



Friends of Carrington Moss &lt;friendsofcarringtonmoss@gmail.com&gt;

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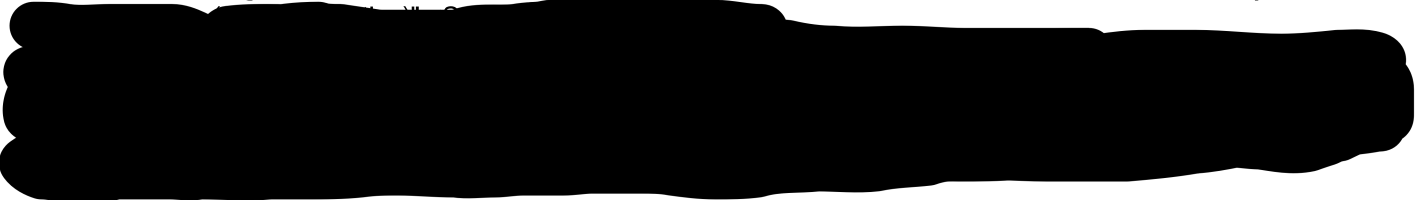
**Re: Commentary on the Carrington Relief Road - Your Feedback Please**

1 message

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Friends Of Carrington Moss <friendsofcarringtonmoss@gmail.com>

14 July 2020 at 14:25



Hi Sara

Thank you for taking the time to respond to our letter. We recognise that you will have been very busy dealing with other priorities over the past few months, so no worries at all about the delayed response. We do, however, think it was useful to raise our concerns with you because the importance of Carrington Moss has been specifically highlighted during this pandemic, with many local residents using it to alleviate stress in this very challenging period. In fact, there have been so many people on the routes across the Moss that, at times, there has been congestion caused by the number of walkers and cyclists trying to keep to the social distancing rules.

We totally understand the need to produce material to support bids for funding. We are, nevertheless, very surprised that a paper which includes so many factual errors and misleading statements is considered to be appropriate for that purpose. As the Outline Business Case (OBC) appears to be the **ONLY** publicly available document which shows any detail about the planned roads across Carrington Moss, it is astounding that it was not more carefully constructed. It must have been recognised as a sensitive report which would raise significant concerns for local residents. It is a great pity that there was no community involvement in composing this document, if only to ensure there were fewer errors in it. Hopefully future documents will include our inputs.

Given the interest in the plans for the roads across the Moss, we are also surprised that more documentation is not already available in the public domain. It is disappointing that we are still awaiting the responses to our Freedom of Information Act requests after so many months. We are mystified as to why this information is not online and readily accessible!

Your point about the concept of improved road infrastructure being in Trafford's plans since 2006 is an interesting one. Whilst the documents published since that date do talk about road infrastructure improvements, they do **NOT** mention that the road will be constructed on Green Belt land. Actually, what was said in 2006 was that Trafford would continue to protect the Green Belt in this area and would "*safeguard the best and most versatile agricultural land from forms of development that would irreversibly destroy its longer term potential*".

Furthermore, the document confirmed that Trafford would refuse planning permission for new development on various areas of land including land in Warburton (immediately to the south of Partington) and the land south of Shell, Carrington. This is the area known as the Carrington Rides. Trafford designated it as a local nature conservation site which, as such, would be retained, protected and, wherever possible, enhanced.

The Core Strategy of 2012 continues in the same vein as its predecessor, including references to the protection of existing agricultural land as an important resource for Trafford's local economy. In the section dealing with the plans for Carrington (Policy SL5), there is no mention that the road infrastructure improvements will go across the Green Belt. This section of the document also sets out the plan for the protection and enhancement of the mossland as a carbon sink to mitigate the effects of climate change and the protection and enhancement of the sites of nature conservation and biological importance, including the Carrington Rides.

It would be interesting to understand just how many local residents commented on these previous plans. To date, communication and information about the proposals for "New Carrington", including the planned roads, has been extremely limited. Until HIMOR put up their "Trespassers will" signage, there was very little awareness in our community. Hence, we did not comment on the 2016 version of the GMSF - we didn't know anything about it! That document does not mention that the "new link road" will be constructed across Green Belt either.

