

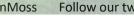
Carrington Moss

The largest Natural Capital Asset in Trafford









About Marj Powner

Community Campaigner & Sustainability Enthusiast!



Locally:

- Chair Friends of Carrington Moss
- Treasurer Friends of Coppice Library
- Committee Member SkillzFC (community football club)
- Honorary President Friends of Dainewell Park

Regionally:

Vice Chair Save Greater Manchester's Green Belt

Nationally:

Vice Chair Community Planning Alliance













Habitats on Carrington Moss



Peat Moss, Grade 2 Agricultural Land, Extensive Woodland & Wetland Habitats

Endangered Species



Peat Moss/ Reserves / Sites of Biological Importance / Sites of Special Scientific Interest





Over 20 Red Listed Birds

Starling

Linnet

Grade 2 BMV Agricultural Land



Woodland









Spotted

Ring Ouzel

Flycatcher



Whinchat



Birds of Prey

Bird Haunts and Nature Memories

T. A. Coward (1884)



MEMORIES OF A CHESHIRE MOOR

1884

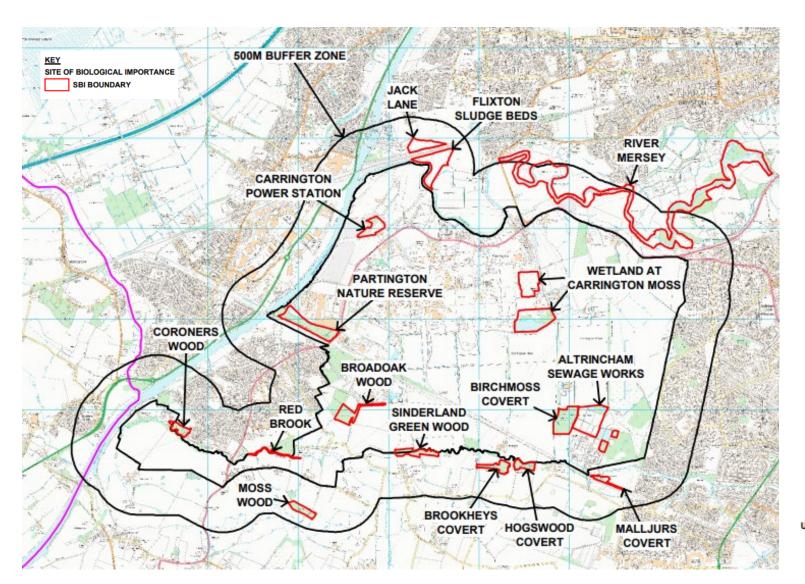
AWAY to the north, hazy in the distance, a line of trees screened the quiet village of Carrington; the square tower of the church peeped above them. Eastward, still further away, were the tall Lombardy poplars of Ashton-on-Mersey, but between us and the trees stretched a level expanse of purple ling, a grouse moor, well stocked, within seven miles of the centre of Manchester. Hundreds, nay thousands, living within a radius of a few miles hardly knew of its existence, and certainly did not consider it worthy of a visit. To us as schoolboys it was paradise; the dread of the keeper's stick or of a sudden drop into a bog-hole added a spice of advenperry; an incautious step and we were noundering in prown peat water and very black mud. In the overhanging clumps the yellow-billed twite, the "heather lintie." made its nest, often using the feathery cotton-grass for a cosy lining; from the oozy mud the snipe rose, dodging and calling; more rarely we disturbed the curlew and heard its plaintive whistle. Doubtless it too nested there, though we never found the nest or the crouching, shortbilled young.

Cranberry and bilberry varied the monotony of ling and heather, for both heaths were plentiful; lush tracts were white with the waving flags of cotton-grass. Sundews, three species, took toll of the countless flies which buzzed over the moor and alighted on their sticky, deceitful leaves; marsh andromeda was there, and a few fine clumps of royal fern. Crowberry, often confused with heather, was abundant, as it is on the upland moors. When we disturbed the hare from its form its powerful hind-legs threw up showers of glistening drops as it dodged between the tussocks. We chased and caught the heath moths and the Manchester treble-bar, whose caterpillar devoured the cranberry; we brought away scores of the hairy larvæ of the oak-eggar and lost them at home, finding starved unfortunates spinning in out-of-the-way corners where the domestic brush had failed to reach them. The big, green, gold-spangled grub of the emperor



SBIs & SSSIs on and around CM







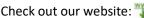
GREATER MANCHESTER ECOLOGY UNIT ECOLOGICAL SEARCH - SJ 7391 NEW CARRINGTON TR1 - SBI MAP

SCALE 1:30,000

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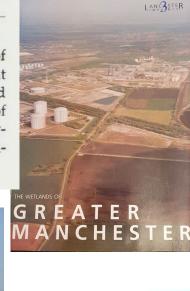
Other Eco-System Services

Just some examples of the huge range provided by Carrington Moss



Carrington Moss (SJ 740 915)

Carrington Moss is situated on the southern side of the River Mersey and the confluent River Irwell, at c 29 m OD (Front cover, Fig 34). The moss formed over fluvial sand and gravels deposited on top of clays; 325 ha of peat currently survive. The underlying solid geology is a band of Permo-Triassic sandstones and shales.



