

CIVIC QUARTER AREA ACTION PLAN – MAIN MODIFICATIONS CONSULTATION

CONSULTATION DOCUMENT E: SCHEDULE OF MINOR MODIFICATIONS

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

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

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

Reference	Page	Policy/Paragraph	Minor Modification
MIN1	Throughout the document	Throughout the document	<i>Change the orientation of the document from 'landscape' to 'portrait'</i>
MIN2	Throughout the document	Throughout the document	<i>Add page numbers to each page (not alternate pages)</i>
MIN3	Throughout the document	Throughout the document	<i>Add paragraph numbers to each paragraph</i>
MIN4	1 (front page)	Title	Civic Quarter Area Action Plan Draft (Regulation 19) January 2024 <u>Adopted [insert date]</u>
MIN5	3	Foreword	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. The Council has bold ambitions for Old Trafford and Stretford and is proud to present the consultation draft 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

			<p>favour of sustainable development at its heart. It is will be a statutory Development Plan document, which provides the starting point for determining future planning applications <u>within the Civic Quarter</u>. It This will enable the Council to deliver the change the area needs <u>in order that it can</u> to 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 draft 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>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.</p>
MIN6	5	Contents	<i>Change contents page to reflect wider changes</i>
MIN7	9	Executive Summary	<p>The development of the Civic Quarter area has been a long-standing regeneration priority for Trafford Council (the 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. <u>This would</u> building on the area's existing unique opportunities, including the two world renowned sporting institutions of Manchester United Football Club (MUFC) and Lancashire Cricket Club (LCC); <u>Trafford</u>the Town Hall and <u>the new</u> UA92.</p> <p>The <u>Civic Quarter</u> is Area Action Plan (<u>CQAAP</u>) 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 alike.</p> <p>The area benefits from a range of unique opportunities which make it attractive and suitable for long-term redevelopment. <u>This includes</u> , including; 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 isare committed to the revitalisation of this area and will work closely with a range of different partners, including landowners and developers, as well as infrastructure providers and Transport for Greater Manchester, to ensure that the existing challenges are overcome and <u>that</u> the ambitions set out in this <u>document</u> AAP are met.</p>
MIN8	11	Executive Summary	<p>The CQAAP sets out several policies which will ensure that future developments contribute towards and deliver the overall vision and strategic objectives of the <u>CQAPP</u>. These policies comprise:</p> <p>Policy CQ1: Civic Quarter Regeneration Policy CQ2:Housing Policy CQ3:Mixed Use Communities Policy CQ4: Sustainability and Climate Change Policy CQ5: Conservation and Heritage Policy CQ6: High Quality Urban Design Policy CQ7: Public Realm Principles Policy CQ8: Wellbeing Route Talbot Road Policy CQ9: Processional Route Policy CQ10: <u>Movement, Permeability and Parking Movement and Car Parking Strategy</u> Policy CQ11:Infrastructure and Obligations</p> <p>The promotion of sustainable forms of transport and <u>the</u> utilisation of renewable energy sources will have significant environmental benefits and <u>will</u> assist in reaching the Council's carbon neutral aspirations.</p> <p>The creation of the Processional and Wellbeing Routes and enhancement to permeability and open space connectivity will promote health and wellbeing in the area.</p> <p>Delivery of up to 4,000 new high quality homes which will diversify the existing choice of homes with an emphasis on family homes.</p> <p>Further opportunities for job creation will also be generated within the local economy and supply chains as a result of construction activities and increased household expenditure.</p> <p>The transformation of circa 20 ha of brownfield land alongside the delivery of associated green space will enhance the physical appearance of the area and result in environmental benefits.</p> <p>The potential creation of up to 50,000 sq m of new office and commercial floorspace.</p>

MIN9	11	Area Vision	<p><u>Area Vision</u></p> <p>“The creation of a new, <u>inclusive</u>, diverse, resilient and vibrant mixed-use neighbourhood that builds on and maximizes 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 <u>transformation development</u>. 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>
MIN10	15	Section 1.1	<p>With circa 500,000 visitors to LCC and a further circa 2.5 million visitors per year to MUFC, the 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 the Stretford Leisure Centre.</p> <p>However, the area is fragmented by a number of large footprint single uses, and as such, a A significant opportunity exists to create a vibrant neighbourhood for local residents, <u>businesses</u> and visitors alike. The preparation of the <u>CQAAP</u> responds to the 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 an attractive, high quality public realm. The regeneration potential of the Civic Quarter is significant, and the <u>aspirations of enhancements</u> described in this document will result in social, environmental and economic benefits for the local community and the Borough as a whole.</p>
MIN11	15	Section 1.1	<p><i>As part of Section 1.1, insert new plan showing the boundary of the Civic Quarter on an OS base [see attached document]</i></p>
MIN12	15	Section 1.1	<p><i>Add ‘N’ reference to the existing plan, slight adjustments to boundary</i></p>

MIN13	17	Section 1.2	<p>The CQAAP Civic Quarter Area Action Plan sets out more 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, is positively managed and guided by a robust planning framework. It seeks to meet the aspirations of the Council and of the local community and the Council 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, meeting 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 Civic Quarter 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>The CQAAP forms part of the Council's statutory dDevelopment pPlan alongside the Trafford Core Strategy and the Revised Trafford Unitary Development Plan (which will be replaced in time by the emerging Trafford Local Plan). The development plan also includes the joint Greater Manchester Waste and Minerals plans and the Altrincham Town Centre Neighbourhood Business 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 has been prepared in accordance with the Town and Country Planning (Local Development) (England) Regulations 2012. 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. The dDevelopment pPlan 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 will identify 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 the 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, subject to further approval(s). The use of, and justification for, CPO powers will be fully explored in situations where this may accelerate and</p>
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			<u>maximise the opportunity to realise the objectives of the CQAAP. This could include circumstances where existing covenants may otherwise impede the delivery of the CQAAP vision.</u>
MIN14	17	Section 1.2	The subsequent chapters in this plan are structured as follows: 2 Understanding the Context 3 Developing the Vision 4 Area-wide Policies 5 Implementation and Monitoring 6 Appendix 1,2,3
MIN15	19	Section 1.3	<i>Delete the whole section referred to as 'Previous Consultation.'</i>
MIN16	21	Section 1.4	<i>Delete the whole section referred to as 'Current Consultation.'</i>
MIN17	23	Section 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) The most recent revision to the NPPF, published in July 2021 <u>February 2019</u>, sets out the Government's key planning policies for development within England. The key policy themes contained within the updated NPPF which are of relevance to the CQ <u>Civic Quarter</u> AAP and any future planning applications are set out below:</p> <p>Presumption in Favour of Sustainable Development Central to the NPPF is the presumption in favour of sustainable development.</p> <p>Delivering a Sufficient Supply of Homes Paragraph 6059 reiterates one of the main Government objectives: <u>to significantly boost the supply of homes. To do this, land should will need to come forward where it is needed in order to meet identified housing requirements.</u>, in line with strategic policies that determine minimum housing numbers.</p> <p>Building a Strong, Competitive Economy The NPPF confirms that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 810 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 Paragraphs 924 and 932 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</p>

			<p>and support healthy lifestyles' as well as provide 'the social, recreational and cultural facilities and services the community needs'.</p> <p>Promoting Sustainable Transport Paragraph 104Chapter 9 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 sustainable modes of transport.</u></p> <p>Making Effective Use of Land 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 states is clear that that planning decisions should support development that makes efficient use of land, taking into account <u>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.</u></p> <p>Achieving Well-Designed Places Paragraph 126 is clear sets out that good design is a key aspect of sustainable development, <u>in the interests of creating better places in which to live and work and in helping to make development acceptable to communities.</u></p> <p>Conserving and Enhancing the Historic Environment Paragraph 190states that <u>development plans</u> should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets <u>that are</u> most at risk through neglect, decay or other threats.</p>
MIN18	23	Section 1.5	<p>The Greater Manchester Strategy (GMS) - Our People, Our Place</p> <p>The GMS was published in October 2017 and was prepared by the 10 Greater Manchester Combined Authorities (GMCA), the Mayor, the NHS, the police and the fire service, with help from businesses, voluntary, community and social enterprise organisations, and members of the public.</p> <p>The plan explains the GMCA's ambitions for the future of the city-region and covers health, wellbeing, work and jobs, housing, transport, skills, training and economic growth.</p> <p>The 10 priority areas in the strategy are:</p>

			<ul style="list-style-type: none"> • Children starting school ready to learn; • Young people equipped for life; • Good jobs, with opportunities for people to progress and develop; • A thriving and productive economy in all parts of Greater Manchester; • World-class connectivity that keeps Greater Manchester moving; • Safe, decent and affordable housing; • A green city-region and a high quality culture and leisure offer for all; • Safer and stronger communities; • Healthy lives, with quality care available for those who need it; and • An age-friendly Greater Manchester. <p>Greater Manchester Transport Strategy 2040</p> <p>The Greater Manchester Transport Strategy 2040 sets out the ambitious plan to establish a fully integrated, high capacity transport system across Greater Manchester.</p> <p>It sets out <u>includes</u> long-term proposals to create a cleaner, greener, more prosperous city region through better connections and simpler travel which will make it easier for residents, <u>businesses</u> and <u>visitors</u> to travel to a wide range of destinations through sustainable transport modes.</p> <p>5 Year Environment Plan for Greater Manchester (2019-2024)</p> <p>The Environment Plan for Greater Manchester sets out the long-term vision to ensure that Greater Manchester is a clean, carbon neutral, climate resilient city-region with a thriving natural environment and circular, zero-waste economy.</p> <p>It sets out <u>includes</u> a number of aims and priorities over the next 5 years to tackle the urgent and significant environmental challenges faced in Greater Manchester. The <u>CQAAP</u> has been developed with these aims and priorities at the forefront, to ensure that a sustainable and resilient new neighbourhood can be created.</p>
MIN19	25	Section 1.5	<p>Local Plan <u>Trafford Core Strategy</u> (Adopted January 2012)</p> <p>The CQ <u>Civic Quarter</u> AAP <u>will sit</u> alongside the adopted Core Strategy as the statutory <u>d</u>Development <u>p</u>Plan for the area <u>(together with the saved policies of the Revised Trafford Unitary Development Plan, the joint Greater Manchester Waste and Minerals plans, and the Altrincham Town Centre Neighbourhood Business Plan)</u>. The CQ <u>Civic Quarter</u> AAP boundary covers land <u>previously</u> within</p>

