



Friends of Carrington Moss

Public Meeting and Update 28th January 2021



FOCM Public Meeting

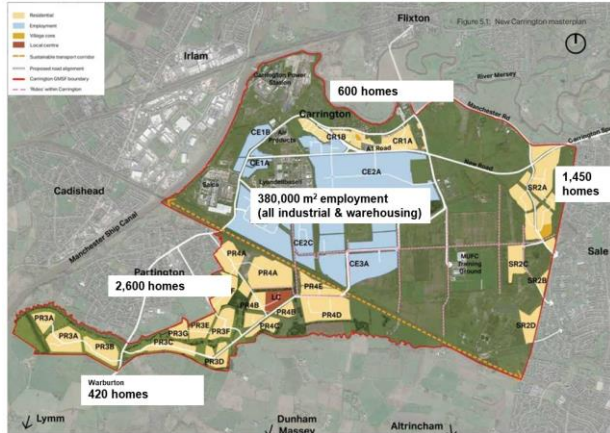
28th January 2021

7pm



New Carrington Masterplan

The aim is to **TRANSFORM** the allocation area into a sustainable location



- So **NOT** currently a sustainable location!
- Plan is for 5k homes and 380km² employment (all industrial and warehousing – no digital, no tech, no green jobs)
- 4 major roads to be constructed adjacent to SSSIs, SBIs and reserves
- Commitment to Carrington Relief Road but **NO commitment** to additional public transport, no trams, no park & rides
- Extremely high levels of carbon will be released during construction and following completion of these plans
- Significant increase in air and noise pollution and potential for flooding in local areas
- Much of the remaining green corridor is not accessible and is regularly flooded!
- Trafford say releasing green belt land for development would result in different levels of harm

Agenda will include:

- Draw of FOCM 200 Club
- Feedback - Friends of Carrington Moss Survey
- Trafford's Consultation on the Carrington Link Road Proposals
- Trafford's Consultation on the Trafford Local Plan
- Any other Business
- Next steps and close

Please join us, we need your local knowledge

We'll be producing alternative proposals to improve what is planned for our area and for that we need your help and your local knowledge

The future of Carrington Moss is in **YOUR** hands

FOCM Community Survey

Do YOU agree with the plans for New Carrington?



Question: Have you seen Trafford's Masterplan for the area, which aims to develop 5,000 houses, 380,000 square metres of industrial and warehousing, along with the construction of 4 new major roads?

Yes 83%

Question: Do you support Trafford's plans as documented?

No 92%

Question: Are you aware that the Friends of Carrington Moss are working with the Parish Councils and other Community groups with the aim of retaining our green belt?

Yes 92%

Question: Do you support the aims of Friends of Carrington Moss to save our green belt for future generations of users, to support the climate emergency action plan and to improve irreplaceable habitats, encouraging the growth of bird and wildlife populations?

Yes 94%

Lack of information and consultation is a big issue:

"I wouldn't have heard anything about these plans it is was not for Friends of Carrington Moss!"

"As a very local resident to Carrington Moss, I feel that Trafford Council/GMCA should have sent these plans to every local home via post for information and review. I acknowledge that this would be a lot of paper but feel that a plan as important as this should be communicated effectively to local residents. I found out about these plans from a local residents' group and not via Trafford council/GMCA"

"Why have the people not been notified of these plans. Each time I speak to anyone they have no idea what is going on. If these plans are so great why are the Council and developers not contacting the public, why is it such a secret?"

Resident Comments

Early survey feedback from Carrington residents



The plans will result in more traffic and air pollution

These plans will decimate the Moss and its wildlife and biodiversity

These plans will significantly reduce the quality of life for local people

I do want improvement in the area. Better roads are needed and better amenities/facilities

Public services and infrastructure will not cope with these plans

Homes for people are more important than homes for animals

I have huge concerns about flooding and increased pressure on community services

Carrington Moss has been a lifeline to so many people during the pandemic

The plans contradict Trafford's stated intentions to tackle the climate emergency

It screams NIMBY!