Historic England research records

🚔 🕡

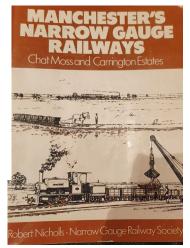
Historic England Research Records

Starfish Bombing Decoy Sf9f

Location

Carrington

Summary: A Second World War bombing decoy site at Carrington Moss. It was commissioned in Decembe 1940 as a 'Permanent Starfish' site to deflect enemy bombing from the city of Manchester. By 1942 a 'QL' 1940 as a Fernandria Stanish and the site as part of the Csenses of civil decoys to protect Manchester docks. The Starfish' decoy operated by lighting a series of controlled fires during an air raid to replicate an urban area targeted by bombs. The QL' decoy simulated the dock and factory lighting that would be present at Manchester's docklands. The site is referenced as being operational until 1943, but could have been in use until August 1944. Aerial photography from 1963 shows that the site had been given over to agricultural use and no features of the decoy survive. Further civil bombing decoys for Manchester were located at Chat Moss and Astley Moss. Carrington Moss was one of nine 'Starfish' sites for Manchester.











Places for Everyone (P4£ - whoops P4E)

Some revealing facts and figures!



It is clear, there is no justification for the release of green belt land anywhere in Greater Manchester!

Projected population increase

158,200

At housing occupancy rates averaged at 2.38 people per house results in a need for 66,500 homes

Government housing need formula result for Region

165,000

Available land supply more than meets this need!

Available land supply across all 9 GM districts (without the release of green belt)

170,000

Including green belt release, land supply will be

At average housing occupancy rates, this results in over 450,000 additional GM residents

There is sufficient existing housing land supply to support housing development for over 400,000 people (against a natural population increase of less than 160,000 people) without releasing green belt anywhere in GM!

In total, GM will lose 2,430 ha of green belt, the equivalent of 3,403 football pitches (note: just 675 hectares of new green belt will be designated as part of the plan)

Trafford currently has less green belt (37.6%) than the GM average (46.7%) and post plan approval will have 35% against a regional average of 45%

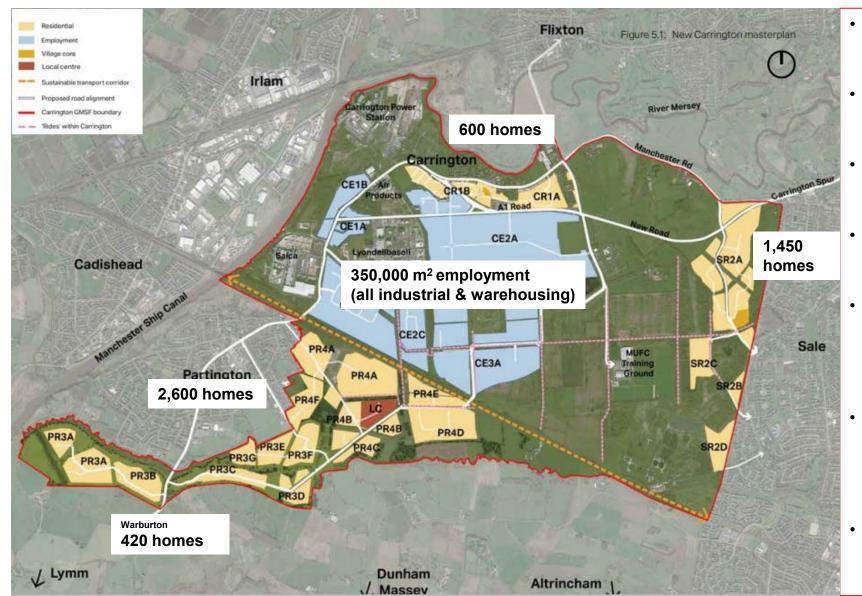
The regional average net loss of green belt is 3.27%, for Trafford it is 6.7%