			<p>Core Strategy Policy SL3: Lancashire County Cricket Club Quarter (a Strategic Location): LCCC 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.</p> <p>The following Core Strategy pPolicies are of relevance to the CCivic Quarter AAP and <u>continue to be read alongside it, although specific elements of these policies may have been replaced or part-replaced; any future planning applications:</u></p> <ul style="list-style-type: none"> 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 <p><u>A schedule of policies that are superseded or replaced (either in full or in part) on adoption of the CQAAP is contained in Appendix 4.</u></p> <p>Refreshed Stretford Masterplan</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>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:</p> <p>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.</p> <p><u>Places for Everyone</u> <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. The nine authorities are Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. Publication (Regulation 19) consultation on PfE 2021 took place in August to October 2021 and was Submitted to the Secretary of State in Spring 2022. PfE will set the strategic policies and priorities across the nine authorities, 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>Trafford Local Plan 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.</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</u></p>
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			<p><u>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 will be consulted on in 2023.</u></p> <p><u>Trafford Design Guide and Trafford Design Code</u></p> <p><u>The Council are is currently preparing a Design Guide for Trafford. This will set out the general design principles and standards that development proposals should follow when having regard to the Borough's local context and characteristics. As part of the Government's Design Code Pathfinder Programme, the Council is also preparing a complementary Design Code. This will make various design specifications, including in relation to the layout of streets and the choice of materials, and again it will apply to the whole of Trafford. Both documents will be adopted as supplementary planning guidance, 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 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><u>Consideration of the emerging policy, where relevant, has been undertaken when preparing the CQAAP to ensure a consistent approach.</u></p>
MIN20	27	Chapter 2	<p><u>Understanding the Context: The following section describes the content and character of the Civic Quarter along with the key drivers for change which reflect the challenges the area faces.</u></p>
MIN21	29	Section 2.1	<p>Location</p> <p>The CQ<u>Civic 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> <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 <u>regarded as</u> 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 <u>the</u> significant green amenities of Seymour Park, Gorse Hill Park and Longford Park. <u>The latter is,</u> the Borough's largest park <u>and,</u> leading into the expansive Mersey River Valley.</p>

MIN22	29	Section 2.1	<i>Add 'N' reference to the existing plan, omit aeroplane icon, slight adjustments to boundary</i>
MIN23	31	Section 2.1	<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. <u>This would build on</u> 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 LCC, Trafford Town Hall and UA92.</p> <p>It should be noted that, 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, <u>coverings such as</u> Stretford, Trafford Bar, Wharfside and Pomona. The <u>CQAAP</u> is also mindful of the proximity of and relationships with the surrounding residential communities.</p>
MIN24	31	Section 2.1	<u>Aerial view of the site Civic Quarter</u>
MIN25	33	Section 2.2	<u>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.</u>
MIN26	33	Section 2.2	<i>Add 'N' reference to the existing plan, slight adjustments to boundary</i>
MIN27	35	Section 2.2	<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 fFormer White City Greyhound Track remains. <u>They are,</u> isolated at <u>the White City R</u>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 <u>for</u> amateur sport, an inspiring legacy of the area's many cricket, tennis and racing fields.</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</p>

			<p>aspect of this area's 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 in the latter 20th century, becoming a key arterial route around <u>and through</u> 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 <u>the British Gas and the Kellogg's hHeadquarters buildings (the latter now reoccupied as UA92)</u>. Commercial development of the area has led to larger footprints, increased densities and larger heights and massing in buildings.</p>
MIN28	35	Section 2.2	<p><i>Adjustments to plan of 'Heritage Assets':</i></p> <ul style="list-style-type: none"> • <i>Add 'N' reference</i> • <i>Slight adjustments to boundary</i> • <i>Omit 'Significant trees' from key and plan</i> • <i>Show pitch and pavilion at LCC as non-designated heritage asset</i> • <i>Show platforms of old Warwick Road Railway Station as non-designated heritage asset</i> • <i>Amend non-designated heritage assets at Talbot Road/Chester Road junction to include nos.2 to 8 Talbot Road, and nos. 555 and 557 Chester Road</i> • <i>Show widened setting to the two listed buildings</i>
MIN29	37	Section 2.2	<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, <u>thereby emphasising the importance of making the surviving elements and their important connections</u> 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 <u>CQAAP</u> to address.</p> <p>Opportunities Revealing the untold history of the area Ensuring <u>the</u> retention and enhancement of the existing heritage assets <u>Protecting the setting of heritage assets</u> Repairing the fragmented street scene and ensuring better connectivity of heritage assets Seek to reinforcing <u>the</u> historic uses of the area, in particular sport, leisure, arts, cultural and residential</p>
MIN30	37	Section 2.2	<p><i>Amend the numbering to the photographs to accurately reflect the plan on page 35</i> <i>The title to the current image no.9 should read 'Former Stretford UDC offices.'</i></p>
MIN31	39	Section 2.3	<p><u>Neighbourhood Character Areas</u></p>

			<p>The existing Civic Quarter can be divided into a number of distinct areas as set out below.</p> <p>Central Neighbourhood The Central Neighbourhood comprises of a number of key large scale land parcels, including the Former Kellogg's sSite, the British Gas sSite and White City Retail Park. The former Kellogg's building itself is occupied by UA92, and the wider site is coming forward for 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.</p> <p>The out-of-centre White City Retail Park, which has recently undergone refurbishment and comprises of a terrace number of food and non- food retail units (including bulky goods stores and some chain restaurants and cafes) and associated café and restaurant uses.</p> <p>In addition, this area also contains comprises a number of substantial office buildings along Talbot Road, including but not limited to Oakland House, Botanical House, Charlton House and Atherton House, in addition to some residential buildings.</p> <p>Southern Neighbourhood The Southern Neighbourhood largely comprises of the LCC 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, which 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&Q site, located off Great Stone Road, also offers a significant redevelopment opportunity.</p> <p>Western Neighbourhood The Western Neighbourhood is bounded by Chester Road and Talbot Road which are linked by the existing public realm route. 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, which all occupy a prominent locations off Talbot Road.</p> <p>In addition, this area also contains comprises the current Stretford Leisure Centre Sports Village, a Tesco superstore, some commercial units along Chester Road and an element of housing onff Great Stone Road and Warwick Road.</p> <p>Northern Neighbourhood</p>
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			<p>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 area offers a great opportunity to bring back into use a large brownfield site.</p> <p>Eastern Neighbourhood The Eastern Neighbourhood comprises of a number of historic buildings, including the fFormer Stretford Local Board UDC offices (now known as Trafford Hall Hotel), ; Old Trafford Bowling Club, ; and a group of Victorian villas <u>on Talbot Road</u>. These historic buildings are currently interspersed with a number of commercial properties which currently detract from their <u>setting of these heritage assets</u>.</p>
MIN32	39	Section 2.3	<i>Add 'N' reference to the existing plan, slight adjustments to boundary, change plan title to 'Neighbourhoods.'</i>
MIN33	41	Section 2.4.1	<p>Pedestrian 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 <u>the sunken gardens before reaching the Tesco store</u>. A pedestrian route also flanks the tram line <u>exists to the south of the cricket ground and tram line (just outside of the Civic Quarter)</u>.</p> <p>Cycling 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 <u>inclusive pedestrian facilities and segregated cycle lanes in both directions including at junctions</u>. T and there are further schemes identified through the MCF to connect this <u>cycleway</u> to the wider area <u>network</u>.</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>to</u> of enhancing 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 and the Refreshed Stretford Masterplan, which acknowledges the importance of improved routes between Stretford Town Centre, UA92 and Manchester City Centre. <u>It also supports 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</p> <p>Creating greater permeability and interconnected routes <u>within the Civic Quarter and neighbouring areas</u></p> <p>Promoting walking and cycling routes <u>and for them to link in tandem with existing and proposed new greenspaces</u></p> <p>Maximising connections to Longford Park and into Mersey Valley to the south <u>as well as with and</u> key commuter routes to Stretford, Manchester City Centre and Salford Quays.</p>
MIN34	41	Section 2.4.1	<i>Add 'N' reference to the existing plan, slight adjustments to boundary, improved clarity to plan</i>
MIN35	41	Section 2.4.2	<p>Public Transport</p> <p>As set out in at the 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</p> <p>Old Trafford and Trafford Bar Metrolink stops provide access to the Metrolink network across Greater Manchester with regular services linking to key destinations, including Stretford, Sale and Altrincham, as well as Manchester Airport, Salford The Quays and Manchester City Centre.</p> <p>Bus</p> <p>Frequent bus services run along Chester Road and a less frequent service along Talbot Road <u>providing services to and from</u>, linking the area to Manchester City Centre, Hulme, Stretford, Sale, Altrincham and the Trafford Centre.</p> <p>Opportunities</p> <p>Promoting the Trafford Bar Metrolink tram stop as an interchange connecting the Airport and Altrincham lines</p> <p><u>Improving connections between</u> Connect the Wharfedale and Old Trafford Metrolink tram stops <u>through as the pedestrian priority 'Processional Route'</u></p> <p>Improving the match day capacity for trains, buses and trams</p> <p>Improving the Old Trafford tram stop <u>built and natural environment at the Old Trafford Metrolink stop</u></p>
MIN36	41	Section 2.4.2	<i>Add 'N' reference to the existing plan, slight adjustments to boundary, improved clarity to plan</i>
MIN37	43	Section 2.4.3	<p>Traffic Vehicular and Car Parking</p> <p>Traffic Flows</p> <p>Based on the supporting Transport Assessment, the highest traffic flows occur along the A56 Chester Road, along the northern boundary of the <u>Civic Quarter area</u>, as it is a strategic link to key <u>destinations including employment areas across</u> Trafford Park, Salford The Quays and Manchester City Centre.</p>

			<p>The Transport Assessment also concludes that Talbot Road is a relatively busy routelink and a, and a reduction in flows would be beneficial to non-car users, of this route.</p> <p>Car Parking The proportion of land dedicated to <u>surface</u> car parking in the area is high compared to both buildings and the public realm. Survey data associated with the <u>Transport Assessment</u> carried out to inform the AAP suggests <u>indicates</u> that there are circa 4,731 <u>car parking spaces</u>, onincluding both public and private <u>landspaces</u>, located within the Civic Quarter.</p> <p>As a result, <u>some</u> of the key thoroughfares in the <u>Civic Quarter Masterplan</u> area are visually dominated by surface car parking, which detracts from the streetscape and <u>impacts on the potential</u> to create attractive places to live, work and visit. It also represents an inefficient use of land. The <u>CQAAP</u> therefore seeks to address this <u>shortcoming</u>existing issue.</p> <p>Opportunities Reducing the dominance of surface car parking on e and consolidate parking requirements into discrete multi-storey parking accessed by arterial routes Encouraging a modal shift to sustainable modes of transport <u>and Active Travel</u> Further promoting Talbot Road as a corridor for walking and cycling</p>
MIN38	43	Section 2.4.3	<p><i>Add 'N' reference to the existing plan, slight adjustments to boundary, improved clarity to plan, title to photograph should be 'Surface parking at <u>the British Gas site</u>'</i></p>
MIN39	43	Section 2.5	<p>Scale, and Massing and Identity</p> <p>The area is generally characterised by large footprint commercial, civic, leisure and retail developments. The northern side of Talbot Road within the Civic Quarter area is generally characterised by taller mid to late 20th century office buildings, some of which have consent for conversion to residential. Oakland House <u>on Talbot Road</u> 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 <u>Trafford</u> the 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, LCC 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, with the heights reducing significantly towards the historic Trafford Bowling Club and <u>the Victorian villas to Talbot Road</u> 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 Roads. These typically display, with a finer, street based urban grain.</p> <p>Despite the Civic Quarter area 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.</p> <p>Opportunities Creating a new and positive a sense of identity and character place through improved street definition, place-making and a denser urban grain Promoting the area through gateway and landmark developments at key strategic locations</p>
MIN40	43	Section 2.5	Add 'N' reference to the existing plan, slight adjustments to boundary, improved clarity to plan
MIN41	45	Section 2.6	<p>Green Infrastructure and Open Space</p> <p>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 a historic bowling green associated with lies to the north, around a former Tudor bethan 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.</p> <p>Mature trees line several main roads, including Talbot Road and Warwick Road, and cluster around Trafford Bar Metrolink tram 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 LCC.</p> <p>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 Promoting the Civic Quarter AAP as an area of Health and Wellbeing Bringing alive the area's phenomenal historic green and recreational spaces</p>