Some calls for formal protests:

"Followers of FOCM need to be involved in visible, physical protest I believe no amount of agitating on Facebook will dissuade our councils from planning roads and houses on the Moss because they are not interested in FB groups which oppose them"

Lots of misinformation in the public domain

It is influencing some viewpoints



Some example comments:

“There is a desperate shortage of houses that can only be met by releasing land from the green belt in sustainable urban edge locations like Carrington. There is also a great need for new jobs and the redevelopment of the former works area will generate many 1000s of high value jobs.”

“It will bring jobs and much needed road infrastructure to the area”

“Any new development will be required by law to enhance biodiversity by creating additional habitats of high ecological value rather than intensive farmland which is ecologically barren. This will be a great boost to the environment, as will addressing the traffic issues on Manchester Rd and the additional public transport connectivity”

In fact:

The only desperate/critical shortage is in social housing

New Carrington is not a sustainable location and an alternative Masterplan is needed to make it one

There are many other brownfield locations that could be used for these developments and these alternative sites are increasing following post-Covid changes in working arrangements

New jobs??? Businesses are bringing their workforces with them when they move to Carrington!

Increasing automation means that there will not be thousands of new jobs and as the area is zoned for industrial/warehousing only, not digital, not tech, not green jobs, the jobs that do become available will not be “high value” for many local residents

There are **NO** commitments to increased public transport in these plans

There are currently **NO** parts of Carrington Moss which are ecologically barren (not even the farmland)

Habitats of high ecological value will not be created in heavily polluted environments and the breeding and feeding grounds for much of the wildlife will be destroyed by these plans

Let's do some myth busting!

We need to get more accurate information into the public domain



"It feels nimbyism to me"

The GMSF is a strategy, these developments are planned over the next 17 years, some of us "Nimbys" will be dead by the time they come to fruition, our aim is to save the environment for future generations, not to stop the development of housing and employment locally, which is why we are making the effort to do so much research and propose alternative solutions

"There will be a large area of managed wildlife environment"

There will be **NO** area of managed wildlife environment, the "green corridor" is not green (it has United Utilities, Manchester United, National Grid, 2 riding centres and 2 rugby grounds on it) and the plan is to put a major road across it

"This is mainly brownfield land"

"A lot of the development is on brown field sites that need redevelopment."

No, it isn't! The plan will require 169 hectares of green belt to be released and the majority of the development is on our precious green space – **NOT** on the brownfield area. We have no problem with developments on brownfield land, as long as they meet the needs of the local community

"The area is a vast horrible wasteland that hardly anyone uses, the development will bring in much needed investment in the area for future generations."

No, it is an area of outstanding beauty, which is the breeding and feeding ground for over 20 red listed birds and other endangered creatures. It has been widely used by the community during the pandemic!

"We are desperate for the relief road"

There is no plan to bring investment, it is not even identified as one of the key locations in the GMSF, despite being the largest housing allocation in the whole of the GMSF!

"It will be good for house prices in the area"

Be careful what you wish for! If there was more public transport in the area, there would be much less congestion today and with 5,000 more houses and 380k m2 industrial/warehousing what do you think is going to happen to that new road!

Trafford's house prices are impacted by things like our selective education system – people want to move here so the prices are inflated and will not come down even if we swamp the land with houses

Trafford's Consultation – Carrington Link Road

There are now 2 options to consider for further appraisal



Option	Layout	Description
A		This is an option which uses the full length of the A1 road and explores the opportunity to upgrade the existing A6144 to make the link to Carrington Spur
F		This option was originally put forward in funding business cases and makes use of the full A1 and direct link across open fields to Carrington Spur

Option A: This option delivers a full link between The Spur and the A6144 to the east, fully bypassing Carrington Village. Its primary purpose is to explore the option for improving the A6144 to avoid new build on open fields. The report recommends further study as acquisition of land is required and network capacity improvement is more challenging

Option F: This option provides a new link between The Spur and the A6144, making full use of the A1 road and fully bypasses Carrington Village. Previous modelling has indicated that it provides the required network capacity improvement for the next phase of development. The report notes that there is a project risk at Burford bridge which may lead to a need to revert to Option E. It also has an impact on the open land and green belt.