The Current Trafford Master Plan

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





- Plan is for 5,000 homes and 350,000 m²
 employment (all industrial and warehousing no digital, no tech, no retail, no green jobs)
- Note that, in addition to these numbers, a further 1,000 homes already have planning approval just outside of the Allocation area!
- Commitment to Carrington Relief Road but NO commitment to additional public transport, no trams, no trains & no new bus services
- 4 major roads to be constructed adjacent to SSSIs, SBIs and reserves, impacting populations of red listed birds & endangered wildlife
- Significant increase in air. noise and light pollution impacting local residents, users of Carrington Moss, professional athletes and children using the training grounds (in addition to those wildlife & birds)
- Carbon implications of the plan are huge & there
 is a likelihood of flooding (see the recording of
 our recent public meeting about the carbon
 impact of land use changes on our YouTube
 Channel here)
- Much of the remaining green corridor is privately owned, includes commercial buildings so is not accessible, is not green and is regularly flooded

But that is not all!

Other threats to Carrington and Warburton Mosses

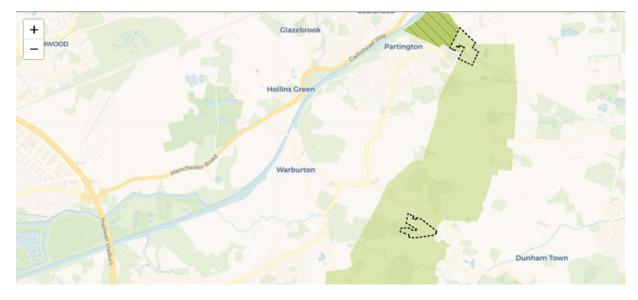




Burnage Brooklands Cheadle Altrincham

Hydrogen Pipeline





So, what should be considered?

To determine whether a development is sustainable



Transport Options

Commitment to a range of public transport and sustainable freight options

Employment Opportunities Local job opportunities in a variety of sectors, for different levels of experience

Local Amenities

Access to local schools, shops, health services, green spaces, etc

Locally Sourced Food

Availability of locally sourced produce for human and animal consumption

We would, of course, include sustainable construction but:

- being sustainable is only encouraged by Trafford!
- building on peat/wetland cannot be considered sustainable
- grade 2 bmv agricultural land will be concreted over
- hundreds of trees will be felled

From Trafford's document:

"Encouraging the use of sustainable sources of construction materials and minimising construction waste in line with achieving a BREEAM excellent rating"

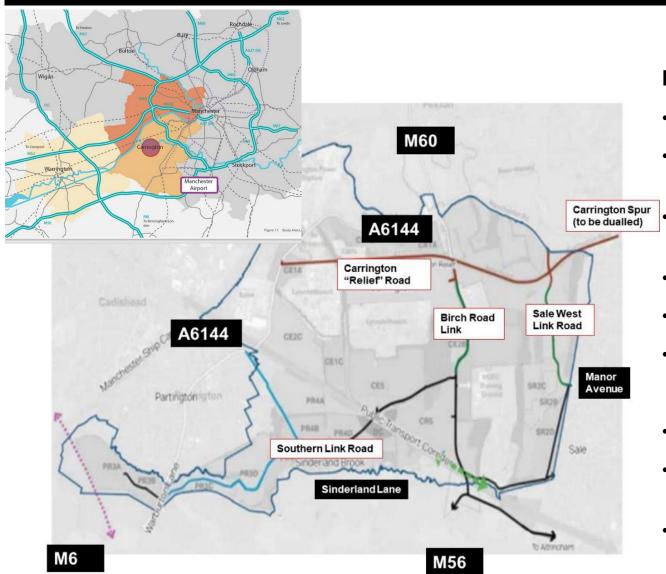




Trafford's New Carrington Masterplan



Significant issues and impacts to both human and wildlife populations!



Key challenges:

- Creation of traffic islands in a sea of air, noise and light pollution
- No trams, no trains, no commitment to additional bus services, in fact bus services continue to be withdrawn/diverted in this area
 - TfGM's response to our FOI: "There are currently no committed schemes to improve public transport in this area"
- Land is Grade 2 BMV agricultural land and 3m deep peat moss
- Plan is for the CRR to be dualled
- Significant HGV volumes (Sept 2020 200 per hour in rush hour, 135 per hour at other times, including some night-time volumes – note and this is when only some of the industrial areas are occupied)
- Potential for increased surface water flooding & vermin issues
- Major impact on red listed birds, endangered wildlife and sites of biological importance
- Major impact to human mental and physical health

Transform to a sustainable development?

