



Objection to Planning Application 116930.

1 message

Lorraine Eagling [REDACTED]

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To: "development.management@trafford.gov.uk" <development.management@trafford.gov.uk>

Dear Development Management

I wish to object to planning application 116930 for the construction of a temporary road to facilitate the development of a BESS (application 115160) as conditions 3 and 31 of Trafford's approval document for application 115160 have not been met.

Condition 3 states that "*No development or works of site preparation shall take place until a phasing plan to demonstrate how development shall proceed across the site as a whole in a phased manner has been submitted to and approved in writing by the Local Planning Authority*".

Condition 31 states "*No development, including ground works, shall take place on each phase of the development until a detailed Peat Management Plan for that phase of the development has been submitted to and approved in writing by the local planning authority*".

Furthermore, in their document for application 116930, the applicant states (paragraph 3.1.3) that "*the temporary access road is necessary to limit traffic on the local road network surrounding the BESS such as Ashton Road and Birch Road*". This statement does not make sense. The graphic shows that the 'temporary access road' is made up from existing roads around the site. Therefore, the temporary access road will NOT "*limit traffic on the local road network*" but will significantly increase traffic (including Abnormal Indivisible Loads deliveries, mentioned at paragraph 4.4.1) on the local road network, causing significant risk to existing users such as walkers, cyclists and horse riders.

At paragraph 3.1.6, the applicant suggests that Permitted Development rights "*should be extended to the surrounding road network to facilitate the rapid and efficient construction of temporary infrastructure without requiring full planning permission*". The surrounding road network is not accessible to through traffic, but is made up of public rights of way, which not only makes the network safe for walkers, cyclists and horse riders, but this is an area that hosts two sites of biological importance, is the food and foraging corridor for many red listed birds and threatened wildlife species and is right at the centre of the deep peat moss, which is described by the Greater Manchester Combined Authority in the Places for Everyone Plan (paragraph 8.3.5) as "*one of Western Europe's rarest and most threatened habitats*"! Careful consideration should, therefore, be given to any development that will impact the ecology and biodiversity of the area and the safety of all users.

It should be noted that the Environment Act 2021 strengthened the [biodiversity duty](#) for public authorities in England, which means that they must consider what they can do to conserve and enhance biodiversity, especially given the enhanced biodiversity duty for Local Authorities.

Whilst the applicant wants to "*prevent delays and ensure streamlined project logistics*", I believe it is essential that priority is given to minimising the harms to the environment and the safety of all users, to be caused by this development.

In addition, as mentioned, Birch Road and Ashton Road are key active travel routes for both commuters and leisure users, yet there has been no consultation about the impact of this proposal either with

groups such as The Friends of Carrington Moss, TPT/Sustrans, horse riders, cycling forums or directly with communities. The temporary road surface should be suitable for all users (including horse riders). The applicant only appears to be concerned about minimising potential issues for vehicles seeking access to the Manchester United Training Ground (paragraph 4.2.6), but safety considerations should ensure active travel users have priority on routes at all times and that traffic speeds are limited to 10 mph.

The temporary two storey buildings highlighted at paragraph 4.3.1 will be up to 7m high, immediately changing the landscape views of this area, with no proposals to limit the effect on users and residents for whom this will have a huge impact. NPPF paragraph 135 states that planning policies and decisions should ensure that developments are "*sympathetic to local character and history, including the surrounding built environment and landscape setting*". I do not believe this development meets this criterion.

Finally, there is **still** no published Masterplan for the New Carrington Allocation. As mentioned in the recent complaint by The Friends of Carrington Moss, Trafford is cherry-picking which policies within Places for Everyone it will adhere to and which it will ignore. Whilst this is beneficial for the developers, it is hugely detrimental for Trafford's own communities (users of Carrington Moss, local residents and the populations of wildlife and birds that breed and feed in the area).

Yours Sincerely

Lorraine Eagling