Carrington Link Road

Public Engagement Approach And Consultation Timetable



The options appraisal report will be published for a period of public engagement (date to be confirmed)

A dedicated page on the Council's website will be prepared to include the options report and any associated documentation and information. The website will be used as the primary portal for conveying information about the project and informing the public of news and related developments.

In addition, consultees registered on the Council's Local Plan consultation database will be notified.

It is proposed that as part of a **4 week** consultation stage that live presentations are hosted online to interested parties setting out the rationale for the work undertaken to date and the optioneering work undertaken thus far.

As part of the consultation stage there will be the opportunity for the public to register questions and concerns that will be collated for consideration as part of the next phase of engagement.

Once feedback has been collated and categorised, the project team will then host online feedback sessions which tackle individual areas of interest or concern such as traffic congestion, environmental impact, drainage and flooding, and so on.

There will then follow a period of analysis and design development work on the shortlisted options, which will seek to address issues raised.

Following completion of this work a summary report will be produced setting out the recommended next steps.

Is this estimate correct?

For over 4,000 new households?



From the **Transport Locality Assessment**:
The estimate of **additional** car traffic from the new developments

Table 6: Allocation Traffic Generation: New Carrington

	AM Peak Hour		PM Peak Hour	
	Departure	Arrivals	Departure	Arrivals
2025 GMSF Constrained	290	88	148	324
2025 GMSF High Side	290	111	176	324
2040 GMSF Constrained	922	267	454	1023
2040 GMSF High Side	975	376	596	1023

Units are in PCU (passenger car units/hr)

These figures do not seem credible.

On average, each new household is likely to have 2 cars, one of which is likely to be taking children to school!!!

Whilst they would not be included in these figures because they are outside of the GMSF allocation, don't forget the additional traffic caused by the other new developments in Partington (500 houses) and Sale West (250 houses)

And what about the estimate of additional HGV numbers???

Trafford's Local Plan Vision



What sort of place will Trafford by 2037?

- Trafford's communities are proud of their neighbourhoods, they have the types of homes that they want, and need
- **Trafford has tackled its housing crisis, truly affordable homes are at its core**
- Trafford is a healthy and accessible place for everyone, **with equal access to services and facilities for all**
- Trafford will be a place for **sustainable** businesses and jobs that meet the needs of local residents
- The high performing local economy offers good access to valued jobs and a skilled local workforce, Trafford's young people are thriving
- **Trafford will be carbon neutral by 2038**
- **Trafford is resilient and well-adapted to the effects of climate change with attractive, well designed, sustainable communities**
- **Trafford is supported by a sustainable transport network that prioritises active and car free travel**
- **Economic and housing growth is in well-connected sustainable locations which benefit the local community**
- Trafford is a prime business location and is a destination for attracting and retaining competitive international businesses
- Trafford Park is protected and enhanced as a key regional industry and employment location
- Thriving town centres at Altrincham, Sale, Stretford and Urmston are successful, sustainable and accessible to all with District, Local and Neighbourhood Centres playing a vital role in the community, building on Trafford's existing robust retail offer, the strong role of Partington Local Centre is recognised.
- **The need to travel has been reduced**
- Major change has taken place **in the most sustainable locations** at Trafford Wharfside, Pomona and the Civic Quarter
- The GMSF allocations at **New Carrington** and Timperley Wedge are delivering thousands of new homes and employment opportunities to Trafford residents
- The historic, built and **natural environment flourish**, making the most of Trafford's existing assets including international sporting excellence and cultural attractions, heritage assets, parks and countryside.

Trafford's Local Plan

Regulation 18 Consultation

TLP Evidence Base



- Supersedes Trafford's Core Strategy 2012 and the remaining policies of the Revised UDP 2006
- Provides a vision for what type of place Trafford will be in 2037
- Demonstrates how the emerging GMSF will be delivered on the ground in Trafford
- Sets out the policy framework for determining planning applications, including on land that will be retained in the Green Belt
- The draft Trafford Local Plan currently identifies the Trafford Green Belt boundary, incorporating the proposed changes at New Carrington and Timperley Wedge set out in the GMSF
- Contains policies on Climate Change concerning how Trafford will help to achieve its Carbon Neutral ambitions through new and existing development
- One of the purposes of the Local Plan is to ensure that development in the borough is sustainable
- The Trafford Local Plan will be supported by a Sustainability Appraisal (SA), which is part of the Integrated Assessment (IA)