			Supporting the c Creation of a major new recreational links through the Civic Quarter to surrounding areas 'Recreational Corridor' from the Mersey Valley through to Salford Quays Improving the connections to surrounding parks and greenspaces
MIN42	45	Section 2.6	Add 'N' reference to the existing plan, slight adjustments to boundary, improved clarity to plan
MIN43	47	Section 2.7	<p>Summary of Challenges</p> <p>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 and will be addressed through the <u>CQAAP</u>.</p> <p>1. Stretford <u>Leisure Centre Sports Village</u> 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 facility is needed.</u></p> <p>2 Former B&Q Site The former B&Q site has lain vacant for a number of years. <u>It has a substandard and derelict appearance, following B&Q's restructuring deal back in early 2016.</u></p> <p>3 Dominance of <u>Surface</u> Car Parking Some of tThe key thoroughfares in the <u>Civic QuarterAAP area</u> are dominated by surface car parking, which <u>has a negative visual impact</u> detracts from the streetscape and its potential to create attractive places to live, work and visit.</p> <p>4 Pedestrian <u>and Cycling</u> Connectivity The <u>Civic QuarterAAP area</u> suffers from poor connectivity and legibility <u>with the existing urban grain limiting pedestrian and cycle movement,</u> particularly around the LCC stadium which creates significant barriers to movements into and within the AAP area.</p> <p>5 Lack of Identity The Civic Quarter, dDespite its history and significance, <u>lacks character and identity, and there is no positive sense of arrival or wayfinding.</u> 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.</p>
MIN44	47	Section 2.7	<p>Adjustments to plan of 'Challenges':</p> <ul style="list-style-type: none"> • Add 'N' reference • Slight adjustments to boundary • Change colour to negative impact buildings • Delete 'under-utilised' from key
MIN45	49	Section 2.8	<p>Summary of Opportunities</p> <p>The Civic Quarter presents an opportunity for large scale redevelopment in one of Trafford's <u>most sustainable and accessible locations.</u></p> <p>1 Refurbished <u>Stretford</u> Leisure Centre</p>

			<p>The Council recognises that the current Stretford Leisure Centre is outdated and requires improvement. The <u>CQAAP</u> confirms that the Council is committed to providing a refurbished leisure centre.</p> <p>2 Lancashire Cricket Club <u>The presence of LCC, as an international sports venue, is a significant asset for the Civic Quarter. Its ability to draw in visitors, along with the nearby MUFC, to promote vibrancy, activity and a sporting culture, should be maximised. Improvements to the public realm around LCC are also anticipated which would help to create a unique sense of place. Council and Cricket Club have identified opportunities to consolidate current inefficient parking arrangements in order to free up land which could be utilised for new areas of public realm and other facilities required by LCC to improve the fan and visitor experience.</u></p> <p>3 The Former Kellogg's Site <u>The former Kellogg's office building on Talbot Road, which had laid vacant, has recently been re-occupied as a key UA92 venue and vacant since the company's office function relocated to Salford. There is a significant opportunity to create a vibrant new mixed-use community around it, and the UA92 building.</u></p> <p>4 Pedestrian Routes <u>The layout and configuration of the main routes through the Civic Quarter 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 should be maximised throughout. 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.</u></p> <p>5 Identity <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 facilitating Active Travel, and new residential neighbourhoods. 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.</u></p>
MIN46	49	Section 2.8	<p><i>Adjustments to plan of 'Opportunities':</i></p> <ul style="list-style-type: none"> • <i>Add 'N' reference</i> • <i>Slight adjustments to boundary</i> • <i>Change colour to negative impact buildings</i> • <i>Updates to heritage assets to reflect plan on page 35</i> • <i>Delete 'existing car parks' from plan and key</i>

MIN47	51	Section 3	Developing The Vision
MIN48	53	Section 3.1	<p>Area Vision</p> <p>The Civic Quarter's transformation will benefit the area's existing, as well as and 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 Civic Quarter 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 <u>maximises</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 <u>transformation development</u>. 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>
MIN49	53	Section 3.1	<p><i>Adjustments to illustrative base-masterplan</i></p> <ul style="list-style-type: none"> • <i>Add 'N' reference</i> • <i>Slight adjustments to boundary</i> • <i>Adjustment to building locations (for example, show green space behind White City entrance portal, delete two additional buildings to LCC car park)</i>
MIN50	55	Section 3.2	<p>Strategic Objectives and Opportunities</p> <p>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> <p>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"> • A Wellbeing Route, along Talbot Road which will include enhanced green infrastructure. <u>It will</u>, becoming a people and cycle-friendly route that <u>will make a better connection between connects</u> Stretford and and Manchester centres. • <u>A pedestrianised and ceremonial route A Processional Route</u>, along Brian Statham Way and Warwick Road, which will redefine and amplifying the connection between <u>Old Trafford Metrolink stop, Trafford Town Hall, LCC and MUFC</u>, and as a space to accommodate fans on match days and welcome visitors throughout the year the two world-class sporting venues of LCC and Manchester United and also provide a link to public transport modes. • <u>The c</u>Creation of new public spaces across the area, which will become an everyday destinations and which will offer, as well as a gathering and celebration spaces for match and event days.

			<p>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.</p> <p>3 Consolidation and Rationalisation of <u>Surface Car Parking</u> <u>Removing the dominance of existing surface car parking to encourage a modal shift towards sustainable transport and Active Travel.</u> , which currently dominates the area, and the creation of new consolidated parking provision, most likely in a multi-storey format, offers opportunities for creating more attractive places and connections.</p> <p>4 Housing a Growing Community <u>Significantly boosting the amount of housing in the Civic Quarter and 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.</u> requirements of all residents are met.</p> <p>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 promote the conservation and enhancement of heritage assets and their settings through new development, high quality design and public realm improvements.</p> <p>6 Supporting <u>Sustainable Economic Growth</u> Supporting the creation of a range of employment opportunities, including new office floorspace, together with some commercial, retail, community and social uses including office, retail, leisure and education in order to create a sustainable and vibrant new neighbourhoods.</p> <p>7 Improved Permeability and Connectivity <u>Enhancing permeability and connectivity can be enhanced throughout the Civic Quarter area within and through the Civic Quarter 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, and removal of unnecessary barriers.</u> A key opportunity is identified in improving pedestrian permeability around LCC and opening a route circumnavigating the stadium.</p> <p>8 Creation of Defining and Distinctive Neighbourhoods <u>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. 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.</u></p>
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MIN51	57	Section 3.3	<i>Delete the whole section referred to as 'Strategic Vision.'</i>
MIN52	63	Policy CQ1 Accompanying plans	<i>Insertion of new CQAAP Policies Map and amended Parameter Plans (see <u>Consultation Document B: Schedule of changes to the CQAAP Policies Map and Parameter Plans, including the Policies Map and Parameter Plans</u>)</i>
MIN53	65	Policy CQ2 Introductory text	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 would <u>will</u> be acceptable, subject to compliance with other relevant d Development pPlan policies. The Civic Quarter area provides the opportunity for higher density housing in appropriate locations (as identified within the neighbourhood areas). A mix of typologies, including the provision of family housing, is required across the AAP <u>Civic Quarter</u> . Developments should be designed to include <u>private amenity space</u> , ensure the provision of defensible space and to limit the risk of crime and <u>to ensure that there are</u> are <u>will be</u> no unacceptable amenity impacts on existing communities and future residents . The Council expects developers to provide affordable housing with <u>as part of</u> all major residential developments within the Civic Quarter. and This Affordable housing is further addressed in P policy CQ11.
MIN54	65	Policy CQ2 Policy text (new item 11)	<u>11. Proposals should comply with all other relevant development plan policies.</u>
MIN55	65	Policy CQ2 Supporting definition	<u>Major Development:</u> <u>In applying the policies of the CQAAP, the Council will use the definition of major development as contained within the Town and Country Planning (Development Management Procedure) (England) Order 2015).</u>
MIN56	67	Policy CQ3 Introductory text	The Council is supportive of a mix of uses within the Civic Quarter area as this will help to enhance sustainability and deliver its objectives for a new vibrant <u>destination neighbourhood</u> , creating both active day-time and night-time economies and a real sense of place.
MIN57	67	Policy CQ3 Supporting definition	<u>Meanwhile Uses:</u> <u>A meanwhile use describes a situation where a site is utilised for a duration of time before it is turned into a more permanent end state, taking advantage of a short window of opportunity.</u>
MIN58	69	Policy CQ4 Introductory text	The Council, alongside the other Greater Manchester A authorities, are <u>is</u> committed to undertaking urgent action to tackle climate change, with the aim to make Greater Manchester one of the globe's healthiest, cleanest and greenest city-regions.

			Trafford Council was one of the first local authorities in Greater Manchester to declare a climate emergency in November 2018 and are <u>is</u> committed to <u>reducing the Borough's carbon footprint</u> increasing our understanding of climate change and its consequences and identifying actions that can be taken to reduce our carbon footprint, with an overall aim to be carbon neutral by 2038, with new development being net zero carbon by 2028.
MIN59	69	Policy CQ4 Supporting definitions	<p><u>Carbon offsetting: Any activity that compensates for the emission of carbon dioxide or other greenhouse gases</u></p> <p><u>Embodied carbon: The amount of carbon (and other greenhouse gases) emitted during the construction of a building/scheme</u></p> <p><u>Operational carbon: The amount of carbon (and other greenhouse gases) emitted once a building/scheme is in use</u></p>
MIN60	71	Policy CQ5 Introductory text	<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 <u>and refer to national heritage planning policy</u> in considering planning applications proposals which affect the fabric and/or setting of those heritage assets including key views and <u>the inter-visibility between heritage assets, and in accordance with the CQAAP Policies Map and Building Height Parameter Plan.</u></p> <p>As demonstrated in Section 2, <u>It has been documented that</u> 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 <u>to ensure that the historic urban grain is strengthened and that the untold history of the area is celebrated.</u></p>
MIN61	71	Policy CQ5 Policy text (revised item 3)	3. 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 <u>urban grain</u> , wherever possible; <u>and</u>
MIN62	73	Policy CQ6 Policy title	Policy CQ6: High Quality Urban Design
MIN63	73	Policy CQ6 Introductory text	The Council views the regeneration of the area <u>Civic Quarter</u> as an opportunity to drive a step change <u>in the built environment</u> by delivering high quality design both within the architecture of new buildings and in the approach to landscaping and the public realm. The Council expects all proposals to demonstrate adherence to best practice urban design principles, in accordance with the National