So, whilst this OBC may be “*simply the latest expression of a long-standing proposal*”, the plan to construct 4 major roads on the Green Belt in this area is **NOT** what has been communicated to residents over the past 15 years.

The 2019 GMSF consultation was once again utterly inadequate. Despite this, we have enjoyed engaging with your teams and really appreciate the time, advice and support they have given us since we became a formally constituted community group.

Given the size of the planned developments in this locality, however, it is quite shocking that those who will be most affected were not specifically informed. After all, a leaflet could be sent to every home about a one day event like the Marathon, but nothing at all to alert those people who are going to have up to 10,000 new homes and 4 major roads on their doorsteps, and possibly an additional 20,000 cars using the local network and impacting their health and wellbeing!

In addition, Trafford declared a climate emergency in November 2018 and residents should expect that the next iteration of the Local Plan (and the GMSF) will recognise that the focus on the car culture belongs to the past. Today's new documents should be about genuinely prioritising public transport and active travel options – not building new roads. As you mentioned, public transport remains woeful in Carrington, Partington and Sale West and the GMSF did not indicate any **obligations** to make improvements here. The only actual **commitment** is to the Carrington Relief Road. Perhaps your team can tell us what public transport improvements will be implemented in this area in advance of any road infrastructure improvements?

There are already many cycling and walking routes on Carrington Moss. The development of new roads across it will only mean that the people using them will be subject to a much higher level of air pollution than currently is the case. For information, we have been measuring air pollution (NO<sub>2</sub>) on and around Carrington Moss for a year now and have excellent baseline information available.

You suggest that greenfield land may be needed to ensure the successful development of the wider brownfield. Carrington Moss is Green Belt and the latest iteration of the GMSF stated that Trafford is prepared to **sacrifice 240 hectares** of the Green Belt here. That doesn't feel like the intention is limited in any way. It actually feels like the developers and people from other Boroughs are being prioritised above existing Trafford residents and their need for access to local green space.

Regarding the brownfield resource in Carrington, we totally support developments on this land, assuming they are agreed by Carrington Parish Council. Making effective use of local land resources would, though, include the existing arable land, so it is very disturbing that the Council believes its climate change obligations will be best met by destroying it here, along with Trafford's peat moss, extensive woodland and wetland habitats in order to make it easier for people from outside the Borough to drive through, or to, Carrington. It is wholly unreasonable to consider that the only solution to enable effective use of a brownfield resource is to decimate the key heritage asset that is Carrington Moss.

We feel strongly that Trafford needs to open up current discussions about the design of the roads more fully to residents, rather than progressing further without the benefit of local knowledge. We too, have been doing extensive shaping work on plans for the area. Our own analysis reveals, among other things, that a maximum of 13% of the Brownfield land in Carrington will be used for housing. This results in a figure that is significantly below the “*indicative 80% proportion [of residential units] to be delivered on brownfield land*” mentioned in the OBC. We also recognise that there is an expectation of sustainability within the employment development. As such, this should lead to a very high proportion of the jobs created here being filled by residents who live in Carrington, Partington or Sale West, many of whom could use active travel options to get to and from their workplace.

In our view, the justification to release Green Belt for a road has **NOT** been met and we are working with Carrington Parish Council to develop our own Community Focused, Balanced, Transport Strategy for Carrington, which we will share with your team in due course. This strategy is being composed with the priorities of Trafford residents in mind, and will be cost effective, which we know will be important in the post-Covid world.

As you are aware, Trafford officers did attend our very successful design workshops to support the Masterplan process. In fact, these workshops are being used as a case study by Manchester University in a guide for planning students and we are delighted to have been asked to put together some best practice guidance and a toolkit to support planning in other areas. We are currently designing our next workshop which will focus on risks and will be held in a series of virtual meetings, the first of which will cover Air Quality. We hope your team will be able to join us.

We look forward to hearing from Adrian and hope to have a greater level of input into the design and planning for the area in the near future.

Kind regards

Marj Powner

(Chair)

On Wed, 1 Jul 2020 at 17:41, Todd, Sara (Chief Executive) [REDACTED] wrote:

Dear Marj,

Thank you for your email outlining a number of concerns with the Outline Business Case for the Carrington Relief Road. May I sincerely apologise for not responding during the period of the Covid-19 crisis.