Construction will destroy GM's second largest peat moss



Destruction of an irreplaceable habitat cannot be considered to be sustainable

Bore hole records confirm levels of peat

Academic study in 1995 suggested 325 hectares of peat remain on Carrington Moss (shown in the light brown area)

There are viable alternatives to this plan

The plan should be reconsidered given Trafford declared a climate emergency in November 2018 and produced their Carbon Neutral Action Plan in December 2020

See the recording of our recent public meeting about understanding the bore hole records on our YouTube Channel here

New Carrington is not a sustainable development

FOCM have identified some alternatives to enhance sustainability



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".

We have arranged workshops involving community representatives, Parish Councils, landowners, Trafford Council officers, specialist organisations and expert individuals to review:

- **Ecology and Biodiversity on Carrington Moss**
- **Interconnected Traffic Free Routes across Carrington Moss**
- Air Quality and Air Pollution in the New Carrington Area

Greater Manchester aims to be "a place at the forefront of

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)

And, we have created Alternative Strategies to enhance sustainability, rather than reduce it!

An Alternative Transformation Strategy for Carrington Moss

Biodiversity Units by Ward

TEP mapped BUs at

electoral ward scale

highlighting "nature

deprived" areas

afford is starting almost at the bottom of the tableshou



Alternative Land Supply

Alternative Sustainable Transport Options Just some of the many ideas identified by local communities

Getting Freight off the roads

Getting cars off the roads

Make full use of Manchester Ship Canal and the former railway line into Carrington and Partington

Passenger and freight

Potential for an

Bridge to Irlam Wharf or Port

access to Irlam

Underground

trains (invest in

Additional bus

Community transport (high modal shift)

Water-based public transport services







action on climate change, with clean air and a flourishing

- P4E confirms existing housing land supply is adequate to meet housing need numbers without releasing green belt · GM Authorities have agreed an accelerated and excessive growth spatial option, rather than a climate-focused spatial option - the public transport max spatial option should have been progressed
- Impact of Covid must be considered (expectation that windfall sites will become available post-Covid, due to widespread increase in home-working, particularly office sites)
- · GMCA/LAs should commit to a post-Covid review of planned construction to determine whether developers are on target to deliver plans which already have approval, together with an agreed action plan should those numbers not be achieved, this should include a detailed review of planned new office space and the location of industrial/warehousing (only developments with genuinely sustainable transport options should be approved)
- Demonstrate that the GMSF/P4E is a "green" growth plan there is an emphasis from all political parties on nature-led
- . Ensure compliance with the declarations of a climate emergency made by LAs, Public Health, and other public bodies
- 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)
- · The focus for housing should be on the development of homes for social rent to meet current dire need

TEP estimated that Greater Manchester has 766,000 biodiversity units (BUs), an average of 5.8 BUs per hectare. Oldham has the greatest score Trafford has the second lowest

· Consider all brownfield sites (including smaller sites) across GM.

The plans for this area should have involved residents sitting around the table generating ideas and identifying genuinely sustainable alternatives to constructing new roads across a peat moss, grade 2 agricultural land, wetland and woodland

Follow our tweets: [@FriendsMoss

Their analysis estimates biodiversity units (BUs) present at a

Defra's Biodiversity Metric 2.0. The number of BUs on any piece

of land depends on the habitats present, their quality, condition

heathlands, reedbeds, mature native woodland can score over

and connectivity. For example, a species-poor road verge or

playing field would have only 2 BUs per hectare, whereas

landscape scale. They state that "A BU is measured using

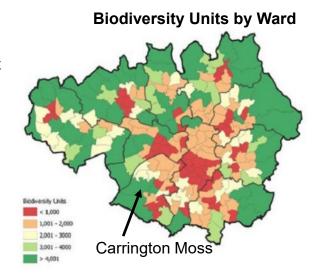
An Alternative Transformation Strategy for Carrington Moss

When Trafford starts almost at the bottom of the tableshouldn't we have a Transformation Strategy that significantly increases our biodiversity units?



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

Carrington Moss is classified as a "nature rich" area



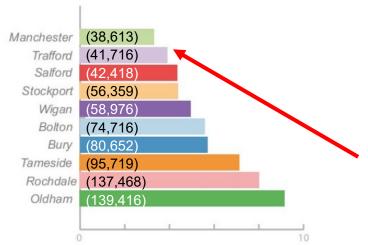
TEP assessed the current state of the natural environment. Their analysis estimates biodiversity units (BUs) present at a landscape scale. They state that "A BU is measured using Defra's Biodiversity Metric 2.0. The number of BUs on any piece of land depends on the habitats present, their quality, condition 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

See the recording of our public meeting in which the Lancashire Peatlands Initiative shares how we can restore our peatmoss on our YouTube Channel here



Have Trafford heard about the Green Claims Code?

