Gmail **Friends of Carrington Moss <friendsofcarringtonmoss@gmail.com>**

Re: CRR Alternative Community Option

1 message

Friends Of Carrington Moss <friendsofcarringtonmoss@gmail.com> 4 October 2026 at 17:51
To: "Fisher, Adrian" <adrian.fisher@trafford.gov.uk>
Cc: "Coley, Rebecca" <rebecca.coley@trafford.gov.uk>
Bcc: Marj Powner <marj.powner@gmail.com>, Friends of Carrington Moss <friendsofcarringtonmoss@gmail.com>

Hi Adrian

Thank you for your response, whilst it is disappointing, it is appreciated.

Just to be clear, the community proposal is not owned just by Friends of Carrington Moss, it was created and presented to Trafford/Amey by representatives from 3 Parish Councils and 3 community groups on 8th March 2021. FOCM just happens to be acting as the 'voice' of the community in repeatedly requesting our proposal be appropriately considered since that date.

I'm afraid community groups cannot agree that Trafford has 'properly addressed' the options for the road. I have submitted an FOI request for the evidence that demonstrates the issues raised by the communities have been addressed. We note that, for example, in response to this planning application, the Environment Agency describes the flood risk assessments as being "*insufficient*" to demonstrate compliance with planning policy. As you are aware, this is a key issue for communities and the experience of New Years' Eve 2024/25 should have been a wake-up call for Trafford in relation to the importance of the land proposed for the eastern part of the route for protecting local homes and businesses from extreme levels of surface water flooding.

Natural England has informed us that, in relation to this planning application, "*the absence of an objection from Natural England does not mean there will be no environmental impacts. It simply means the proposal is unlikely to cause significant harm to statutory designated nature conservation sites or protected landscapes*". That Natural England is now taking a passive stance to the planning application does not change their assessment of the option appraisal as "*inaccurate and unbalanced*". You will be aware that we have raised a number of FOI requests relating to the appraisal and have discovered that, among other issues raised by our Independent Transport Consultant:

- Trafford is unable to provide an assessment or feasibility study relating to the active travel routes on, across and around Carrington Moss
- the Environment Agency has "*not previously been consulted by the council / requested to offer a position upon the potential merits of shortlisted Option A versus Option F or vice versa*"
- the Council cannot provide an assessment of Option A from the LLFA
- Trafford cannot provide a separate count of anticipated HGV traffic as required by Planning Practice Guidance.

Given the above, and that the traffic data was described by the project team as a "*crude assessment*", and that the community alternative was apparently rejected due to a 'misunderstanding' of TfGM's active travel requirements, we do not believe the appraisal met the requirement for the robust data expected when considering all "*likely significant environmental effects*", including cumulative effects (for issues such as biodiversity loss, all types of pollution, carbon emissions and/or flooding) but hope that our premonitions can be alleviated by the response to our FOI.

Our concerns about the speculative development to be caused by Trafford's proposed route turning the Green Belt into Grey Belt have risen. Not only has Wain Estates signalled that they will use Grey Belt designation to allocate their "*entire landholding for development*", their recent response to the planning application requests that land-take for active travel and environmental/ecological mitigation be minimised, suggesting their plans may be synchronised with your own and will move ahead at pace if the planning application is approved.

We note that the Council's Best Value Duty requires Trafford to adopt value for money principles and ensure they manage any risks to their budgets and we see that a motion has been put to Council (14th October meeting) which states that the Council *"continues to face significant financial pressures*", yet there is no indication that there is a business case for Trafford's proposed route. Trafford should ensure due diligence is carried out for all costs that may be incurred by the public sector as a consequence of the approval of its current route. Please can you confirm when a business case will be available for public review?

Another motion put to the same Council meeting relates to Climate Change Adaptation and Resilience in Trafford and suggests a number of practical actions. Redoubled efforts to move Trafford away from carbon emissions cannot, however, be secured by focusing investment of public funds on increasing road capacity rather than improving public transport availability and encouraging travellers to use safe, healthy, and pleasant active travel routes. With this in mind, we believe it is essential that the mitigation hierarchy is followed and that investment in sustainable passenger

transport is urgent and must be prioritised. This can only be done by minimising spend on increased road space, and could be achieved by adopting the communities' alternative solution.