As you learned, the Outline Business Case for the Carrington Relief Road project was prepared and published as part of the funding conditions for the Growth Deal funding secured via Transport for Greater Manchester (TfGM) and set out at an initial stage the outline case for the road, the principle for which has been shown on the Council's adopted Unitary Development Plan since 2006. The concept of improved road infrastructure has therefore been established for almost 15 years and developed over successive administrations – and so this document is simply the latest expression of a long-standing proposal.

However from the Council's perspective, a new or improved road is simply a means to an end. That end is to make the best use of the very significant brownfield resource of the former Carrington petro-chemical plant. This is the largest brownfield site in Greater Manchester and most of it is lying vacant or under-utilised. At a time when the Borough has need for both additional housing and employment, it is vital that we take advantage of this extensive previously developed land. Effective use of the land resource is one of the best ways in which we can meet our climate change obligations – so we see development at Carrington as being of social, economic and environmental benefit. Our challenge therefore is to ensure we do this in the most sustainable way.

At present we foresee that significant improvements in road infrastructure will be necessary to ensure the site can be effectively developed. This will enable better access by motor vehicles – but critically also better routes for cycling and public transport. At the moment the whole area, including Partington, is relatively poorly served by public transport – and buses along with all other vehicles get caught in congestion. We are also however pursuing other means of improving accessibility – and in particular are interested in the future role that the former Timperley-Cadishead rail line can play as either a multi-user trail, bus route or future tram train link. As this is still technically a Network Rail live line, we have worked with TfGM to prepare a bid under the new 'Restoring your Railway' fund.

Much work has been underway to support and shape the final form of development around Carrington as it proceeds to the GMSF. We recognise that some greenfield land may be needed to ensure the successful development of the wider brownfield land – but our intention will always be to keep this as limited as possible. National planning policy requires us to follow such an approach and we ourselves would not seek to do otherwise.

The final strands of this work are coming together in the next few months as we prepare for the next phase of the GMSF. Regrettably the Covid-19 crisis has meant that staff have been diverted into other urgent tasks and so we have not been able to engage or collaborate in the way which we would prefer. I understand you have previously met Mark Riordan the Project Manager for the road and other staff attended local workshops prior to the lockdown. Since a number of months have passed, Adrian Fisher, Director of Growth and Regulatory services would be happy to brief you and colleagues further as to the progress and next steps with this project. I have asked him to make contact with you direct.

Yours sincerely

Sara

Sara Todd

Chief Executive

Trafford Council

Trafford Town Hall

Talbot Road

Stretford

Manchester

M35 0TH

**From:** Friends Of Carrington Moss [mailto:[friendsofcarringtonmoss@gmail.com](mailto:friendsofcarringtonmoss@gmail.com)]

**Sent:** 28 February 2020 14:21

**To:** [REDACTED]

**Subject:** Commentary on the Carrington Relief Road - Your Feedback Please

Hi Sara

I have attached a letter from the Friends of Carrington Moss community group about the recently issued Outline Business Case report focusing on the Carrington Relief Road (<https://www.trafford.gov.uk/residents/transport-and-streets/roads-highways-and-pavements/docs/Carrington-Relief-Road-Executive-Summary.pdf> ).

As explained in the letter attached, residents have huge concerns about the plans for the road and would like to be much more involved in the current discussions. Whilst there are many differing views about the need for the road, all local community groups would like to better understand the strategic intent, the plans and the anticipated risks/issues.

We look forward to your swift response as we understand there is a challenging timetable in relation to the road.

For information, in addition to those copied here, I have agreed to circulate this letter to other local community groups, including Carrington Parish Council, Partington Parish Council, Stamford Brook Residents Association and Our Sale West, along with local Civic Societies, local specialist groups and landowners. I have shared it here with the Leader of the Council, the two local MPs and with the Trafford Officers we have been working with.

Kind regards

Marj Powner

Chair

Friends of Carrington Moss

<https://friendsofcarringtonmoss.com/>

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Kind regards

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