			<p>Design Guide, the emerging Trafford Design Guide <u>and Code</u>, and the detailed <u>CQAAP Design Principles Code in Appendix 2</u>.</p> <p>National Design Guide A well-designed place</p> <p>Context Enhances the surroundings Identity Attractive and distinctive Built Form A coherent pattern of development Movement Accessible and easy to move around Nature Enhances and optimised Public Spaces Safe, social and inclusive Uses Mixed and integrated Homes and Buildings Functional, healthy and sustainable Resources Efficient and resilient Lifespan Made to last</p>
MIN64	73	Policy CQ6 Policy text (revised items 1 and 2)	<p>The Council <u>will</u> requires all proposals <u>for new development in the Civic Quarter</u> to achieve high quality design which <u>will be</u> is accessible and useable by all sections of the community. Schemes which promote poor design solutions <u>or are not accessible</u> will not be acceptedable. All proposals should:</p> <ol style="list-style-type: none"> 1. Demonstrate compliance with the <u>CQAAP Design Code Principles</u>; 2. Deliver architecturally innovative design which will raise design standards within the area whilst preserving existing residential amenity standards <u>and ensuring that high amenity standards are achieved in new residential development</u>;
MIN65	73	Policy CQ6 Policy text (revised item 5)	<p>Provide new areas of public realm and green space, incorporating quality hard and soft landscape treatments;</p> <ol style="list-style-type: none"> 5. Limit the provision of new areas of open surface car parking;
MIN66	75	Policy CQ7 Introductory text	<p>The <u>Council's</u> 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 a diverse framework of streets and range of street typologies and character of spaces</u>. 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>urban public</u> realm achieve the highest quality design. A great aspiration is a <u>A key part of the objective is the development of an overarching sustainable landscape strategy which will include sustainable storm surface water management as an essential element of each development. This policy will also support the principles of Active Design and Streets for All.</u></p>

MIN67	75	Policy CQ7 Supporting information	<p><i>Adjustments to illustrative base-masterplan</i></p> <ul style="list-style-type: none"> • Add 'N' reference • Slight adjustments to boundary • Adjustment to building locations (for example, show green space behind White City entrance portal, delete two additional buildings to LCC car park)
MIN68	77	Policy CQ8 Introductory text	<p>Vision Talbot Road is a wide radial corridor <u>which forms part of a wider linking between</u> Stretford Town Centre and Manchester City Centre. Mature trees that line the road already give it a green character. and the CQAAP identifies opportunities to establish it as a health and wellbeing boulevard. This will result in a strategic key 'sustainable' link <u>from Manchester</u> to Stretford Town Centre, as well as a daily leisure and recreation destination in itself. <u>It will also further support the principles of Active Design and of Streets for All.</u></p>
MIN69	77	Policy CQ8 Supporting information	<p><i>Adjustments to illustrative base-masterplan</i></p> <ul style="list-style-type: none"> • Add 'N' reference • Adjustment to building locations (for example, show green space behind White City entrance portal, delete two additional buildings to LCC car park)
MIN70	79	Policy CQ9 Introductory text	<p>Vision Brian Statham Way and Warwick Road are <u>form</u> a direct, if unremarkable, link between Old Trafford Metrolink tram stop, LCC, Trafford Town Hall and across Chester Road to Manchester United Football Club UFC. The Processional Route as <u>originally envisaged</u> defined in the adopted Core Strategy has an aspiration to ultimately link the Civic Quarter to MediaCityUK.</p> <p>The CQAAP reimagines the link as a pedestrianised ceremonial route, amplifying the connection between the two stadia; a space to accommodate fans on match days and welcome visitors on every other day of the year to celebrate the uniqueness of <u>the area</u> this place and its history.</p> <p>Full vehicle access to existing properties along Warwick Road, <u>Hornby Road and Barlow Road</u> will be maintained.</p>
MIN71	79	Policy text Policy CQ9 ¹ (new item 4)	<p>Design Principles Balanced street design Pedestrianisation of Brian Statham Way Removal of fences towards LCC and UA92 to aid pedestrian permeability</p>

¹ Previously referred to as 'Design Principles' but now identified as a new item 4, and bullet point system replaced with numbers

			<p>A consolidated arrival square at Metrolink tram stop Ample seating opportunities to encourage people to stay and use the space Linearity in design will aid movement, particularly on match days Secure space for independent food and beverage vendors Opportunities for active street frontages and spill-out from existing and new developments Opportunity for public art and local information boards to celebrate the area's rich history</p> <p>4. All new development should support the following design principles:</p> <ol style="list-style-type: none"> 1. <u>A more balanced street design with a greater focus on pedestrians and cyclists;</u> 2. <u>The pedestrianisation of Brian Statham Way;</u> 3. <u>To aid pedestrian permeability, the removal of high fences where possible, whilst recognising the need for continued security;</u> 4. <u>A consolidated arrival square at the Old Trafford Metrolink stop;</u> 5. <u>Ample seating opportunities to encourage people to dwell and use the space;</u> 6. <u>Linearity in design in order to aid movement;</u> 7. <u>Secure space for independent food and beverage vendors;</u> 8. <u>Opportunities for active street frontages and spill-out from existing and new developments;</u> <u>and</u> 9. <u>Opportunities for public art and local information boards to celebrate the area's rich history.</u>
MIN72	79	Policy CQ9 Supporting information	<p><i>Adjustments to illustrative base-masterplan</i></p> <ul style="list-style-type: none"> • <i>Add 'N' reference</i> • <i>Adjustment to building locations (for example, show green space behind White City entrance portal, delete two additional buildings to LCC car park)</i>
MIN73	81	Policy CQ10 Policy text (revised items 1 and 2)	<p>The Council will support All development proposals should that assists in the delivery of the following movement, permeability and car-parking principles as illustrated on the CQAAP Policies Map:</p> <ol style="list-style-type: none"> 1. Creation of new or enhanced pedestrian and cycling connections, including providing improved connections beyond the AAP area; 2. Creation of new or enhanced connections to existing public transport services including beyond the AAP area. Any measures that will enhance the accessibility and frequency of such services should be delivered where possible; <p><u>1. Creation of new and/or enhanced pedestrian and cycling connections, within and through the Civic Quarter, such as the Wellbeing and Processional Routes and Exhibition Walk as identified on the Policies Map, the Land Use Parameter Plan and the Improved Permeability and Greenspace Parameter Plan;</u></p>

			<u>2. Creation of new and/or enhanced connections to existing public transport within the Civic Quarter, and to support improved links to public transport beyond the Civic Quarter. Measures that will enhance the accessibility and frequency of such services should be delivered wherever possible:</u>
MIN74	81	Policy CQ10 Supporting information	<i>Add 'N' reference to 'Existing Parking' plan. Remove the plan showing 'consolidated parking' and delete the key reference to 'potential proposed consolidated parking locations'.</i>
MIN75	83	Policy CQ11 Introductory text	<p>In order to make development acceptable, Government guidance <u>national policy</u> makes it clear that it is reasonable to seek planning contributions where development could have an adverse impact on local infrastructure and services by placing increased pressure on it, or where a development could contribute to specific needs (for example, affordable housing).</p> <p>The <u>CQAAP</u> adopts a positive approach towards the provision of new infrastructure, facilities and services which will be required to deal with new growth in the Civic Quarter to ensure that development can be delivered in a sustainable way. A detailed assessment of the essential infrastructure that will be needed to deliver and support the new development has been undertaken. It includes new public realm and environmental/security enhancements, new green space and leisure provision, new education and health facilities, and upgrades to services and utilities. In turn this new infrastructure has been costed and has been subject to viability testing.</p> <p>In order to simplify the process of determining planning applications, Policy CQ11 confirms the scope of infrastructure which new development proposals should support by way of a single financial contribution, to be secured through a Section 106 legal agreement. This will be calculated on the basis of the total new floorspace proposed (gross internal area) or, where relevant, to be converted through a change of use application. The rates indicated will be index linked throughout the <u>CQAAP</u> plan period. For the avoidance of doubt, the financial contributions sought through this policy will be in addition to any sums payable under the Council's Community Infrastructure Levy.</p> <p>The policy also provides the mechanism to secure on site affordable housing, taking account of the findings of the Trafford Housing Needs Assessment (2019). This identifies a significant annual shortfall in affordable housing across Trafford and it highlights the importance of establishing appropriate affordable housing targets to ensure the continued and enhanced delivery of affordable homes to support sustainable communities.</p>
MIN76	83	Policy CQ11 Policy text	<p>All planning applications for major development should contribute towards the delivery of essential infrastructure in the Civic Quarter.</p> <p>A financial sum will be required from all major residential schemes to address the following items:</p>

			<ul style="list-style-type: none"> • Public realm and environmental upgrades (including hostile vehicle mitigation to provide enhanced security within public and pedestrianised spaces); • Green space and sports facilities; • Education; • Health; and • Utility upgrades. <p>A financial sum will be required from all major commercial development schemes to address the following items:</p> <ul style="list-style-type: none"> • Public realm and environmental upgrades (including hostile vehicle mitigation); <u>and</u> • Utility upgrades <p>The financial contribution payable under this policy shall be calculated in accordance with the rates set out below (at the time of the AAP's adoption but subject to future indexation <u>from January 2021</u>).</p> <ul style="list-style-type: none"> • Residential : £145.81 per m2 • Offices: £66.89 per m2 • Hotels: £66.89 per m2 • Other commercial, business and service development - covered by Class E of the Use Classes Order (but specifically excluding subsections d,e and f of Class E), or any subsequent equivalent Use Classes Order, and to include drinking establishments and takeaways: £66.89 per m2 <p>It is not anticipated that there will be any particular demand for other uses within the <u>CQAAP</u> area that are not already stated in this policy. However, if other uses were to come forward, including sui generis uses, then these proposals will be considered on their own individual merits in terms of whether a contribution would be necessary to make the development acceptable in planning terms. Uses in Class F of the Use Classes Order (or any subsequent equivalent) are specifically excluded.</p> <p>In addition to the infrastructure contribution requirement the Council requires all <u>qualifying major</u> residential development proposals within the <u>CQAAP</u> boundary to provide for a minimum of 25% affordable housing. The affordable housing should be provided on site and delivered in line with the Council's most up to date affordable housing policies, <u>particularly in respect of tenure split, and the most up to date housing policies, particularly in respect of housing mix.</u></p>
MIN77	87	Section 5.1	<p>Working in Partnership</p> <p>The Council does not have the resources to implement the <u>objectives for the Civic Quarter</u>AAP alone. Implementation and delivery of the <u>CQAAP</u> will require the Council to work closely with a range of</p>

			<p>different partners, including landowners, and developers, as well as infrastructure providers and government bodies, and Transport for Greater Manchester, to ensure a coordinated to secure an effective framework and 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 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.</p>
MIN78	87	Section 5.2	<p>Monitoring and Review</p> <p>The Council has a statutory requirement to prepare a Monitoring Report on the progress of dDevelopment pPlan documents such as the CQAAP. This should cover the extent to which policies within these documents are being implemented and their effectiveness. Monitoring is needed to establish what is happening now and what may happen in the future. By monitoring and studying trends arising from policy documents it is possible to identify potential shortcomings as well as areas of success key challenges and opportunities for the future 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 Authority Monitoring Report which will report progress on the Key Performance Indicators specific to the CQAAP and which are contained in Appendix 6. toring Report on the Civic Quarter AAP that will:</p> <ul style="list-style-type: none"> • Assess the extent to which policies in the AAP are being implemented; • Set out, where a policy is not being implemented, the reasons why and what steps will be taken to ensure it is implemented; • Make available up-to-date information collected for monitoring purposes; • Identify the significant effects of implementing policies in the AAP and whether they are intended; and • Set out whether policies are to be amended or replaced and a timetable for doing so.
MIN79	91	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative base-masterplan</i></p> <ul style="list-style-type: none"> • Adjustment to building locations (for example, show green space behind White City entrance portal, delete two additional buildings to LCC car park) • Change 'tram' references to 'Metrolink'
MIN80	95 - 99	Appendix 1:	Central Neighbourhood