With all the above in mind, we would assume that Trafford would approve the solution that offers:

- the best value for public money (the least expensive overall to the public purse);
- the least harm to residents (minimising health impacts and compensation for pollution-related outcomes, flooding costs, etc); and
- the least harm to natural capital assets and biodiversity, including endangered species (a solution, for example, that will not cause 'County-Scale' decline in species populations nor require expensive environmental and ecological mitigation proposals that are likely to be challenged by the landowners).

You may be aware that we have launched a petition requesting that the Council fully considers the communities' alternative option. It currently has over 900 signatures, reflecting the communities' concerns.

We recognise that local authorities are held to high standards of transparency, truthfulness, and accountability. With this in mind accurate, reliable information should be at the heart of Trafford's proposal. Residents should be reassured that Trafford's proposed route will not lead to, for example, increased health inequalities. As the promoting authority, the planning application documentation must not lack substance or obfuscate the potential serious levels of harm to be caused to impacted communities. It would be negligent for the Council to put forward information which might lead two decile 1 deprived communities to believe the road will not be harmful to their personal health and wellbeing, when in reality they will experience such huge increases in traffic, congestion, and exposure to the associated air, noise, light, vibration, dust and water pollution, that there will be an increased risk of new patients suffering from mental and physical health conditions, including chronic, long term illnesses and/or enduring the significant exacerbation of existing ailments. Trafford should also be honest and transparent about any increased risk of flooding (including the cumulative risk associated with, for example, developments at Timperley Wedge), the loss of well used green spaces and healthy active travel routes (as opposed to those that will be adjacent to huge volumes of highly polluting traffic).

Given the lack of a sound, comprehensive option appraisal (and that the planning application does not include an assessment of any alternative option), the serious lack of compliance with national planning policy and the lack of evidence that Trafford's solution offers the best value for money for the public purse, along with the many other issues set out in our responses to the planning application, we respectfully request that Trafford reconsiders the decision not to fully examine the communities' alternative proposal.

Thank you
Marj

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Kind regards
Marj Powner
Chair, Friends of Carrington Moss (https://friendsofcarringtonmoss.com/)
Vice Chair, Save Greater Manchester Green Belts Group (https://www.savegmgreenbelt.org.uk/)
Joint Chair, Community Planning Alliance (https://www.communityplanningalliance.org/)

On Wed, 30 Sept 2026 at 08:38, Fisher, Adrian <Adrian.Fisher@trafford.gov.uk> wrote:

> Dear Marj
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> Thank you for your email of 16 August and my apologies for the long delay in coming back to you.
>
> The Council as a promoting authority will not be considering the alternative route recommended by the Friends of Carrington Moss. We consider that this matter was properly addressed by the Council's Executive in their deliberations and decisions 18 December 2020 and 27 September 2021. As you will recall these decisions followed a process whereby a series of route options had been narrowed from six options to two main choices – 'Route A' and 'Route F'. Consideration of all options, and the decisions to the two main choices and the final selection of 'Route F' included consideration of environmental effects. In this regard the pursuit of 'Route A' to this final stage was influenced by a number of factors – but they included the arguments made by FOCM over the preceding months to avoid a route that ran over the agricultural fields. That case was ably presented at the time and was amongst the reasons why the Council looked carefully at the merits of Route A.

Ultimately the council chose to pursue 'Route F' and this has now been progressed to the current planning application. This is likely to be determined by the Council as the Local Planning Authority later this autumn – and I anticipate that the application will be accompanied by a full and comprehensive report from the Planning Officer. As usual, this will be published ahead of the Committee in line with the customary timescales.

Finally , may I add a couple of updates since your email in August – as you will have probably seen, Natural England have confirmed that they have no objection to the planning application (letter of 16 September). In addition, I am informed that the Planning Application is very unlikely to be heard in October and that a Committee in November now the likely timescale.

I hope this is of assistance

Kind regards

Adrian

Adrian Fisher
Director of Growth & Regulatory Services
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From: Friends Of Carrington Moss <friendsofcarringtonmoss@gmail.com>
Sent: 29 September 2026 5:33 PM
To: Fisher, Adrian <Adrian.Fisher@trafford.gov.uk>
Subject: Re: CRR Alternative Community Option

STOP! This email has originated from outside of Trafford Council, If you **DO NOT** recognise the sender or are not expecting this email, **DO NOT** click on links or attachments.

Hi Adrian

Can you give me an indication of when we will get a response to our letter of 16th August and what is causing the hold up?