Local Plan Timetable

- Early 2021 (first week February) - Draft Trafford Local Plan (Public consultation for six weeks) – Regulation 18
- Late 2021 / Mid 2022- Publication Trafford Local Plan (Public consultation for six weeks) – Regulation 19
- Autumn 2022 - Submission of the Trafford Local Plan to the Planning Inspectorate
- Early 2023 - Public examination (timetable set by Planning Inspectorate)
- Spring 2023 - Adoption

Note: There was a motion discussed at the Oldham Authority Executive to involve residents in the development of the Oldham Local Plan but the motion was not carried!

What was said in the previous Local Plan?



These very important policies should be retained

The current Development Plan in Trafford comprises

2004

Trafford's Landscape Strategy

- Unique characteristics of the Carrington mosslands and the Carrington Rides will be “conserved, enhanced and strengthened”
- Site is an important area of ecological value, with the “open aspect and views, which extend into the adjacent areas,” being “important characteristics of the area”

2006

Trafford's UPD

- Importance of the “Carrington Rides” - designated as a Local Nature Conservation Site and as a Special Landscape Feature
- Local Nature Conservation Sites were identified by Trafford BC as a result of a habitat survey carried out by the **GMEU to a nationally approved method** and updated by local knowledge”

2012

Trafford's Core Strategy

- Carrington can deliver 1,560 homes
- “The protection and enhancement of the mossland as a carbon sink to mitigate the effects of climate change;”
- “The protection and enhancement of the sites of nature conservation and biological importance, including the Carrington Rides”

What did they say about the green belt?



More important policies that should be retained

Whilst previous documents do talk about road infrastructure improvements, they do **NOT** mention that the road will be constructed across Green Belt land – what they do say is:

UDP 2006

- 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*”
- 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.

Core Strategy 2012

- 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.

The 2016 version of the GMSF does **NOT** mention that the “new link road” will be constructed across Green Belt!

Public transport improvements for this area?



Trafford have promised this before and have not delivered!

For example, in Trafford's Unitary Development Plan of 2006 and in Trafford's Core Strategy of 2012 Carrington, Partington and Sale West are identified as "priority regeneration areas" with public transport improvements stated as being core to delivering the regeneration!

Examples of what is in the UDP 2006

- For Carrington the Council will *"make provision of enhanced transport facilities for buses, cycles and pedestrians to improve the areas links to other parts of the Borough"*
- For Partington the Council will take action to *" Improve local community transport provision and public transport links to other parts of the Borough"*
- For Sale West "measures include the development of better public transport links"

Examples of what is in the Core Strategy 2012

- For Carrington and Partington *"Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system"*
- In Policy L4.5 *"The Council will seek to secure improvements to the frequency and reliability of the public transport network and support further development of a high quality integrated public transport network"*

And more on Public Transport Improvements



Public transport improvements were said to be core to delivering the regeneration

UDP 2006

- Priority Regeneration Areas include Carrington (E15), Partington (H11) and Sale West
- Carrington (E15) the Council will make provision of enhanced transport facilities for buses, cycles and pedestrians to improve the areas links to other parts of the Borough
- Partington (H11) the Council will take action to: viii) Improve local community transport provision and public transport links to other parts of the Borough
- Sale West - measures include the development of better public transport links in an area where lack of adequate links has compounded the problem of poor economic activity

Core Strategy 2012

- Policy SL5.2 Carrington and Partington - Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system
- Policy L4.5 The Council will seek to secure improvements to the frequency and reliability of the public transport network and support further development of a high quality integrated public transport network
- Policy I2.4 National comparison of deprivation was commissioned - for Trafford, many of the most deprived SOAs lie within the borough's already recognised deprived areas, namely, Old Trafford to the north, Partington, in the west and Sale West in the centre of the Borough

Reducing inequalities and improving engagement in our most disadvantaged neighbourhoods is a commitment made by national government and is at the heart of Trafford Partnership's SCS

So, what are they telling us now?