		<p>The Neighbourhoods</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"> • 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 • <u>Taller office developments to Talbot Road, including Oakland House, and with areas of surface car parking to the rear</u> • The former Kellogg's site development is moving forward including a significant new community, greenspace and primary school • UA92 Academy opened in 2019 <u>within the former Kelloggs building</u> with long term plans to accommodate learning • <u>The wider Kelloggs site (Lumina village) is coming forward with new residential units, offices and a primary school</u> • Clusters of vacant sites lie to the north of Talbot Road with established green amenity fringing the tram line • Large British Gas headquarters is surrounded by significant surface car parking • <u>The site of the British Gas headquarters comprises a significant building with substantial surface car parking</u> • The Grade II listed Entrance Portal and Lodges to <u>the</u> Former White City Greyhound Track has been stripped of ornamental detail whilst its setting is lost and underplayed <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"> • <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 towards the listed entrance portal</u> • <u>Use UA92 and Lumina Village as a catalyst for further growth in this area, including new education facilities</u> • 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
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			<ul style="list-style-type: none"> • Create new permeability to and through <u>the retail park White City</u> and towards <u>the Salford area</u> and into the heart of the Civic Quarter • 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 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. • <u>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)</u> • <u>The opportunity of the British Gas site for continuing employment uses, for potential new commercial development, residential redevelopment or a combination of these uses</u> <p>Height and Scale</p> <ul style="list-style-type: none"> • 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 • <u>A new positive edge to Chester Road with medium-rise buildings</u> • <u>Spaciousness to Talbot Road to be retained</u> <p>Landscape Design Principles</p> <p>A predominantly residential neighbourhood with a coarse grain of <u>and</u> a variety of street typologies. <u>New green</u> and open spaces cater to <u>for</u> new and existing residents.</p> <p>Streets</p> <ul style="list-style-type: none"> • Generous street widths to allow for unobstructed and inclusive pedestrian and cycle movement, as well as space for <u>dwellingtime</u> and spill-out • Higher level street typologies to allow for segregated cycle routes and controlled vehicular traffic
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			<ul style="list-style-type: none"> • Strong frontage to Talbot Road - the Wellbeing Route, with multiple pedestrian crossings to aid north-south pedestrian permeability • Improved frontages, street environment and <u>the</u> pedestrian and cycle experience along White City Way <p>Spaces</p> <ul style="list-style-type: none"> • <u>Key location for the delivery of new green spaces at the heart of the Civic Quarter, to include the British Gas site, the Kelloggs site and White City</u> • <u>Landmark space around the White City entrance portal as a direct connection to the area's history</u> • Series of <u>smaller</u> 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. <p>Parking</p> <ul style="list-style-type: none"> • <u>Car parking generally provided through wrapped podium solutions</u> • Substantial 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. <p>Boundary Treatments</p> <ul style="list-style-type: none"> • Sensitive boundary treatments of residential ground floors to encourage a sense of ownership and appropriation of the semi-private sphere • <u>Retention of existing historic boundary treatments</u> <p>Trees and Planting</p> <ul style="list-style-type: none"> • <u>Retention of existing trees and significant new tree planting, including street trees</u> • A mix of native and non-native tree species for both streets and spaces • Rain gardens throughout and planting to encourage biodiversity and habitat. <p>Materiality</p>
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			<ul style="list-style-type: none"> • Robust surface materials palette suitable for vehicular, cycling and pedestrian movement • Sustainable drainage incorporated with paving
MIN81	95	Appendix 1: The Neighbourhoods	<p><i>Adjustments to base plan of existing situation:</i></p> <ul style="list-style-type: none"> • <i>Show platforms of old Warwick Road Railway Station as non-designated heritage asset</i>
MIN82	97	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative masterplan:</i></p> <ul style="list-style-type: none"> • <i>Show platforms of old Warwick Road Railway Station as non-designated heritage asset</i> • <i>Show green space behind White City entrance portal and adjust building locations accordingly;</i> • <i>Delete two additional buildings to LCC car park;</i> • <i>Remove landmark building (including from key)</i> • <i>Add improved pedestrian junction symbol to Talbot Road/Warwick Road/Brian Statham Way junction;</i> • <i>Delete pink arrow to A56 Chester Road</i> • <i>Change 'tram' reference to 'Metrolink'</i>
MIN83	99	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative landscape masterplan:</i></p> <ul style="list-style-type: none"> • <i>Show green space behind White City entrance portal and adjust building locations accordingly;</i> • <i>Delete two additional buildings to LCC car park;</i> • <i>Delete car park symbol</i> • <i>Change 'tram' reference to 'Metrolink'</i>
MIN84	105 - 109	Appendix 1: The Neighbourhoods	<p>Southern Neighbourhood Area Today</p> <p>Comprising the Cricket Club, Lancastrian House, the former B&Q site and large areas of surface car parking.</p> <ul style="list-style-type: none"> • 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

			<ul style="list-style-type: none"> ● 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. <p><u>A key location within the Civic Quarter anchored by the cricket ground. Also accommodates office development and a large vacant site. Adjacent to Old Trafford Metrolink stop. Poor internal permeability.</u></p> <ul style="list-style-type: none"> ● <u>The cricket ground, a non-designated heritage asset, has benefited from significant investment in recent years, and is a sporting venue of international significance</u> ● <u>Fencing surrounds much of the cricket club site, which can be visually intrusive in parts</u> ● <u>Lancastrian House on Talbot Road is a popular office location</u> ● <u>The site of the former B&Q retail unit and car park (now vacant) lies adjacent to the cricket club facing Great Stone Road and provides a transition between the scale and massing of traditional residential development to the south and west and the cricket ground</u> ● <u>Incline to Great Stone Road as it crosses the tramline</u> <p>Vision</p> <p>A public centre of excellence for health and wellbeing, sport and exercise — using the great sporting and educational assets to leverage greater potential.</p> <p><u>A revitalised neighbourhood with sport, leisure and tourism at its core and which has successfully built upon the international profile of Lancashire Cricket Club to lead major regeneration and investment</u></p> <p>Opportunities</p> <ul style="list-style-type: none"> ● 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
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			<ul style="list-style-type: none"> • <u>Improvements to facilities at LCC</u> • <u>A strengthened sport, hospitality, community, spectator and commercial offer around the cricket club</u> • <u>Enhanced public realm adjacent to and including LCC with the establishment of a fan zone whilst retaining boundary treatments where appropriate and not undermining public safety</u> • <u>The opportunity of the B&Q site for redevelopment where it would not undermine the role, function and operation of LCC and would provide a design and context-led approach to this transitional site</u> • <u>The potential for some sensitive infill development</u> • <u>A shift towards walking and cycling as the main methods of movement within the neighbourhood</u> • <u>To deliver new development and public realm that would discourage the use of Talbot Road by vehicles</u> • <u>Spaciousness to Talbot Road to be maintained</u> <p>Height and Scale</p> <ul style="list-style-type: none"> • 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. • <u>Development at the former B&Q site to transition down in height from the cricket stands to the residential properties on the south western side of Great Stone Road</u> • <u>Any new development in proximity to Trafford Town Hall and the sunken gardens should respect their setting</u> <p>Landscape Design Principles</p> <p>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.</p> <p><u>The opening up of the cricket ground perimeter, where possible, and enhanced vitality and vibrancy to Talbot Road and Brian Statham Way.</u></p> <p>Streets</p> <ul style="list-style-type: none"> • Strengthened frontage along Great Stone Road
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			<ul style="list-style-type: none"> • Improved connectivity across Talbot Road and <u>Great Stone Road Brian Statham Way</u> to surrounding neighbourhoods <u>(including a new supercrossing/CYCLOPS junction)</u> • Allow for outdoor break out space of existing commercial properties, including the Lancastrian <u>office centre</u> onto Talbot Road <p>Spaces</p> <ul style="list-style-type: none"> • Allow 'breathing space' around the LCC stadium by encouraging positive edges • <u>A new fan zone incorporating land at the junction of Brian Statham Way, Talbot Road and Warwick Road</u> • 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. • <u>Improved public realm at Old Trafford Metrolink stop</u> <p>Parking</p> <ul style="list-style-type: none"> • 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. • <u>Potential for some consolidation of surface level car parking at LCC site if alternative parking is provided which would not impact upon the operation of LCC</u> • <u>The former B&Q site to provide sufficient car parking to meet its need</u> <p>Boundary Treatments</p> <ul style="list-style-type: none"> • Structured planting along boundaries to enforce edges and for easy maintenance • <u>Retention of historic walls to cricket ground</u> <p>Trees and Planting</p> <ul style="list-style-type: none"> • Formal and structural planting on edges • Rain gardens where possible • <u>Retention of trees to Talbot Road and significant new tree planting including street trees</u> • <u>The retention and establishment of grass verges to Talbot Road to continue its character</u> <p>Materiality</p>
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			<ul style="list-style-type: none"> • Level surfaces, smooth and non-slip finishes for inclusive access and easy movement of large groups of people • <u>Paving to allow for sustainable drainage</u>
MIN85	101	Appendix 1: The Neighbourhoods	<i>Adjustments to image:</i> <ul style="list-style-type: none"> • <i>Adjustment to building locations (for example, show green space behind White City entrance portal, delete two additional buildings to LCC car park)</i> • <i>Addition of non-designated heritage assets</i>
MIN86	105	Appendix 1: The Neighbourhoods	<i>Adjustments to base plan of existing situation:</i> <ul style="list-style-type: none"> • <i>Show pitch and pavilion at LCC as non-designated heritage asset</i>
MIN87	107	Appendix 1: The Neighbourhoods	<i>Adjustments to illustrative masterplan:</i> <ul style="list-style-type: none"> • <i>Show pitch and pavilion at LCC as non-designated heritage asset</i> • <i>Delete two additional buildings to LCC car park</i> • <i>Remove landmark building from key</i> • <i>Delete 'proposed' stadium extension</i> • <i>Delete new green routes within LCC</i>
MIN88	109	Appendix 1: The Neighbourhoods	<i>Adjustments to illustrative base masterplan:</i> <ul style="list-style-type: none"> • <i>Change 'tram' reference to 'Metrolink'</i> • <i>Delete text which says: New circular route will connect the surrounding neighbourhoods with the Old Trafford tram stop'</i> • <i>Delete secondary pedestrian routes within LCC</i> • <i>Change 'Stretford Sport Centre – Talbot Centre' to 'Stretford Leisure Centre'</i> • <i>Delete two additional buildings to LCC car park</i> • <i>Change following text 'Secured fan zone during match days and retained parking on non-match days on the area's main square' to 'Fan zone during event days'</i> • <i>Change location of fan zone to the junction of Talbot Road, Warwick Road and Brian Statham Way</i>
MIN89	113 - 117	Appendix 1: The Neighbourhoods	<p>Western Neighbourhood</p> <p>Area Today</p> <p>Dominated by civic buildings to the south facing Talbot Road, t. The northern edge to Chester Road remains undefined with vacant areas and gap sites.</p>