Business and Services Companies MUST abide by it

Including developers, construction companies and the ecologists they use!

How does Trafford's CRR Preferred Options Report Comply?

Looking at Natural England comments alone, it clearly does not comply!



Extract from Natural England feedback on CRR Options Appraisal

3. Route Options

We note that the full Environmental Scoping Report is not yet available but the Options Appraisal Report states that a desktop assessment has been carried out. We are disappointed that the findings of the environmental desktop study are not fully reflected in the appraisal of the route options. Appendix D contains slightly more information on the environmental constraints but is **not an accurate representation**.

5.3 Option F Risks

The environmental risks have **not been included** in this section although they were included in Chapter 5.2 (Option A Risks). We think this presents an inaccurate and unbalanced view of the environmental constraints and it is Natural England's view that Option F would be considerably more damaging than Option A

The Green Claims Code Principles are:

- claims must be truthful and accurate
- claims must be **clear** and **unambiguous**
- claims must not omit or hide important relevant information
- comparisons must be fair and meaningful
- claims must consider the **full life cycle** of the product or service
- claims must be **substantiated**.



The New Carrington Masterplan introduces

Inequities and inconsistencies for Trafford residents!



Trafford Declared a Climate Emergency (November 2018) this Masterplan is inconsistent with the aims of that declaration



The proposals for this one Ward (Bucklow St Martins) equates to over 20% of Trafford's planned housing development for the next 16 years!



Bucklow St Martins is facing an unsustainable increase in local population of almost **72%**



Based on the demographics of the existing population, the new homes within the Allocation area will require over 2,800 school and nursery places, and a further 480 places will be needed for the approved applications outside of the allocation area.

Trafford's Carbon Neutral Action Plan (published December 2020) does not even mention that Trafford has 2 peat mosses!



Issues such as health inequalities, lack of access to green space, lack of affordable housing, lack of access to a diverse range of local jobs, large number of hazardous businesses in the locality and huge volumes of HGV traffic

Our struggle to secure robust consultation

Have residents EVER supported the proposals included within P4E?



2012 Core Strategy

Trafford report 87 responses in total but then give the following figures, no responses relate to the CRR

November 2009 2012 Core Strategy Consultation

24 Responses in Total Very few from residents!

March 2010 2012 Core Strategy Consultation

44 Responses in Total Very few from residents

August 2014 **All Local Planning Authorities in GM** agreed to prepare GMSF

Scoping Survey receives a total of **94** responses

2015 **GMSF Growth and Spatial Options Paper**

Only 180 respondents in total (of 2.79m citizens) - around 33 appeared to be from residents

First Consultation 2016 GMSF Responses

- Very limited consultation no local publicity about the impact, no involvement of Parish Councils
- New Carrington Allocation:
- Only 33 responses (22 individuals)
- Over 66% disagreed with proposals
- Of the 33% agreeing, many only agreed with development on brownfield areas



FOCM Founded January 2017 following landowner signage on CM footpaths

Second Consultation 2019 GMSF Responses

- · Consultation and publicity still inadequate
- New Carrington Allocation:
 - 867 responses
 - Over 83% disagreed/mostly disagreed
 - Only 7.5% agreed or mostly agreed with the proposals

Many disingenuous statements, eg, the New Carrington location "enables the redevelopment of the extensive former Shell Carrington industrial estate" (note that the brownfield land has already had planning approval without the GMSF being complete). There was no focus on the planned release of 240 hectares of green belt land for development on irreplaceable habitats!

3rd Iteration 2020/2021 (Regulation 19 Consultation)

Stockport politicians voted to withdraw in 2020, plan renamed Places for Everyone (P4E)

The 2021 consultation responses are currently under review by the GMCA, prior to being sent to the SoS

For the New Carrington Allocation - there was still no involvement of Parish Councils or other community representatives prior to the documentation being released in October 2020

Again, many disingenuous statements

The 2020 document stated that "Due to the existing condition and nature of habitats, hydrology and land available, large scale restoration of raised bog will not be possible" - this is not the case!

The document also suggested that public transport will be significantly improved – responses to our FOI requests suggest this will not be the case!



FOCM Survey 2021 Of 831 responses: 4.7% support the New Carrington Masterplan 94.2% support FOCM alternatives



FOCM Petition 2021 1,632 responses: Residents do not support the construction of roads across **Carrington Moss**



CRR Public Engagement 123 responses



Did respondents understand the plans for New Carrington?

2019 GMSF Consultation



The Policy (note that this was a separate question to the Allocation and many local people did not respond to it):

New Carrington provides the only opportunity in Greater Manchester to deliver a new settlement of significant size.