More promises but NO commitments

The New Carrington Masterplan recognises concerns raised by residents about the “*insufficient public transport service and connections (Bus, Train & Metrolink) available in the area*”, yet makes **NO** commitments for improvements stating that:

*“improving bus accessibility to New Carrington, Altrincham, and Sale should be **encouraged**”*

Transport for Greater Manchester’s Transport Strategy has only one commitment for this area and that is the Carrington Link Road across our peat moss!!!

There are **NO** commitments to public transport improvements, and no plans to bring the tram to the largest residential allocation in the whole of Greater Manchester. Here’s what they say:

*“In the next five years, we aim to **complete business cases** for early delivery of... New bus services to support the New Carrington and Sale West allocations To serve new development at Carrington with improved public transport links, particularly to and from the Regional Centre”*

Our Freedom of Information Act Request Response



Confirms there are no committed schemes!

In their response to our recent Freedom of Information Act request in which TfGM state

*“There are currently **no committed schemes** to improve public transport in this area.”*

They go on to say

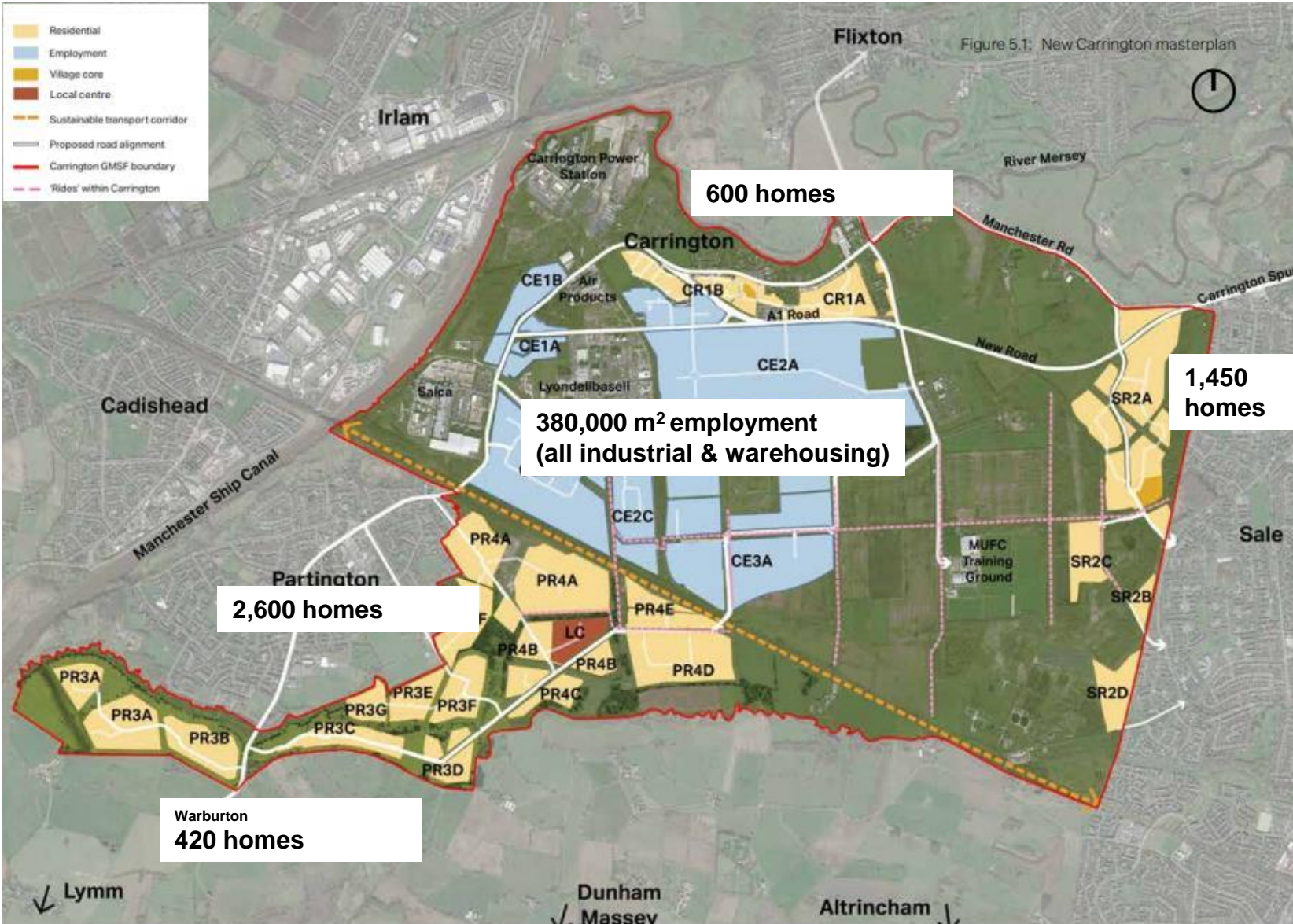
“TfGM and Trafford Council are planning to take forward the development of business cases for two schemes in the area: a busway between Broadheath and Sale West, which could support the 19 service; and a bus priority scheme where the Cat5a route meets the A56 to improve journey times and reliability of buses between Partington and Altrincham”