Thanks
Marj

On Thu, 24 Sept 2026 at 18:18, Friends Of Carrington Moss <friendsofcarringtonmoss@gmail.com> wrote:

> Hi Adrian
>
> Just a gentle reminder that we have not yet had a response to our letter and we are led to believe that the Carrington Relief Road planning application will go before planning committee on 15th October.
>
> I think it is important that we receive the official response as soon as possible because we may wish to take legal advice before the committee meeting given the very strict deadlines communities have to work to.
>
> Thanks
> Marj
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> On Tue, 25 Aug 2026 at 12:21, Fisher, Adrian <Adrian.Fisher@trafford.gov.uk> wrote:
>
> > Dear Marj
> >
> > Thank you for your email - and I'm sorry for the lack of response - I was on leave last week.

Your email poses a number of issues - all of which I am happy to respond to, but unfortunately it won't be possible to do that in time for tonight's meeting. I did however want you to know that the letter has been received and will be responded to

Kind regards

Adrian

Adrian Fisher
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From: Friends Of Carrington Moss <friendsofcarringtonmoss@gmail.com>
Sent: 16 August 2026 4:13 PM
To: Fisher, Adrian <Adrian.Fisher@trafford.gov.uk>
Subject: CRR Alternative Community Option

STOP! This email has originated from outside of Trafford Council, If you **DO NOT** recognise the sender or are not expecting this email, **DO NOT** click on links or attachments.

Dear Adrian

I am writing on behalf of the communities surrounding Carrington Moss who would like the community alternative to the Carrington Relief Road to be considered in a fair and balanced way, with the needs of local residents and the environment at the heart of the decisions that are subsequently made.

You are aware that the Friends of Carrington Moss (FOCM), along with Parish Councils and other community groups, have repeatedly proposed an alternative community solution to the current route of the road. An alternative which is more sustainable, more beneficial to local residents and one which will actually promote modal shift. This alternative achieves the Option Appraisal criteria and is also less expensive and less environmentally/ecologically harmful than Trafford's preferred CRR route, which will cause (according to the planning application) 'County-scale' decline in red listed bird species and will 'draw' traffic from the M60, the M6, the M56 and the A56 onto wholly unsuitable minor roads.

I am sure that you are also aware that 77% of the 751 respondents to the first CRR consultation in 2025 said they were not in favour of the road and that the planning application has already received almost 800 objections (98.3% of representations).

New Carrington is the largest development in PfE, but there is no confirmed funding to improve public transport for the very deprived (decile 1) communities on either side of the peat moss. Despite over 40% of Partington and Sale West households not having access to a car (according to ONS data), it seems the masterplan will be focused around 4 major new roads, rather than sustainable passenger and freight transport hubs, locking communities into car dependency for the foreseeable future.

At a recent meeting, the CRR project team stated that the community alternative was dismissed as a potential solution because it was considered the costs of meeting TfGM standards for PROWs and permitted routes would be prohibitive. The project team asserted that these standards include 2 way active travel routes, each with separated cycling and walking facilities. We had a subsequent meeting with TfGM, which confirmed that this is a 'misunderstanding' of their requirements. For PROWs and/or permitted routes, TfGM would require accessible, 3m wide, shared use paths, which would clearly not result in the expense anticipated, so it was inappropriate to reject our solution on cost grounds.

