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### **Friends of Carrington Moss Objection to Planning Application 99245/OUT/19**

There are many positive aspects to this development, including:

- the re-use of largely commercial, brownfield land
- support for the regeneration of Carrington Village
- £650k already paid to TMBC for junction improvements (despite the road network plans being unclear)
- retention of existing green assets and public rights of way (we recognise that there could be some tree removal necessitated by the requirements of the developments and are encouraged to read that, where this arises, *"New planting will be provided to mitigate this loss"*)
- delivery of remediation of contaminated land, flood risk enhancements, biodiversity and ecological advancements, additional tree planting, new and enhanced footpath and cycleways
- community engagement – HIMOR has taken the time to meet with community representatives (that said, we are disappointed to note that there are no community representatives on the Travel Plan Steering Group and that community groups such as FOCM, Ramblers Trafford, Peak and Northern Footpaths Society, Trafford Cycling Forum and horse-rider representatives are not mentioned, nor have there been community representatives on the Future Carrington Working Groups. The Future Carrington Website also needs urgent attention. These are all issues that can easily be addressed).

Despite these very positive aspects to the development, the Friends of Carrington Moss must **OBJECT** given the lack of available information about the Carrington Relief Road (CRR). We feel very strongly that such information should be made available to the public to support their commentary about this application.

We set out our reasons for **OBJECTING** in more detail below:

A number of the documents included within the planning application make reference to the location and role of the Carrington Relief Road, yet despite the Employment Market Report and the Transport Assessment (for example) stating that *"Proposals for the Carrington Relief Road (CRR) have been developed"*, these proposals have not been made available to the public, nor has there been any consultation or any input from residents in the design and location of the CRR.

The documentation makes it clear that HIMOR and Trafford have worked together on these revised plans. The Planning Statement document (for example) makes reference to *"Pre-application meetings with Council Officers"*. This suggests that Council Officers have been fully involved in the decision to create a "safeguarded area" for the CRR, despite making no effort to communicate or consult with residents on this important issue. Trafford's own Statement of Community Involvement opens with *"The Council wishes to encourage more meaningful community involvement that provides opportunities for more active participation and discussion as early in the plan preparation and planning application process as possible"*. It is very disappointing that such discussions have taken place without resident involvement, especially when residents have been asking for information and to be fully involved in the design of the CRR for over 12 months.

There are also references in the documentation which seem to assume that the CRR is already agreed, such as the statement *"Higher profile B1 uses provides the potential to recognise the gateway at the junction of the future CRR and diverted A1 Road"* in the Planning Statement document. This is not acceptable, given that there has, as yet, been no consultation about the road and that the current design shown by the safeguarded area in the planning application cuts the village in two, effectively creating a huge barrier between one part of the community and the rest!



This is not a sensible solution and whilst we do NOT agree with the CRR going across existing green belt land, we fully support the opening up of the end-to-end A1 route for a CRR, going from Isherwood Road straight along the route to the A6144 Manchester Road. This would bring considerable relief to Carrington Village and improve traffic flows in the area.

In addition, the Planning Statement document also indicates that *“The Application proposals include the provision of up to 668,000 sq. ft (62,057 sq m) of new employment space. This is to be located off the A6144 Manchester Road, and will be dissected by the A1 Road. This area between the Manchester Road and the A1 will become a key nodal point as part of HIMOR’s comprehensive regeneration proposals and may also become a key location in relation to a potential future Manchester Ship Canal crossing point.”* When added to the cumulative impact of developments in the area (some of which have been outlined in the planning application), creating such a “nodal point” is likely to result in an even greater increase in traffic and would further affect the health and well-being of existing and future residents, causing significant increases in air and noise pollution.

Despite the aims and policies set out in the GMSF and the GM Transport Strategy 2040, the existing public transport options for the area are minimal, infrequent, expensive and unreliable. We strongly believe that greater benefits would ensue if the estimated £33m to be spent on the CRR was invested in community transport for the area, until such a time that significant public transport improvements can be secured. This approach would support the strategic aims of the region.

Finally, we recognise there are many differing views about the potential advantages of constructing the CRR and it is crucial that comprehensive information is fully accessible, so public commentary is based on the whole picture, not just on a safeguarded zone on a high-level map of a small part of the area! The HIMOR Statement of Community Involvement document mentions that many people who attended the consultation events about this planning application want to see the CRR *“implemented asap”*. This may be the case, but we do not believe it is helpful to assert preconceptions when, once detailed information about the road (and its benefits or otherwise) becomes available, the large number of people who do **NOT** want this road to go ahead across green belt land (not mentioned in the HIMOR report), may increase substantially!

**In summary, if approved, we are concerned that this development would make assumptions about the status of the Carrington Relief Road, comprehensive details of which have not been made available to the public and there has been no consultation or input from residents regarding its design and/or location.**

Kind regards

Marj Powner

Chair

Friends of Carrington Moss