This is not addressing the significant lack of public transport in this area and will do little to change the current reliance on the car.

We have been waiting for public transport improvements for 15 years, isn't it time our Council made them a priority – see our Alternative Transport Strategy which sets out residents' priorities

New Carrington Masterplan

The aim is to **TRANSFORM** the allocation area into a sustainable location



- So **NOT** currently a sustainable location!
- Plan is for 5k homes and 380km² employment (all industrial and warehousing – no digital, no tech, no green jobs)
- 4 major roads to be constructed adjacent to SSSIs, SBIs and reserves
- Commitment to Carrington Link Road but **NO commitment** to additional public transport, no trams, no park & rides
- Extremely high levels of carbon will be released during construction and following completion of these plans
- Significant increase in air and noise pollution and potential for flooding in local areas
- Much of the remaining green corridor is not accessible and is regularly flooded!
- Trafford say releasing green belt land for development would result in different levels of harm

Sustainable development?



New Carrington, as currently articulated, is NOT a sustainable development

National planning policy states that *“the purpose of the planning system is to contribute to the achievement of sustainable development”*.

“At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs”.

Given the impact of climate change, the high levels of surface water flooding and the significant levels of air pollution in the area, together with the lack of focus on public transport and active travel and the deficiency of school places, we have been working with the local Parish Councils and other community groups to develop our alternative proposals, set out on the following pages:

What are the Transport Strategy proposals?



We are at a very early stage – discussions are just starting

Phase 1: Carrington (2021 - 2022)

- The immediate introduction of traffic calming initiatives through Carrington Village
- Review and improve public transport and active travel routes

Phase 2: Carrington (2022 – 2025)

- Opening the A1 road, end to end for **all** HGV and through traffic
- Associated improvements to the Isherwood Road Junction



Phase 3: Carrington and Irlam (2025 – 2030)

- New Lifting Bridge proposed to connect Carrington and Irlam
- Active travel routes across New Bridge, Warburton Bridge and Partington Railway Bridge

Creating shorter routes will encourage active travel and public transport options, improving air quality and reducing travel time

Alternative Land Supply

Housing & Employment Land



The GMCA should make the case for Exceptional Circumstances to justify the removal of the “buffer”

- GMSF confirms that there is “adequate” land to meet housing need numbers **WITHOUT** releasing green belt (green belt release is needed to cover the “buffer” in case developers do not deliver as planned)
- Impact of Covid (eg expectation that large numbers of windfall sites will become available post-Covid, due to the widespread increase in home-working, particularly office sites) - GMSF should commit to a post-Covid review of planned construction to determine whether developers are on target to deliver their approved plans, together with an agreed action plan should those numbers not be achieved, detailed review of planned new office space
- Emphasis of all political parties on nature-led recovery – demonstrate that the GMSF is a “green” growth plan
- Ensure compliance with the declarations of a climate emergency by Trafford Council, Public Health, other public bodies, including GMCA
- Propose a 15-year plan (this is all that is required by the NPPF and would have resulted in **NO** requirement to release green belt) and the use of 2018 (or later) Household Projections for a more accurate representation of current housing need
- Propose a focus on the development of social housing to meet dire housing need
- Resident concerns about release of green belt land (boosted further since Covid due to increased use of green belt land for isolation relief and recreation)