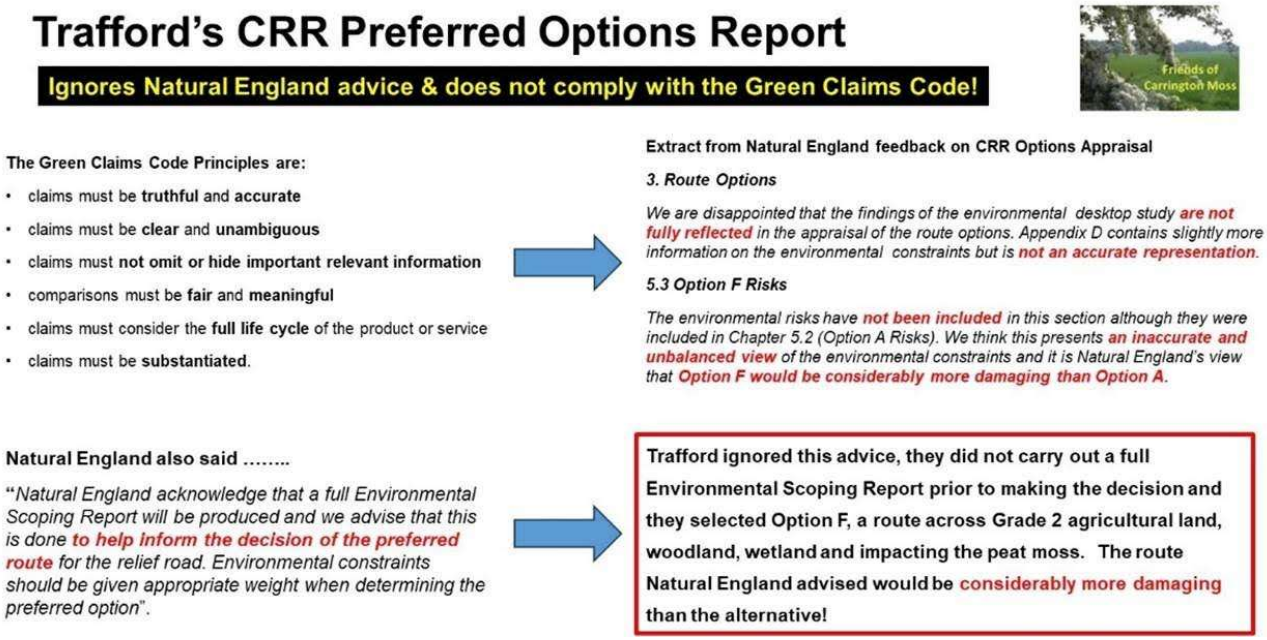
Among other points, that meeting with the CRR project team also revealed that the traffic modelling in the Option Appraisal was unreliable, that information in the appraisal document was based on out of date data, and that it was a very crude assessment which required a number of

assumptions and manual interventions to be made. We were informed that, in summary, the traffic numbers in the Option Appraisal are an historic piece of work that is no longer relevant to the planning application and that the data included in the Option Appraisal was not reviewed or updated for the planning application.

This means that no alternative option has been genuinely appraised as part of the planning application process.

The decision about the Preferred Option resulted in the most environmentally and ecologically destructive, and least sustainable, option being chosen despite the alternative suggested by local communities and the concerns of Natural England at the time. Those concerns were disregarded and were not included in the report to the Executive. Naturally we are extremely concerned that the outcome of the Options Appraisal was, therefore, flawed, and that the process was neither fair nor transparent due to the lack of consideration of that feedback.

Given the comments received from Natural England in response to the Option Appraisal process (summarised in the graphic below), and the extremely harmful environmental and ecological consequences of the current choice of route, we believe it is essential that the mitigation hierarchy is followed and that the alternative route is fully assessed.



It is clear from the information recently provided and the confirmation in the 'Induced Traffic Technical Note' that Trafford's preferred route will be at capacity by 2040 (less than 14 years away), that investment in sustainable passenger and freight transport is urgent and must be prioritised. This can only be done by minimising spend on increased road space.

We understand that the only funded transport intervention for the New Carrington area is the CRR, which is contrary to the objectives of PfE and the vision set out in the Greater Manchester Transport Strategy. In addition, the planning application indicates that, in drawing traffic from the motorways, the CRR will increase air, noise, light, vibration, dust and water pollution (to say nothing of carbon emissions), resulting in increased prevalence of chronic long term health conditions such as asthma, COPD, and cardiovascular disease, which are already a factor for Partington residents, with the Health Inequalities Report (2022) showing significantly higher incidence than the averages for England or Greater Manchester.

Existing communities are keen to have meaningful input into the development of New Carrington, and, whilst we note the Council's concession, in their recent legal action, about "*the importance of consultation*"[1], we recognise that challenge would equally apply to the New Carrington Transport Strategy, for which there was no consultation.

With all the above in mind, we'd like to formally request that the community alternative is reconsidered to ensure procedural fairness, that sustainable transport is prioritised and that a valid alternative is considered within the planning application process, rather than any approval merely being a 'tick in the box'.

Our aim is to ensure that communities can influence the plans for our area (in accordance with government expectations that "*decisions about what to build and where should be shaped by local communities and reflect the views of local residents*"), and, of course, to leave a positive legacy for future generations.

I look forward to your response.

Thanks

Marj

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[1] https://www.bailii.org/ew/cases/EWHC/Admin/2026/261.pdf (paragraph 65)

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Kind regards
Marj Powner
Chair, Friends of Carrington Moss (https://friendsofcarringtonmoss.com/)
Vice Chair, Save Greater Manchester Green Belts Group (https://www.savegmgreenbelt.org.uk/)
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