			<ul style="list-style-type: none"> • 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. <p>Vision</p> <p>Redefine the civic centre of Trafford with public spaces and places fitting to the rich heritage and function in the area.</p> <p>Opportunities</p> <ul style="list-style-type: none"> • Consolidate Chester Road fringe built form whilst protecting communities to the south • <u>Redevelopment of existing office block at the junction of Warwick Road and Chester Road</u> • Further enhance the setting of the Town Hall, to Warwick Road and Talbot Road • Refurbish the ageing Stretford Leisure Centre facility and explore <u>opportunities</u> for new outdoor sports facilities • Protect and enhance the civic qualities to <u>of</u> Talbot Road in urban and green space design • <u>The creation of new internal pedestrian/cycle routes to link Great Stone Road, Warwick Road, Talbot Road and Chester Road, and an enhanced level of permeability throughout the neighbourhood</u> • <u>Improve pedestrian connectivity across Talbot Road, Great Stone Road and Chester Road to surrounding residential communities (including a new supercrossing/CYCLOPS junction)</u> • Encourage permeable green route east-west from Stretford High School towards Montague Road • Reach out and connect to surrounding communities and green space <p>Height and Scale</p> <ul style="list-style-type: none"> • <u>A sensitive building height to be adopted towards residential properties on Barlow Road, Hornby Road and Great Stone Road</u> • <u>Maintain the building set back and wide verges to Talbot Road</u>
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			<p>Landscape Design Principles</p> <p>Existing civic buildings define the character for this neighbourhood, with the reinforced Talbot Road - the Wellbeing Route - becoming its lifeblood.</p> <p>Streets</p> <ul style="list-style-type: none"> • 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 <u>Warwick Road - the Processional Route - Brian Statham Way</u> with an <u>improved</u> new supercrossing at junction with Chester Road to reinforce connection with Manchester United <u>football</u> FC stadium • Encourage dwell and spill-out space on Talbot Road for Trafford College • <u>Introducing</u> new pedestrian routes <u>to improve permeability and with new planting which tie into the existing north-south pedestrian network</u> • New east-west pedestrian connection between the civic buildings and Tesco - Exhibition Walk - opportunity for greening and rain gardens throughout. <p>Spaces</p> <ul style="list-style-type: none"> • On Talbot Road improve quality of setting for the Town Hall Gardens • <u>Enhance existing space between Tesco, the Town Hall and the residential streets of Barlow Road and Hornby Road</u> <p>Parking</p> <ul style="list-style-type: none"> • 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. <p>Boundary Treatments</p> <ul style="list-style-type: none"> • Soft boundary treatments to reinforce the existing character of the historic Trafford Town Hall Gardens and the landscape around the modern extension
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			<ul style="list-style-type: none"> • <u>Retain historic boundary walls including to the Town Hall, Trafford College and the police station, and on Warwick Road</u> <p>Trees and Planting</p> <ul style="list-style-type: none"> • New tree planting along Talbot Road to reinforce the avenue and green character of the Wellbeing Route • <u>Retention of existing trees and significant new tree planting throughout</u> • <u>The retention and establishment of grass verges to Talbot Road to continue its character</u> • Rich planting and rain gardens along Exhibition Walk <u>and in other locations where possible</u> • Rain gardens where possible. <p>Materiality</p> <ul style="list-style-type: none"> • Materials to complement those within Trafford Town Hall Gardens and the landscape around the new extension
MIN90	113	Appendix 1: The Neighbourhoods	<p><i>Adjustments to base plan of existing situation:</i></p> <ul style="list-style-type: none"> • <i>Add non-designated heritage assets to Great Stone Road</i>
MIN91	115	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative masterplan:</i></p> <ul style="list-style-type: none"> • <i>Delete two additional buildings to LCC car park;</i> • <i>Remove landmark building (including from key)</i> • <i>Delete pink arrow to A56 Chester Road</i>
MIN92	117	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative base masterplan:</i></p> <ul style="list-style-type: none"> • <i>Change reference to Brian Statham Way to Warwick Road</i> • <i>Change reference to ‘Stretford Sports Centre – Talbot Centre’ to ‘Stretford Leisure Centre’</i> • <i>Delete two additional buildings to LCC car park;</i> • <i>Refer to improved crossing (not super-crossing) at Chester Road/Warwick Road junction</i> • <i>Add ‘improved crossing’ at Chester Road/Great Stone Road junction</i>
MIN93	121 - 125	Appendix 1: The Neighbourhoods	<p>Northern Neighbourhood Area Today</p>

			<p>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.</p> <ul style="list-style-type: none"> • 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 <p><u>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.</u></p> <ul style="list-style-type: none"> • <u>The site of the Greater Manchester Police (GMP) headquarters comprises a significant building with substantial surface car parking</u> • <u>The GMP site was previously the site of the 19th century Henshaw's Blind Asylum; historic gateposts remain</u> • <u>Landscape buffer to the well-trafficked A56 Bridgewater Way/Chester Road</u> • <u>Located close to several Metrolink stops (Trafford Bar, Pomona and Wharfside) although connectivity could be improved</u> • <u>Close to the office location of Exchange Quay</u> • <u>Also contains a large car showroom, workshop and car park</u> <p>Vision</p> <p><u>A prime gateway location with opportunities to drive forward employment growth opportunities within a diverse and mixed-use neighbourhood. Taller buildings accommodated at higher densities. Potential for both residential and employment uses as well as other complementary uses. New visual and functional connections with Exchange Quay.</u></p> <p>Opportunities</p> <ul style="list-style-type: none"> • 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
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			<ul style="list-style-type: none"> ● Reveal the history of the Henshaw's Blind Asylum and ensure the remaining entrance posts are protected ● <u>A major redevelopment opportunity, focussed on the former GMP site</u> ● <u>Provision of a major area of public open space within the former GMP site</u> ● <u>New buildings on other vacant and underutilised brownfield sites in a sustainable location</u> ● <u>Employment uses would complement the surrounding office/commercial location</u> ● <u>Residential uses would establish a new community close to other new and existing residential locations</u> ● <u>Capitalise on the neighbourhood's proximity to the Metrolink, particularly to Trafford Bar</u> ● <u>The potential to better reveal and appreciate the history and significance of the demolished Henshaw's building</u> ● <u>New connections to the north to forge links with Salford Quays</u> ● <u>An enhanced level of permeability throughout the neighbourhood</u> ● <u>Walking and cycling as the main methods of movement within the neighbourhood</u> <p>Height and Scale</p> <ul style="list-style-type: none"> ● The landmark buildings to the north can act as a gateway to the site and activate the public realm along Chester Road ● 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 ● <u>Taller buildings to address Chester Road/Bridgewater Way to positively announce arrival to the Civic Quarter and to activate the public realm</u> ● <u>Lower rise development towards the southern portion of the neighbourhood to respect the scale of heritage assets on Talbot Road</u> <p>Landscape Design Principles</p> <p>New active commercial-led neighbourhood at the eastern gateway to the Quarter <u>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</u></p> <p>Streets</p> <ul style="list-style-type: none"> ● 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
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			<ul style="list-style-type: none"> ● 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. ● <u>Improved pedestrian connectivity towards Chester Road and Talbot Road</u> ● <u>The provision of new pedestrian and cycling infrastructure to Chester Road, White City Way and Boyer Street</u> ● <u>An enhanced pedestrian experience to Chester Road and White City Way through active and positive edges to new development</u> ● <u>Development arranged in order to facilitate internal pedestrian movement</u> <p>Spaces</p> <ul style="list-style-type: none"> ● Address the new commercial square at the centre of the neighbourhood ● Potential for private courtyards within commercial developments ● Residential courtyards within potential residential blocks. ● <u>A new green space at the centre of the neighbourhood</u> ● <u>Pocket green spaces interspersed with new development</u> ● <u>Gateway space at the entrance to Exhibition Walk</u> <p>Parking</p> <ul style="list-style-type: none"> ● New multistorey parking proposed off Chester Road, taking advantage of turning to White City Way. ● <u>New development to provide sufficient car parking to meet its needs which could include a multi-storey car park, podium parking and some on-street parking within the development site</u> <p>Boundary Treatments</p> <ul style="list-style-type: none"> ● Soft boundary treatments to commercial buildings ● Sensitive treatments to residential units to secure privacy and allow for appropriation of semi-private spaces ● 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
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			<p>Trees and Planting</p> <ul style="list-style-type: none"> • More <u>structured and formal planting around to new employment/commercial buildings</u> • Ornamental tree species within green spaces • Opportunity for green façades in places where there is a lack of greenery • <u>Opportunity for green facades to new buildings to further beautify the public realm and add to green character</u> • <u>New tree planting including ornamental tree species within public spaces</u> • <u>Rain gardens where possible, including to Exhibition Walk</u> <p>Materiality</p> <ul style="list-style-type: none"> • Predominantly natural stone and concrete to suit the area's commercial-neighbourhood's <u>varied</u> use
MIN94	121	Appendix 1: The Neighbourhoods	<i>Change explanation of site photograph no. 3 to 'aerial view of neighbourhood'</i>
MIN95	123	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative masterplan:</i></p> <ul style="list-style-type: none"> • <i>Remove landmark buildings (including from key)</i> • <i>Show green space behind White City entrance portal and adjust building locations accordingly;</i> • <i>Change 'tram' reference to 'Metrolink'</i> • <i>Delete car park symbol</i> • <i>Delete pink arrow to A56 Chester Road</i>
MIN96	125	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative landscape masterplan:</i></p> <ul style="list-style-type: none"> • <i>Change 'tram' reference to 'Metrolink'</i> • <i>Delete car park symbol</i> • <i>Add Exhibition Walk to the key</i>
MIN97	127	Appendix 1: The Neighbourhoods	<p><i>Adjustments to image:</i></p> <ul style="list-style-type: none"> • <i>Adjustment to building locations (for example, show green space behind White City entrance portal)</i>
MIN98	131 - 135	Appendix 1:	Eastern Neighbourhood