The GMSF should have been prepared with the constraint that NO green belt would be released at this time

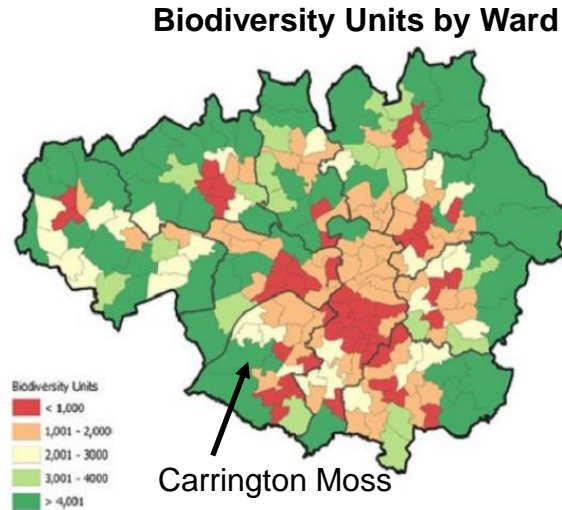
When Trafford is starting almost at the bottom of the table ...

shouldn't we have a Transformation Strategy that significantly increases our BUs?



TEP mapped BUs at electoral ward scale, highlighting “nature rich” and “nature deprived” areas

Carrington Moss is classified as a “nature rich” area



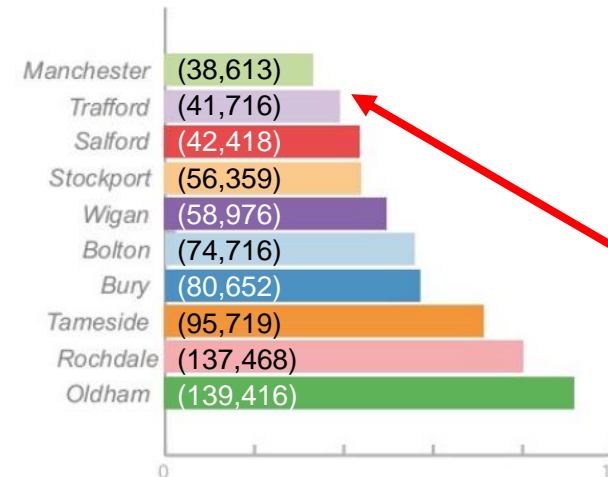
TEP assessed the current state of the natural environment. Their analysis estimates biodiversity units (BUs) present at a landscape scale. They state that “A BU is measured using Defra’s Biodiversity Metric 2.0. The number of BUs on any piece of land depends on the habitats present, their quality, condition and connectivity. For example, a species-poor road verge or playing field would have only 2 BUs per hectare, whereas heathlands, reedbeds, mature native woodland can score over 20 BUs per hectare”.

Greater Manchester aims to be “a place at the forefront of action on climate change, with clean air and a flourishing natural environment”.*

*Source: GMSF paragraph 3.1

If the New Carrington development had already been in place, Trafford would be at the bottom of this table!

Biodiversity Units per Hectare (and in total for the LA)