The Question:

Do you agree with our proposed policy for New Carrington? (Q 24a) and What is the reason for your answer? (Q 24b)

Examples of responses from those who AGREE or MOSTLY AGREE with the policy:

Agree mostly but there should not be any development of Carrington Moss and the surrounding green spaces

It appears that no Green Belt will be taken, and there is a planned Infrastructure.

Appears minimum impact on green belt

Can't see a flaw. Doesnt seem to use greenbelt land

It mostly uses brownfield land, this is sustainable, green belt development is not

Basically a brown field area

Housing on a mostly brownfield site gets my vote.

Agree because this is a redevelopment of an old industrial estate so not greenbelt land

Please re generate the old Industrial site, but dont start taking bites out of the Greenfield areas there

Agree with redevelopment of the shell site but not building on farm and green belt land

The document provides no evidence that this is correct!

Of the 440 respondents who agreed or mostly agreed 155 posted comments, of these:

- 26 (17%) specifically wanted green belt to continue to be protected
- 51 (32%) assumed the allocation area was all or mostly a brownfield site







Carrington Relief Road Business Case

Value of Carrington Moss - costs are about more than just money!



FOCM Alternative Proposal



Hugely positive impact on the health and wellbeing of Trafford residents



Trafford suggests they have a 60-year business case when the GM Transport Strategy wants to see a huge reduction in car traffic and more freight by rail and water by 2040!

Trafford's outline business case suggests that the benefits are around

£2.2m per year (in reduced travel time, not cash benefit)

Trafford's Proposal



Immensely negative impact on the health and wellbeing of Trafford residents and the environment

Carrington Moss achieves £15m per annum in Natural **Capital Benefits** (a very conservative estimate based on the GM Natural Capital Account)

Sustainable Development

What does it really mean?



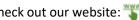
Just a reminder about the words from the NPPF:

"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".

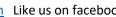
So perhaps what we should be asking ourselves is – are there other places in Trafford where we can:

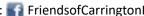
- restore peat to more effectively capture carbon, so our children and grandchildren can breathe cleaner air?
- grow crops and alleviate surface water risks, so our descendants have fresh food, with a low carbon footprint, and residents are not fearful of flooding every time it rains?
- increase the populations of red listed birds and endangered wildlife, so we can help nature's recovery, increase biodiversity and mitigate the impact of climate change?

If the answer is "No" to one or more of these questions, we should not be building on Carrington Moss!









FOCM Community Events & Activities

Walks and Talks on, around and about Carrington Moss









We've also written songs to celebrate Carrington Moss, see the community performance on our YouTube Channel here and the music and photos of the Moss here

School Visits



Workshops



Information Sharing



Positive Protesting!







Activities

eg

Landscape

Painting

FOCM 200 Club

A great way for you to support us whilst having a bit of a flutter!





- Just £22 annually (you can pay via cash, cheque, or via online banking)
- All participants must be over 16
- The draw will take place on the **28**th of each month
- The prize money will be 45% of the membership fee taken that month, apportioned as follows: 1st prize of 25%, 2nd prize of 15% and 3rd prize of 5%
- The remaining 55% goes into the Friends of Carrington Moss funds to help further the key aims of the organisation.



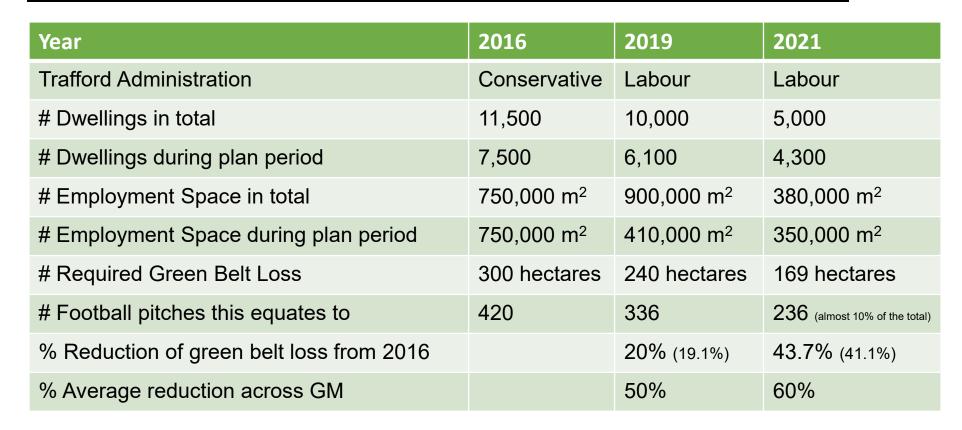
Background Slides





New Carrington GMSF/P4E Allocation

From 2016 to 2021 – how have the figures changed?