		<p>The Neighbourhoods</p>	<p>Area Today</p> <p>A fragmented but rich tapestry of historic buildings, trees and boundaries exist in this area along an undefined high street.</p> <ul style="list-style-type: none"> • The northern part of Talbot Road includes several under appreciated heritage assets starting from Trafford Bar <u>Metrolink</u> station and its Victorian high street, leading to the former Tudorbethan Pub bowling club and Victorian villas including Vryniew House, Trafford Public Hall <u>Hotel</u> and Ellis Llwyd Jones Hall • Lower scale buildings of quality undermined by vacant plots and poor quality developments <u>such as</u> at the Bbingo Hhall • Trafford Bar tram stop <u>Metrolink station</u> 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. <p>Vision</p> <p>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 <u>Metrolink station</u> tram stop area.</p> <p>Opportunities</p> <ul style="list-style-type: none"> • <u>Careful urban repair to a</u> Announce the gateway to Trafford Bar tram stop <u>Metrolink station</u> with considerate <u>sensitive</u> new development <u>on gap sites</u> between heritage assets <u>on Talbot Road</u> • <u>Retain and enhance heritage assets to repair and define the unique urban character to the area</u> • 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 • <u>Announce gateway to Trafford Bar neighbourhood with high quality corner development to the Chester Road / Talbot Road junction including enhancement to heritage assets</u> • 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.
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			<p><u>Height and Scale</u></p> <ul style="list-style-type: none"> • <u>A sensitive height required throughout in order to respect heritage assets</u> • <u>A fine urban grain and a move away from large floorplate buildings to reflect the scale and footprint of heritage assets</u> <p>Landscape Design Principles</p> <p>Reduction in scale of development to complement the historic buildings <u>in the neighbourhood</u>. on the site.</p> <p>Streets</p> <ul style="list-style-type: none"> • <u>Smaller Finer grain residential character that reflects the built heritage of the site neighbourhood</u> • <u>A new supercrossing/CYCLOPS junction at Talbot Road/White City Way</u> • Buildings fronting onto the upgraded <u>enhanced</u> Talbot Road, providing interest, passive surveillance and active ground floors where possible to animate the street <u>whilst retaining spaciousness to Talbot Road</u> <p>Spaces</p> <ul style="list-style-type: none"> • Collection of smaller greenspaces punctuated along Talbot Road providing interest to the street • Predominance of heritage assets and <u>an</u> 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 <p>Parking</p> <ul style="list-style-type: none"> • Organised on-street parking to animate the street • <u>New development to provide sufficient car parking to meet its need which could include some on-street parking</u> <p>Boundary Treatments</p> <ul style="list-style-type: none"> • <u>Retention of existing historic boundary treatments</u>
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			<ul style="list-style-type: none"> • Sensitive treatment to historic buildings and new development <p>Trees and Planting</p> <ul style="list-style-type: none"> • 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"> • Sensitive treatment of surface and street furniture materials to complement and build on the historic setting and character of the area
MIN99	131	Appendix 1: The Neighbourhoods	<p><i>Adjustments to base plan of existing situation:</i></p> <ul style="list-style-type: none"> • <i>Identify the following as non-designated heritage assets at Chester Road/Talbot Road junction: 2 to 8 Talbot Road; and 555 to 557 Chester Road</i> • <i>Change explanation of site photograph no. 4 to 'Former Stretford UDC offices, now Trafford Hall Hotel'</i>
MIN100	133	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative masterplan:</i></p> <ul style="list-style-type: none"> • <i>Remove landmark buildings (including from key)</i> • <i>Show green space behind White City entrance portal and adjust building locations accordingly</i> • <i>Change 'tram' reference to 'Metrolink'</i> • <i>Identify the following as non-designated heritage assets at Chester Road/Talbot Road junction: 2 to 8 Talbot Road; and 555 to 557 Chester Road</i>
MIN101	135	Appendix 1: The Neighbourhoods	<p><i>Adjustments to illustrative landscape masterplan:</i></p> <ul style="list-style-type: none"> • <i>Change 'tram' reference to 'Metrolink'</i> • <i>Add Exhibition Walk to the key</i> • <i>Show green space behind White City entrance portal and adjust building locations accordingly</i> • <i>Change following text 'Improved setting to Trafford Hall' to 'Improved setting to Trafford Hall Hotel building'</i> • <i>At junction of White City Way/Talbot Road change text from 'Improved junction and pedestrian environment' to 'New supercrossing at junction'</i>
MIN102	137	Appendix 1: The Neighbourhoods	<p><i>Adjustments to image:</i></p>

			<ul style="list-style-type: none"> • <i>Adjustment to building locations (for example, show green space behind White City entrance portal)</i> • <i>Adjustments to heritage assets</i>
MIN103 ²	141 - 149	Appendix 2: Design Code	<p>Concept and Philosophy</p> <p>The CQAAP Area Action Plan seeks to establish a collection of buildings that draw on the best <u>remaining examples of quality heritage townscape within and adjacent to the Civic Quarter of their Trafford context</u> but to define a contemporary language for the area which is progressive and forward looking.</p> <p>The architecture should be one of variety but within an overall context of the neighbourhood as a whole, where there is a dialogue between individual buildings rather than one of expressed difference.</p> <p>Through the use of design principles and with reference to this design philosophy, the character of each building will be developed with a view to maintaining the family resemblance.</p> <p>The family resemblance can be achieved through the use of common materiality, key datum heights for massing and a common architectural language that seek to unify all individual developments.</p> <p>Old Trafford Character</p> <p>The proposed development proposal for the Civic Quarter is an opportunity to physically enhance the character and appearance of this area of Old Trafford.</p> <p>During the post-war period, this area of Trafford saw much of its high-quality earlier architecture removed to be replaced by poor quality additions. However, there are isolated pockets and fragments of this earlier architecture which remain.</p> <p>To identify a local "<u>Trafford Civic Quarter</u>" character, pockets of quality townscape were identified for study to help inform the creation of a language to be used in for the CQAAP Area Action Plan.</p> <p>The quality townscape pockets identified are described below:</p>

² MIN103 also incorporates some re-ordering to Appendix 2, as follows: Previous order: Form and Massing/Frontages/Amenity/Residential Quality; Old Trafford Character; Concept and Philosophy; Materiality; Composition and Articulation; Materiality; and Legibility. Proposed Order: Concept and Philosophy; ~~Old~~ Trafford Character; Form and Massing/Frontages/Amenity/Residential Quality (Design Principles); Composition and Articulation; ~~Materiality, Architectural Detailing~~; Materiality; and Legibility.

		<p>1. Town Hall Grade II listed classical revival style civic building.</p> <p>2. Chorley Street Area The nearby Chorley Street area has several Victorian terraced streets. Each street has a distinct take on the Victorian terrace.</p> <p>3. Hornby Road and Barlow Road Two streets of Edwardian period semi-detached houses with several different styles.</p> <p>4. Northern Talbot Road Area Contains several buildings that add heritage value to the townscape of the area including a Tudorbethan bowling club, the former Ellis Llwyd Jones Hall, <u>the former Stretford UDC offices</u> Trafford Hall and several large Victorian villas.</p> <p>5./6. Empress Conservation Area The nearby Empress Conservation Area consists of residential and industrial buildings, Victorian and Georgian style residential houses, grand decorative Victorian office buildings and utilitarian factory buildings of varying periods and styles.</p> <p>Design Principles</p> <p><u>Form, and Massing and Layout</u></p> <p>1. Variation in the scale and massing should be provided to create townscape interest, high quality outlook and <u>to</u> maximise light penetration.</p> <p>2. Pockets of lower scale-height 'villages' should be included of 3-4 storeys. Opportunities to improve density are afforded using narrower street patterns following historic precedent.</p> <p>3. Taller developments of more than 18m in height should provide large internal landscaped spaces at ground or, if appropriate, podium level. A minimum of 18m should be provided between facing windows for buildings of up to and including 6 storeys in height, with more space between buildings where they are taller. The space between and around buildings should be informed by an assessment of daylight and sunlight, and by the quality of the <u>space created, the pedestrian experience and the principles of place-making.</u></p> <p>4. Buildings should have an uncluttered, simple roof profile with all elements such as plant enclosures, solar PVS, maintenance gantries, lift overruns, safety balustrades etc., forming an integral part of the overall building form. A variety of roof profiles should be considered to add interest, avoiding the monotony of flat roofs to every building.</p>
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		<p>5. Any required solar PVS should be located on the taller element of the development and not be visible from habitable rooms or from the street.</p> <p>6. Sunlight and daylight studies should be provided to support new development proposals based on BRE guidance 'Site Layout Planning for Daylight and Sunlight' demonstrating:</p> <ul style="list-style-type: none"> • A minimal impact to amenities and neighbouring areas • Positive daylight conditions within dwellings. All homes should provide for direct sunlight to enter at least one habitable room for part of the day. Living areas and kitchen dining spaces should preferably receive direct sunlight. <p>76. Wind – proposed taller buildings will need to be assessed in terms of their impact on street level wind environments. A comfortable level is required for active public realm and squares.</p> <p>Frontages</p> <ol style="list-style-type: none"> 1. Active frontages should be maximised with no more than 20% of the total frontage of each side of a perimeter block or development to be inactive. 2. No more than 15 metres of any frontage is to <u>should</u> be inactive. 3. Where limited areas of inactive frontage are unavoidable, this should be directed to the locations where it will have the lowest impact on the quality of the environment, having regard to: <ul style="list-style-type: none"> • The priority of maximising active frontage along the primary routes • The priority of maximising active frontage around public spaces • The priority of maximising active frontage along pedestrian and cycle only routes • Avoiding opposing inactive frontages. 4. Any inactive frontage (including ventilation and extraction grilles) should be treated with high quality detailing and materials. 5. Duplexes should be the preferred typology at ground floor. 6. All ground floor units should have entrances directly from streets or public spaces. 7. Lobbies will <u>should</u> be designed as active frontages with direct access to the public realm on street frontages and public spaces. 8. Lobbies will <u>should</u> be clearly articulated within the elevation to provide a clear and visible entrance. 9. Retail frontages will <u>should</u> be fully integrated with the architecture of the building. 10. Retail signage and lighting design will <u>should</u> be consistent between all retail units. 11. Awning mechanisms should be fully recessed and integrated into the design of the elevation. <p>Amenity</p> <ol style="list-style-type: none"> 1. All residential units should be provided with private gardens, balconies or terraces. All apartment buildings should also be provided with <u>Apartments and duplexes should be provided with private balconies or terraces in addition to shared access well-designed communal gardens.</u>
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		<p>2. Private amenity space will <u>should</u> be accessible from the living-room or/and kitchen.</p> <p>3. The provision of a minimum 1.5 metres deep front garden to ground level dwellings <u>should be a minimum of 1.5 metres deep to function as 'defensible and usable space'.</u></p> <p>4. Private amenity space should be designed to <u>minimise any adverse noise impacts from the surrounding environment</u> respond to any noise issues.</p> <p>5. Balconies may be designed as projecting, recessed or semi-recessed and will <u>should</u> be fully integrated into the architectural composition of the façade. Recessed balconies are preferred on principal elevations.</p> <p>6. The M<u>Minimum</u> width and minimum depth for balconies, <u>terraces</u> and <u>other</u> private external spaces is <u>should be</u> 1.5 metres.</p> <p>7. Balconies should be designed with privacy screens where <u>appropriate to avoid the level of privacy of the neighbouring property's habitable room and private amenity spaces is compromised due to overlooking.</u></p> <p>8. Communal gardens should allow for tree/large shrub planting.</p> <p>98. Roofs should be <u>provided as green roofs or as secondary amenity space in addition to ground or podium level amenity space used as amenity space and/or biodiverse roofs.</u></p> <p>109. Communal gardens should <u>be designed to</u> include playable spaces with incidental play sculptures, playable hard landscape features, <u>seating</u>, grassed areas and tree and shrub planting.</p> <p>10. <u>Communal gardens should be designed such that 50 per cent of each space receives at least two hours of sunlight on 21st March.</u></p> <p>Residential Quality</p> <p>1. All units will <u>should</u> meet or exceed the minimum National Space Standards.</p> <p>2. The m<u>Minimum</u> floor to ceiling height in habitable rooms will <u>should</u> be 2.5 metres between finished floor and ceiling level.</p> <p>3. The number of units per core and storey is advised <u>should</u> not to exceed 8 in order to encourage neighbourly interaction and occupier ownership.</p> <p>4. Internal communal corridors should be 1.5 metres in width as a minimum.</p> <p>5. <u>Development proposals should seek to minimise all single aspect units, particularly those with a northerly aspect. Such units with a northerly aspect are not generally considered to be suitable for family housing. The design should maximise dual aspect units (with a target of achieving more than 50% across the site) and limit the number of single aspect units.</u></p> <p>6. Individual development proposals should seek to avoid north-facing single aspect units. These will only be permitted in exceptional circumstances and not for family housing.</p> <p>Composition and Articulation</p> <p>Order</p>
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		<p>The standard architectural convention of a base, middle, top should be employed in combination with site-wide key massing datums.</p> <p>Top Options to terminate the building to the sky include elevation rhythm change, crown, hipped corners, <u>and</u> decorative caps. Any rooftop plant should be screened or more actively integrated into the architecture.</p> <p>Middle Use of an elevational grid to respond to either residential or commercial uses can be expressed as simple repetition or expressed bays.</p> <p>Base Be grounded, creating a sense of permanence and presence. Articulated through a regular, repeating bay rhythm or through a more solid elevation with emphasised openings.</p> <p>Key Massing Datums There are several site-wide <u>local</u> datums that can be used to inform the overall building form and elevation composition. This will encourage the family of buildings to be further united across the <u>locality development</u>. Common heights should be sought between neighbouring plots wherever possible to unite the family of buildings <u>across the Civic Quarter</u>.</p> <p>Materiality <u>Architectural Detailing</u></p> <p>Special Qualities</p> <p>There are several special architectural qualities that distinguish the character of buildings in the local area. It is encouraged that, where appropriate, some of the <u>characteristics</u> observed below can be used to produce an architecture that is distinct to the Civic Quarter.</p> <p>These devices are not to be used literally but should be interpreted <u>so</u> as to create a contemporary architecture that has taken influence from its context whilst avoiding pastiche.</p> <p>These details are not a finite list, further observation of local context may offer additional devices that describe a Trafford <u>Civic Quarter</u> character.</p> <p>All building designs should be of high quality with strong attention to detail and the making of the building that accentuate a local character as much as possible.</p>
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MIN104	143	Appendix 2: Design Code	<i>The location of photograph 3 to be placed on the aerial photograph</i>
MIN105	153 - 157	Appendix 3:	Hierarchy of Streets and Spaces