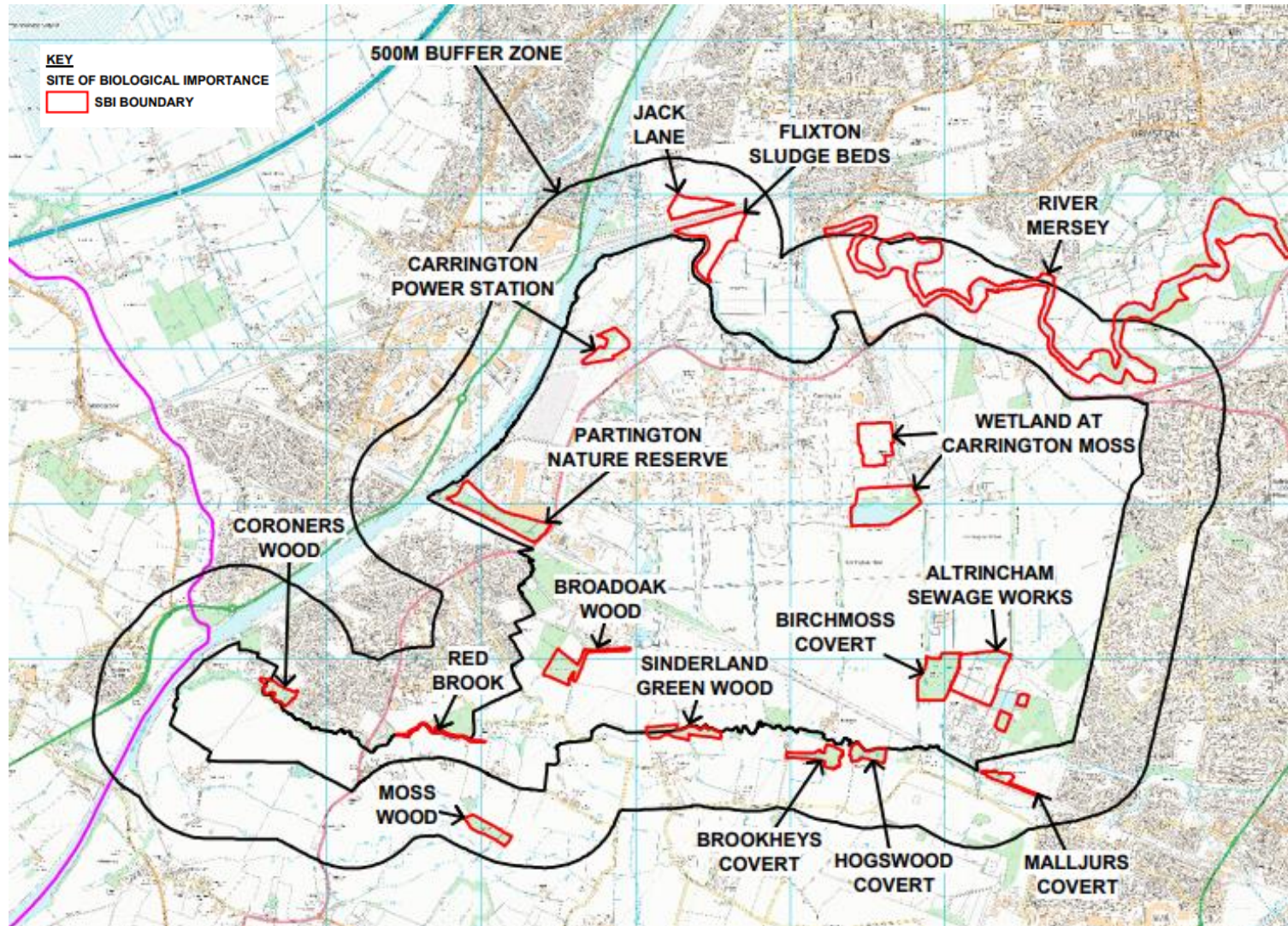


TEP estimated that Greater Manchester has 766,000 biodiversity units (BUs), an average of 5.8 BUs per hectare.

Oldham has the greatest score (139,416 BUs) and Manchester City the lowest (38,613 BUs).

Trafford has the second lowest score, 41,716 BUs

SBIs & SSSIs on and around CM



GREATER MANCHESTER ECOLOGY UNIT
ECOLOGICAL SEARCH - SJ 7391
NEW CARRINGTON TR1 - SBI MAP

SCALE 1:30,000

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Next Steps

Our next online meeting Sunday 28th February 2021 (2pm)



- Seeking more inputs for our Alternative Land Supply
- Awaiting further information and decisions about the GMSF
- Awaiting the launch of the formal public consultation for the Carrington Link Road
- Awaiting launch of formal public consultation for Trafford's Local Plan
- Continue to review the GMSF and Local Plan documents
- Preparing for our 2021 Workshops and Public Meetings

Thank you for your continued support