

Places for Everyone Representation 2021

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| Given Name | Burford Carrington Limited |
| Company / Organisation | Burford Carrington Limited |
| Person ID | 1286826 |
| Title | Stakeholder Submission |
| Agent Company / Organisation | JDA Planning Consultancy |
| Type | Web |
| Include files | PFE1286826_Rep_BurfordCarrington.pdf PFE1286826_SiteMap.pdf |
| Given Name | Burford Carrington Limited |
| Company / Organisation | Burford Carrington Limited |
| Person ID | 1286826 |
| Title | JPA 33 New Carrington |
| Agent Company / Organisation | JDA Planning Consultancy |
| Type | Web |
| Include files | PFE1286826_SiteMap.pdf PFE1286826_Rep_BurfordCarrington.pdf |
| Soundness - Positively prepared? | Unsound |
| Soundness - Justified? | NA |
| Soundness - Consistent with national policy? | NA |
| Soundness - Effective? | NA |
| Compliance - Legally compliant? | NA |
| Compliance - In accordance with the Duty to Cooperate? | NA |
| Redacted reasons - Please give us details of why you consider the consultation point not to be legally compliant, is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. | <p>Policy Allocation 33 has not been positively prepared because it has not addressed the infrastructure requirements fully, and in particular, it has failed to recognise the importance of the former railway land in connecting the communities by sustainable modes of travel and providing safe and accessible green infrastructure that would enhance bio-diversity.</p> <p>The evidence base has omitted to address the obvious potential of the railway land to meet identified infrastructure requirements to support a well-connected, healthy and sustainable community.</p> <p>The railway land has a critical role to play in widening transport choice and providing accessible and safe green infrastructure and the route should be positively protected in the policy and then integrated into the masterplan work to follow.</p> <p>Please refer to our upload for more details.</p> |
| Redacted modification - Please set out the modification(s) you consider necessary to make this section of the | <p>Burford proposes the following amended text to Policy Allocation 33 (the proposed amendments are in bold type in the Upload and we recommend the Upload is referred to):</p> <p>Utilise the route of the disused Partington railway line and the former north-south railway line and sidings through the site as a strategic sustainable</p> |

plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above.

transport corridor providing links from New Carrington to the wider area as part of the Carrington Greenway scheme which includes reinstatement of the Cadishead viaduct for pedestrians and cyclists, as well as contributing to future improved east/west and north-south public transport linkages. The design of the Carrington Relief Road should safeguard the future re-use of the railway land as a green infrastructure and sustainable transport corridor is safeguarded in the design of the relief road.

Provide significant green corridors through the site, including the former north south railway line, and within land which remains in the Green Belt to provide areas of protected, high quality, accessible green infrastructure.

Provide significant areas of open and accessible green space throughout the allocation as part of the wider strategic green infrastructure network. These will provide important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site. Exploit the potential of the disused north south railway line and its sidings as accessible green space and a key connector to the wider areas of green space to the south of Carrington.

Retain, create and enhance wildlife corridors and steppingstone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure, including the disused railway land.

The delivery strategy must ensure that a mechanism is put in place to secure proportionate contributions from all developers within the New Carrington allocation and deliver the wide-ranging infrastructure required. All the land required for infrastructure including green infrastructure and sustainable transport routes should be included within the development at an early stage to ensure the development is connected and has a distinctive natural environment.