, justified, effective and in accordance with national policy?*

(As the Wellbeing and Processional Routes are inextricably linked and deliver the same aims of the CQAAP this answer has been repeated in response to Matter 9.1)

- 8.1.01 The AAP presents the opportunity to deliver residential led regeneration and growth through the creation of a sustainable mixed-use community in a highly accessible location, creating an inclusive, safe and pleasant environment for residents, businesses, commuters and visitors. The Wellbeing Route along Talbot Road and the Processional Route along Warwick Road are both essential in delivering this future for the AAP area.
- 8.1.02 Currently, the Civic Quarter is fragmented by a number of large, segregated buildings with pedestrian and cycling movement limited to busy vehicular routes with very little interaction between the mass of the built form and/or public realm. The current environment which results is not an acceptable one for a large, new, sustainable community. This was identified at the outset as a key challenge to be overcome.
- 8.1.03 Consequently, one of the key aims of the AAP is to create an improved and accessible local environment for residents (which would also meet the needs of visitors, commuters and businesses) with the high quality routes being an integral part of the overall ambition for a high quality, sustainable and legible new community with access to new facilities and services within an attractive and high-quality public realm.
- 8.1.04 As the proposed Wellbeing and Processional Routes run through the centre of the AAP area along Talbot Road and Warwick Road respectively, coalescing at the heart of the Civic Quarter, these two routes present the most obvious and viable means with which to achieve this aim.
- 8.1.05 Improvements and enhancements along these key routes will create a more attractive and inviting public realm, giving rise to new opportunities for residents (and others) to walk or cycle in pleasant environments between key destinations; with easy and attractive access to new local facilities and services, providing natural surveillance and creating a safer environment in which people will move around and dwell in.
- 8.1.06 The creation of the Wellbeing and Processional Routes will tie the area together and ensure that the Civic Quarter has its own distinctive identity and sense of place, with health and well-being, active travel and sustainability at its heart, supporting the creation of a sustainable and mixed-use community with improved permeability and public amenity. They will also allow for the enhancement and increased visibility of heritage assets, providing a unique and attractive destination for the wider community, residents, businesses and visitors alike.

- 8.1.07 The creation of the Wellbeing and Processional Routes are therefore critical to the successful delivery of the vision for the Civic Quarter Area Action Plan and will make the area an attractive destination for investment and development, providing direct and indirect benefits to the surrounding areas. In doing so, this will increase the viability and attractiveness of the Civic Quarter, attracting inward investment and high-quality development proposals.
- 8.1.08 It is therefore essential and necessary that these improvements are secured from the developments in the area. They are necessary to allow those developments to go ahead at this scale, consistent with the ambition for the area and will directly benefit those developments.
- 8.1.09 The Viability Assessment for the CQAAP and its accompanying Infrastructure Cost Plan illustrate the cost of implementing the Wellbeing and Processional Routes, demonstrating that their delivery is achievable within the plan period and in such a way that would not detrimentally impact upon the viability of development.
- 8.1.10 In addition to contributions being sought towards the Wellbeing and Processional Routes from developments, it should be noted that the Council continues to address wider matters of accessibility and permeability within and around the Civic Quarter. In this regard, the Mayor's Cycling and Walking Challenge Fund (MCF) was established in June 2018 and seeks to make Greater Manchester a place where walking and cycling is the natural choice for shorter journeys. Promoting walking and cycling as sustainable modes of movement within the CQAAP and beyond aligns with the aims of the MCF and the wider Greater Manchester Transport Strategy 2040. The fund is being used to deliver the ongoing implementation of the Bee Network. The Bee Network is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain covering 1,000 miles.
- 8.1.11 Moreover, the traffic modelling exercise undertaken to inform the preparation of the CQAAP demonstrates that the proposed Wellbeing Route would achieve the desired effect of reducing traffic flow on Talbot Road while providing local access. Whilst that has some knock on effects on the A56 this is to be expected and can be adequately addressed through the appropriate mitigation measures as set out in the Transport Assessment.
- 8.1.12 In terms of consistency with National Policy, Section 8 of the NPPF (Promoting Healthy and Safe Communities) states that:
- 92. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*
- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*

*b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*

*c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling*

(Our emphasis)

8.1.13 It is clear therefore that the Civic Quarter Area Action Plan aims to guide and support the delivery of the exact type of development and mixed-use community advocated by national policy.