Have local residents been engaged in the creation of the New **Carrington Masterplan (under any Administration)?**

NO!

We were just given the opportunity to review over 200 documents (14,000 pages), clearly a strategy aimed at reducing citizen input to the GMSF!



1,754 ha net loss of green belt across GM (2,456 football pitches)

Current average green belt across 9 Boroughs is **46.7%**, for Trafford it is currently 37.6%

Post plan average green belt across the 9 Boroughs 45%, for Trafford it will be 35%

Post plan average net loss of green belt across the 9 Boroughs is **3.27%**, for Trafford it will be **6.7%**



What are the Gunning Principles?





New Conversations 2.0 LGA guide to engagement



Rules: The Gunning Principles

They were coined by Stephen Sedley QC in a court case in 1985 relating to a school closure consultation (R v London Borough of Brent ex parte Gunning). Prior to this, very little consideration had been given to the laws of consultation. Sedley defined that a consultation is only legitimate when these four principles are met:

- 1. proposals are still at a formative stage A final decision has not yet been made, or predetermined, by the decision makers
- 2. there is sufficient information to give 'intelligent consideration' The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response
- 3. there is adequate time for consideration and response There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation, despite the widely accepted twelve-week consultation period, as the length of time given for consultee to respond can vary depending on the subject and extent of impact of the consultation
- 4. 'conscientious consideration' must be given to the consultation responses before a decision is made Decision-makers should be able to provide evidence that they took consultation responses into account

These principles were reinforced in 2001 in the 'Coughlan Case (R v North and East Devon Health Authority ex parte Coughlan²), which involved a health authority closure and confirmed that they applied to all consultations, and then in a Supreme Court case in 2014 (R ex parte Moseley v LB Haringey3), which endorsed the legal standing of the four principles. Since then, the Gunning Principles have formed a strong legal foundation from which the legitimacy of public consultations is assessed, and are frequently referred to as a legal basis for judicial review decisions.4

The importance of Carrington Moss

What does Trafford's current development plan say?





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"

An early grasp of the climate emergency?

2006

2012

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"

Trafford's Core Strategy

SL5.4 In order for development in this Location to be acceptable the following will be required:

- "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"



They are not just "fields"

They are Grade 2 best and most versatile agricultural land!



Whilst previous documents **DO** talk about road infrastructure improvements, they do **NOT** mention that the road will be constructed on green belt land and certainly do not suggest it will be constructed across the agricultural land- what they do say is:

UDP 2006

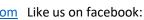
- Trafford would continue to protect the Green Belt in this area and would "safeguard the best and most versatile agricultural land from forms of development that would irreversibly destroy its longer-term potential"
- Trafford would refuse planning permission for new development on various areas of 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.

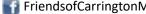


Core Strategy 2012

- R4.5 The Council will protect existing agricultural land as an important resource for Trafford's local economy. In particular, the Council will seek to protect the Borough's:
 - (a) Richest soils located south of Carrington Moss (Settled Sandlands) for agricultural purposes
 - R4.6 In order to support Trafford's agricultural community, the Council will consider appropriate farm diversification proposals where it can be demonstrated that the proposal would not.
 - a) Replace the existing agricultural use;
 - Have a detrimental impact on the existing ecology and landscape of the area; and
 - c) Be contrary to Government Guidance or other policies within this Plan







Public Transport Improvements outlined





In Trafford's 2006 UDP and the 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!

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
- SL5.4 In order for development in this Location to be acceptable the following will be required:
 - Contributions towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks; these include public transport and highway infrastructure schemes;
- 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



Bridge across the Manchester Ship Canal

Why, given the elapsed time, has this not even been considered?



UDP 2006

The Council will safeguard routes for the following **infrastructure improvements (**page 71):

(b) The provision of a new vehicular and pedestrian bridge links across the Manchester Ship Canal from the A6144 Manchester Road to the A57 Cadishead Way (Salford) to improve linkages between the communities and employment opportunities on the Trafford and Salford banks of the Manchester Ship canal;



Core Strategy 2012

Strategic Locations

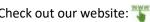
Provision of a New Prior				
Canal Crossing 4 Across Manchester Ship Canal	ty Approx £49m	Unknown	Private Developer	Private Developer

Core Strategy 2012:

Page 21: Partington: Opportunities offered by the Manchester Ship Canal for increased sustainable transportation.

Page 22 Carrington: How to utilise the opportunities offered by the Manchester Ship Canal for increased sustainable transportation.