		Public Realm Code	<p>The vision for the Civic Quarter masterplan 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 as well as envisoning new roads and linkages to improve the permeability of the as a whole Civic Quarter. These resulting network will include:</p> <p>Wellbeing Route:</p> <p>Talbot Road should <u>will</u> become a strategic 'sustainable' link between the city centre and <u>the</u> outlying suburbs (<u>including Stretford</u>), as well as <u>being</u> a daily leisure and recreation destination <u>at the heart of the Civic Quarter in itself</u>.</p> <p>Processional Route:</p> <p>Brian Statham Way and leading into Warwick Road to <u>will</u> become a pedestrianised ceremonial route <u>between two sporting venues of international significance and will also encourage dwell-time amplifying the connection between the Old Trafford Football and Cricket Grounds</u>.</p> <p>Exhibition Walk:</p> <p><u>This will be a major green link running along the line</u> ation of the historic boundary <u>of the former Botanical Gardens and linking the Western, Central, and Northern and Eastern</u> a Neighbourhoods.</p> <p>Green Vehicular Corridors:</p> <p>Enhancing the character of Chester Road with new tree planting and, where possible, rain gardens for an improved experience and environmental performance. <u>Chester Road's function as a main arterial route will continue and be strengthened, with the prospect of some environmental improvements and tree planting.</u></p> <p>Greenways:</p> <p><u>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.</u></p> <p>The Paths:</p>
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			<p>Functioning at the most localised level, these 'home zones' will typically comprise shorter pedestrianised links - pedestrian realm with minimal vehicular access which 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 will reference to the history of the <u>Civic Quarter site</u>, particularly the b<u>Botanical g</u>Gardens of the 19th century.</p> <p>Each of the parks located within the neighbourhoods could <u>be</u> uniquely <u>designed</u> reference back to the to reflect characteristics of the b<u>Botanical g</u>Gardens by, for . For example, by using different ornamental trees within each that reference distinctive neighbourhoods.</p> <p>Public Realm Principles</p> <p>Green Vehicular Corridors</p> <ul style="list-style-type: none"> • New tree planting along Chester Road and White City Way to create a more homogenous and softer environment • Improved pedestrian permeability by upgrading existing crossings and adding new crossings at shorter intervals • Improved environment for walking and cycling to encourage these sustainable modes of movement <p>Greenways</p> <ul style="list-style-type: none"> • Predominantly green corridors with balanced street principles allowing two-way vehicular movement • Introducing green infrastructure, including sustainable drainage, single surfaces, <u>and</u> narrow streets, should all help <u>to</u> reduce design <u>vehicle</u> speeds. <p>The Paths</p> <ul style="list-style-type: none"> • Balanced street principles with pedestrian priority • Controlled one-way vehicular movement which to serves the neighbourhood • Generous space for spill out and activities. <p>Exhibition Walk</p>
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			<ul style="list-style-type: none"> • Major car-free cycle and walking spine that connects through a number of communities • Generous planting to create a verdant character - opportunity for the whole stretch to incorporate a sustainable urban drainage system (SUDS) • Opportunities for seating and dwelling time. <p>Sustainable Stormwater Management</p> <ol style="list-style-type: none"> 1. Recommendation for a comprehensive and overarching sustainable stormwater management strategy to be developed for the whole Civic Quarter which each neighbourhood can contribute to. 2. Rain gardens should be used on main corridors where possible; and along residential streets they are <u>also</u> encouraged in order to maximise the neighbourhood's 'sustainability' contribution and positively contribute to its character. 3. Surface attenuation of rainwater is encouraged within streets and spaces - these should become integral to the Civic Quarter's sense of place. The incorporation of rain gardens and other features of surface water attenuation would help to support the establishment of a new sense of place. 4. In line with National Guidance, stormwater should be sustainably dealt with within each development; developments should demonstrate how they contribute to discharging stormwater by sustainable means and be in accordance with the wider AAP strategy. <p>Public Open Space</p> <ol style="list-style-type: none"> 1. Newly created squares and spaces should be of high quality and robust design in order to become everyday destinations for both residents, workers and visitors. 2. Gateway spaces should announce the Civic Quarter with a selected choice of street furniture and surfacing, trees and gateway features. 3. In the vicinity of sports and leisure destinations such as the LCC stadium, congregation spaces for match and event days and other civic functions should be secured, with spaces for temporary structures allowed. 4. Edges of squares and streets should be able to accommodate spill-out from active ground floors. 5. Larger play areas should be accommodated centrally within each neighbourhood, with opportunity for smaller play elements within minor streets typologies. <p>Ecology and Planting</p> <ol style="list-style-type: none"> 1. Existing trees should be retained wherever possible and new planting established to enhance the 'green' character of the Civic Quarter.
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			<p>2. The layout and specification of trees should reflect the character and scale of the adjacent development and should include both native and non-native species.</p> <p>3. Roads should where possible be tree lined orand/or with rain gardens.</p> <p>4. Front gardens and semi-private spaces should be planted; the vegetation used to distinguish the boundary between the public and private sphere.</p> <p>5. Within open spaces and streets ease of maintenance should be an important consideration in selecting species; more flexibility can be allowed within semi-private and private spaces.</p> <p>6. Green façades and <u>green roofs</u> should be encouraged.</p> <p>Street Furniture and Materiality</p> <p>1. Street furniture should have an <u>An integrated approach should be designed and adopted in the provision of street furniture</u> to minimise clutter and facilitate easy pedestrian and cycle movement.</p> <p>2. Street furniture should be of flexible design and inviting for everyday uses and add to the sense of place of the area; consideration should also be given to required maintenance.</p> <p>3. High quality play equipment of modern design should be provided.</p> <p>4. Secure, high quality cycle storage should be accommodated at key gateway spaces and centrally within each neighbourhood. Each new development should provide secure quality cycle parking in accordance with Council standards.</p> <p>5. Lighting design should be integral and appropriate to create a safe environment throughout; t. This includes buildings, gateways, open spaces and landscape features.</p> <p>6. Choice of materials should be carefully considered and where possible recycled, reused and sustainably sourced materials should be used <u>where possible</u>.</p> <p>7. To support the sustainable drainage strategy, permeable and flexibly laid paving should be used wherever possible.</p>
MIN106	153	Appendix 3: Public Realm Code	<i>Delete 'Greenways' and 'Paths' within LCC</i>
MIN107		New Appendix 4	<i>Civic Quarter area Action Plan: Schedule of policies that are replaced or part-replaced [see attached document]</i>
MIN108		New Appendix 5	<i>Civic Quarter Area Action Plan: Housing Trajectory [see attached document]</i>
MIN109	63	Policy CQ1 Supporting text	<p>Land Uses: Goals</p> <ul style="list-style-type: none"> • A residential-led transformation of the Civic Quarter is expected with a broad range of other uses encouraged in order to provide a sustainable and balanced community.

			<ul style="list-style-type: none"> • Uses will be supported which contribute to the functioning of the Civic Quarter as a visitor destination - in building on the role and opportunity of LCC <u>as an international sporting venue and tourist attraction</u> - and where they are consistent with the vision for the area and accord with the Land Use Parameter Plan.
MIN110	69	Policy CQ4 Policy text (revised item 1)	<ol style="list-style-type: none"> 1. All major development proposals within the CQAAP will be expected to demonstrate how they: <ol style="list-style-type: none"> 1. Improve the pedestrian and cycle environment; 2. Promote the use of sustainable transport modes; 3. Reduce the reliance on the private motor car; 4. Incorporate sustainable design and construction features and follow the principles of the waste hierarchy; 5. Have applied the hierarchy of drainage options in dealing with surface water and incorporate sustainable drainage solutions <u>which maximise opportunities to integrate surface water management with green infrastructure to secure multi-functional benefits</u> (whilst ensuring any pollution risks to surrounding watercourses and water bodies are eliminated); 6. Achieve the highest levels of energy and water efficiency that is practical and viable (including meeting the optional Part G Building Regulation standard for water use <u>as a minimum</u>); 7. Make provision for charging infrastructure for electric and other ultra-low emission vehicles (in accordance with Policy CQ10); 8. Increase site biodiversity and deliver biodiversity net gains (in accordance with national policy); and 9. Provide mitigation for any adverse impacts on levels of air quality in the local area.
MIN111	75	Policy CQ7 Policy text (revised items 4 and 6)	<ol style="list-style-type: none"> 4. Provide high quality street furniture and boundary treatments, <u>tree-lined streets</u>, and minimise inappropriate street clutter; 5. Promote public art to enhance spaces and reinforce the creation of a distinct identity for the area; 6. Promote sustainable maintenance and management of the public realm, including the incorporation of sustainable drainage features <u>and landscaping linked to surface water management</u>;
MIN112	79	Policy CQ9 Policy text (revised item 1)	<ol style="list-style-type: none"> 1. The Council will support the delivery of a Processional Route along Brian Statham Way and Warwick Road, as shown on the Policies Map and detailed on the Improved Permeability and Greenspace Parameter Plan, which will serve as a key pedestrian <u>and cycling</u> thoroughfare and dwell space between two international sports venues.
MIN113	79	Policy CQ9 Policy text	<ol style="list-style-type: none"> 2. Development proposals on sites that adjoin the route should ensure that development addresses Brian Statham Way and Warwick Road, generating active street frontages,

		(revised item 2)	providing public art, retaining existing trees and planting, providing new trees and new and enhanced quality landscaping, <u>including landscaping linked to surface water management</u> , and ensuring a cohesive approach to development.
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