8.1.14 Consequently, from the above and associated evidence, it is considered that Policy CQ8 has been positively prepared, is justified and effective and is in accordance with national policy.

8.1.15 Further detail on how Policies CQ8 and CQ9 are consistent with national policy is set out below:

Table 1: Referenced in paragraph 8.1.15

NPPF Paragraph No.	NPPF Policy	How addressed by Policies CQ8 and CQ9
82	Planning policies should seek to address potential barriers to investment such as inadequate infrastructure or a poor environment	Supports improvements to active transport infrastructure and the built environment.
104	Opportunities to promote walking and cycling use should be identified and pursued.	Supports improvements to cycling and walking infrastructure.
106	Planning policies should provide for attractive and well-designed walking and cycling networks with supporting facilities.	Supports improvements to cycling and walking infrastructure.
130	To achieve well-designed places, planning policies should ensure that developments are visually attractive as result of good architecture, layout and appropriate and effective landscaping; establish or maintain a strong sense of place using the arrangements of streets, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; and create places that are safe, inclusive and accessible and which promote health and well-being.	<p>Supports development that addresses Talbot Road generating active street frontages, providing new and retaining existing quality landscaping and ensuring a cohesive approach to development.</p> <p>Design principles include the retention of existing street trees, encouraging the use of high quality materials to create a distinctive sense of place and the creation of an 'active ribbon' to accommodate street furniture and local signage to create a distinctive sense of place.</p> <p>The well-being and processional routes promotes health and well-being through active travel opportunities.</p>
PPG	Planning Practice Guidance on Healthy and Safe Communities states that a healthy place is one which supports and promotes healthy behaviours and environments and a reduction in health inequalities. It will provide the community with opportunities to improve their physical and mental health, and support community engagement and wellbeing	Supports infrastructure that shall encourage active travel, therefore promoting a healthy behaviour.

## 8.2 Are any additional public wellbeing policies needed for Talbot Road?

8.2.01 Other policies in the CQAAP support the delivery of an improved wellbeing to existing and future residents and visitors and it is therefore considered that no further stand-alone wellbeing policies are required.

### 8.2.02 Policy CQ1 'Civic Quarter Regeneration'

*"To ensure comprehensive and coordinated development, applications should provide a statement demonstrating how the proposals:*

*Provide development that would be of benefit to existing communities through contributing to healthy lifestyle choices..."*

Policy CQ1 'Civic Quarter Regeneration' (Parameter Plans)

*Improved Permeability and Greenspace:*

- *Create new pedestrian and cycle priority connections east to west, and north to south*
- *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*
- *Create new connection west of Old Trafford tram stop to communities.*

### 8.2.03 Policy CQ2 'Housing'

*"New housing proposals will be supported in accordance with the following principles:*

- *All proposals for residential development should preserve the residential amenity of existing residents, and deliver high standards of residential amenity to prospective residents. This should be achieved through appropriate siting, scale, massing and design and by ensuring that car parking, servicing and refuse management arrangements are adequately provided for. All new residential development should provide useable private amenity space for residents."*

### 8.2.03 Policy CQ3 'Mixed Use Communities'

*"The following uses will be encouraged, subject to appropriate siting and compliance with relevant national and local policies:*

- *A refurbished Stretford Leisure Centre;*
- *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;*

- *Community and local service infrastructure, such as education, GPs and dentists;*

#### 8.2.04 Policy CQ10 'Movement and Car Parking Strategy'

*"All development proposals should assist in the delivery of the following movement and car parking principles:*

- *Creation of new or enhanced pedestrian and cycling connections, including providing improved connections beyond the AAP area;*