Trans Pennine Trail ®

sustrans

Planning Application Response

Organisation:	Trafford Council
Detail:	Land north of Ashton Road - Certificate of Proposed Lawful Development for construction of temporary access road (with associated temporary compound), temporary construction compound, and upgrades to roads
Planning Ref:	116930/CPL/25
Link:	116930/CPL/25
Closing Date:	21st August 2025
Response to:	development.management@trafford.gov.uk
Submitted by	Trans Pennine Trail National Office and Sustrans
Date:	14th August 2025

The Trans Pennine Trail National Office and Sustrans welcome the opportunity to respond to this planning application.

Both organisations do not support this application for development under permitted development rights.

The map below shows the development location and alignment of TPT/NCN:

Yellow – TPT / NCN 62 (full multi-use at this location)
Blue with white boundary – Development Location
Blue – 115160/FUL/24 – granted in May 2025
Purple – Carrington Masterplan – Sustainable Transport Route

Our response to 115160/FUL/24 noted the widening of Birch Road and Ashton Road should include facilities for improved facilities for active travel users. Neither the Developer nor Trafford Council has been in touch with the TPT National Office or Sustrans to discuss this prior to the application permission being approved. Ashton Road is part of the TPT/NCN 62 and Birch Road connects to Sinderland Lane which is also part of the TPT/NCN.

Again, clarification is sought as to the safe protection of walkers, wheelers, cyclists and horse riders who may be using the Trail or accessing Carrington Training Centre at the time of constructing the temporary access road or vehicles getting to the temporary access road after construction.

Supporting Statement	
1.2.1	Permission granted without discussion with TPT/Sustrans regarding vehicle impact on active travel uses (all modes at this location). There is a mention that the TPT exists in the full application but nothing further – certainly no acknowledgement of how the works will impact TPT/NCN users.
1.2.3	We object to the construction of the temporary access road under permitted development rights due to the need to ensure safe passage for all Trail users at all times.
3.1.1	It is accepted that developments such as BESS address the challenges of climate change but there is no recognition of the impact routes such as the TPT/NCN have on reducing carbon emissions locally, regionally and nationally and as such it is essential to protect and enhance these routes whenever possible, particularly when in close proximity to other carbon reduction schemes such as this.
4.2.2	There is a lack of an access plan or similar document. The one provided in the main application doesn't include this temporary route/road and it's impact on local road network users, including the TPT/NCN. What are the arrangements to ensure safe passage of sustainable transport users who wish to use the current local network during this time? Are diversions to the TPT/NCN expected? If so, full diversions must be arranged in advance that accommodate all users and this is at the responsibility of the developer. What improvements can be made to the current TPT/NCN network in this area as part of these works?
4.4.1	Notes the widening of Ashton Road has been formally secured – will this improve facilities for sustainable transport users.
4.4.3	Will the storage, laydown areas, etc impact sustainable transport users, in particular those using Birch Road and Ashton Road to connect to the TPT/NCN and / or the Carrington Training Centre.
5.1.6	Notes 'The original location to the west has been preserved to ensure access and construction remain unrestricted in the event that the eastern

	temporary construction compound's capacity is exceeded or not accessible.' Is the developer expecting the temporary route capacity to be exceeded?