Page 116 I3.18 The promotion of the Manchester Ship Canal as a sustainable transport route is consistent with national guidance regarding the protection, improvement and development of the water transport network







Movement of Freight

Why, given the elapsed time, have these initiatives not even been considered?



Despite the recognised challenges with the amount of freight traffic in Carrington, Trafford's Planning Committee has continued to approve developments without securing sustainable freight movement solutions

UDP 2006

The Council will safeguard routes for the following **infrastructure improvements (**page 71):

- (c) The reinstatement of rail freight access into the area along the route of the Altrincham-Irlam rail route;
- (d) The re-instatement of the Altrincham-Irlam railway line for passenger and freight traffic;
- (e) The provision of new passenger rail stations on the reinstated Altrincham-Irlam railway;

Core Strategy 2012

Freight Transport (page 116)

13.16 Better utilisation of railways, ports and shipping services has a vital role to play in building a sustainable distribution system. When intensively used, railways can offer a substantially more energy-efficient means of distribution.

13.18 The promotion of the Manchester Ship Canal as a sustainable transport route is consistent with national guidance regarding the protection, improvement and development of the water transport network. The enhanced role of inland waterways for freight distribution will have positive environmental benefits, in particular in terms of climate change.

Alternative Sustainable Transport Options

Just some of the many ideas identified by local communities



Getting Freight off the roads

Getting cars off the roads

Make full use of Manchester Ship Canal and the former railway line into Carrington and Partington

Potential for an active Wharf at Carrington



Bridge to Irlam Wharf or Port Salford



Underground access to Irlam Wharf or Port Salford



Passenger and freight trains (invest in reactivating former railway line)



Additional bus services (high priority)



Community transport (high priority to secure modal shift)



Water-based public transport services



The plans for this area should have involved residents sitting around the table generating ideas and identifying genuinely sustainable alternatives to constructing new roads across a peat moss, grade 2 agricultural land, wetland and woodland





Cycling Buses - schools, businesses and the public are interested!



Trackless Trams

Measuring Air Quality Locally

Take advantage of a range of opportunities to understand local air quality



PM_{2.5} Recorded 9th September 2020 Isherwood Road Junction:

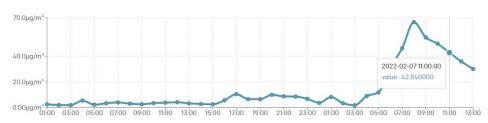
date (UTC)	pm 10 (ug/m3)	pm 2.5 (ug/m3)	
09/09/2020 07:45	31.93	13.11	
09/09/2020 07:50	13.07	11.96	
09/09/2020 07:52	43.63	9.85	
09/09/2020 07:53	26.40	13.42	
09/09/2020 07:54	53.01	13.67	
09/09/2020 07:56	179.96	8.17	
09/09/2020 07:59	709.53	214.26	
09/09/2020 08:01	103.95	40.67	
09/09/2020 08:02	78.52	9.02	
09/09/2020 08:03	48.50	11.06	
09/09/2020 08:05	30.71	21.94	
09/09/2020 08:08	778.46	168.55	
09/09/2020 08:09	169.55	16.92	
09/09/2020 08:18	25.52	9.22	
09/09/2020 08:19	10.22	9.19	
09/09/2020 08:20	53.19	39.50	
09/09/2020 08:21	40.50	15.18	
09/09/2020 08:22	288.97	99.56	
09/09/2020 08:23	100.56	65.33	

Active local authority funded monitoring sites

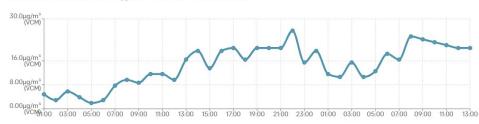
Monitoring Site	Ozone (O ₃)	Nitrogen Dioxide (NO ₂)	Sulphur Dioxide (SO ₂)	Particulate Matter (PM _{2.5})	Particulate Matter (PM ₁₀)	Highest Pollution Band	Last Updated
Trafford A56	n/m	30 (1 Low)	n/m	n/m	18 (2 Low)	Low (Index 2)	07/02/2022 13:00
Trafford Moss Park	n/m	16 (1 Low)	n/m	n/m	18 (2 Low)	Low (Index 2)	07/02/2022 12:00
Trafford Wellacre Academy	n/m	9 (1 Low)	n/m	n/m	n/m	Low (Index 1)	07/02/2022 13:00

» Visit the Defra UK-AIR website for details of Defra funded AURN monitoring sites

Hourly data for NO₂ (previous 24 hours)



Hourly data for PM₁₀ (previous 24 hours)





We need help!!!