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**APP/Q4245/W/25/3358756 - Land West Of Manchester Road (A6144) Carrington, Carrington, Manchester**

1 message

**Friends Of Carrington Moss** <friendsofcarringtonmoss@gmail.com>

5 March 2025 at 17:00

To: robert.wordsworth@planninginspectorate.gov.uk

Bcc: marj.powner@gmail.com

Dear Mr Wordsworth

We apologise wholeheartedly for this late submission but admit to being rather confused by the process. We do not wish to be a Rule 6 Party but would like to offer some specific commentary in addition to our objection to the original planning application, which we hope you have received from Trafford Council. Our error was in assuming that the deadline of yesterday only applied to those who wished to become a Rule 6 Party.

In the hope that you will accept these late comments, we would like to highlight the following:

- Having taken 10 years to come to fruition, Greater Manchester's spatial plan (Places for Everyone) was adopted in March of 2024. This plan includes a policy related to the New Carrington allocation, which should be one of the key criteria against which this planning application is measured. New Carrington Policy criterion 1, for example, requires that any development within the allocation area (including this one) must be "*in accordance with a masterplan that has been developed in consultation with the local community and approved by the local planning authority*". To date, no masterplan has been published for consultation and as yet, no discussions have even taken place about the Natural Infrastructure Strategy for the allocation area or the locations for compensation/mitigation mentioned below. PFE requires that the "*consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on parts of the site*" are central to the masterplan. This policy criterion is, therefore, not met.
- We do not agree with developers being able to push forward their schemes before the masterplan is approved because of the huge amount of ecological and environmental damage that will be caused cumulatively by the New Carrington allocation. The allocation area includes irreplaceable habitat (a 335 ha peat moss - restorable, [according to Natural England](#)), Grade 2 agricultural land (which is important for our food security and as it hosts a number of red listed species), woodland and wetland habitats (important for nature's recovery and climate mitigation). The New Carrington allocation will also impact 15 sites of biological importance and a site of special scientific interest. This being the case, the Natural Infrastructure Strategy that will be part of the masterplan, MUST be agreed before further land is lost to development to ensure the mitigation and compensation areas are identified and secured.
- Whilst Trafford is not objecting to this development in relation to its ecological and environmental impacts, including the PLOL and Wildlife Corridors, what is not yet known is what natural capital value will be placed on those assets in relation to the overall New Carrington Allocation. There will also be a significant loss of trees, which will add to tree loss elsewhere in New Carrington (including as a consequence of the Carrington Relief Road, if approved) and, whilst the PFE policy requires 2:1 replacement, this cannot be delivered anywhere on the 335 hectare peat moss (it is now acknowledged nationally that it is inappropriate to plant trees on peat). The harm to the peat moss and other environmental assets will need to be appropriately mitigated/compensated for. So it is essential that we understand where that mitigation and compensation is actually going to be delivered before development is approved.
- Furthermore, it must be recognised that, if construction is to be approved in isolated, unsustainable locations, developers must ALL play their part in funding what is needed in terms of transport and other infrastructure. Whilst, for many reasons, we do not agree that the Carrington Relief Road is the right solution, the alternative sustainable passenger and freight transport options would require funding too. It is, therefore, essential that all developers make an appropriate contribution and Trafford has determined what that contribution should be. This should be respected as, if Peel is not prepared to appropriately fund their share of the infrastructure costs, no other developer will be prepared to do so either. This would lead to huge inequities for local residents who will have to suffer the consequences of development without the necessary funding to make the site sustainable.
- We note that there are concerns about viability. The New Carrington allocation was recognised to be only marginally viable in the PFE examination (and the estimated costs of the Carrington Relief Road, at the time of the examination, were not fully included in the calculations). If the application is deemed to be unviable if the developer funds their infrastructure contribution, it should be withdrawn.

- In addition, Carrington Village has no PROWs which lead directly onto Carrington Moss, so it is possible that the outcome of the Masterplan discussions in relation to the cumulative impact on natural capital and recreational assets across the allocation area may include proposals for both circular and direct recreational routes for residents, additional wildlife foraging corridors, and other ecological opportunities that reflect the cumulative harms to be incurred (in addition to the BNG requirements for the planning applications themselves). It should be noted that, given the over 1,000 horses stabled on and around Carrington Moss, all PROWs in the New Carrington allocation area should have a surface that is suitable for horse riders as well as cyclists, wheelers and pedestrians.
- The impact on the mental and physical health of local residents and users of Carrington Moss should also be considered because the New Carrington allocation will transform the area from a peaceful, healthy and safe environment to housing estates, industrial/warehousing and roads, resulting in huge increases to air, noise, light, vibration and water pollution (and, of course, carbon emissions). This will not be beneficial to humans or wildlife. It must also be remembered that Carrington Village itself has little green space and, in the future, the same will apply to other communities around Carrington Moss due to the huge scale of developments being proposed. We would not like to see the harms being caused in the New Carrington allocation area and the mitigation/compensation being awarded to other communities (offsite compensation/mitigation). Again, emphasising the importance of the masterplan being adopted prior to the planning application being approved.
- Finally, we are very concerned that, if the PfE policies are disregarded by one planning application, it will set a precedent that other developers will follow, seeking planning approval before the New Carrington masterplan has been agreed. In that event, one could ask what was the point of spending huge amounts of public money (£millions) to agree a spatial plan - unless it was simply to enable developers to access 2,400 ha Green Belt when there was sufficient brownfield to more than meet housing and employment requirements!

With apologies once again for this late submission

Kind regards

Marj Powner

Chair, Friends of Carrington Moss (<https://friendsofcarringtonmoss.com/>)