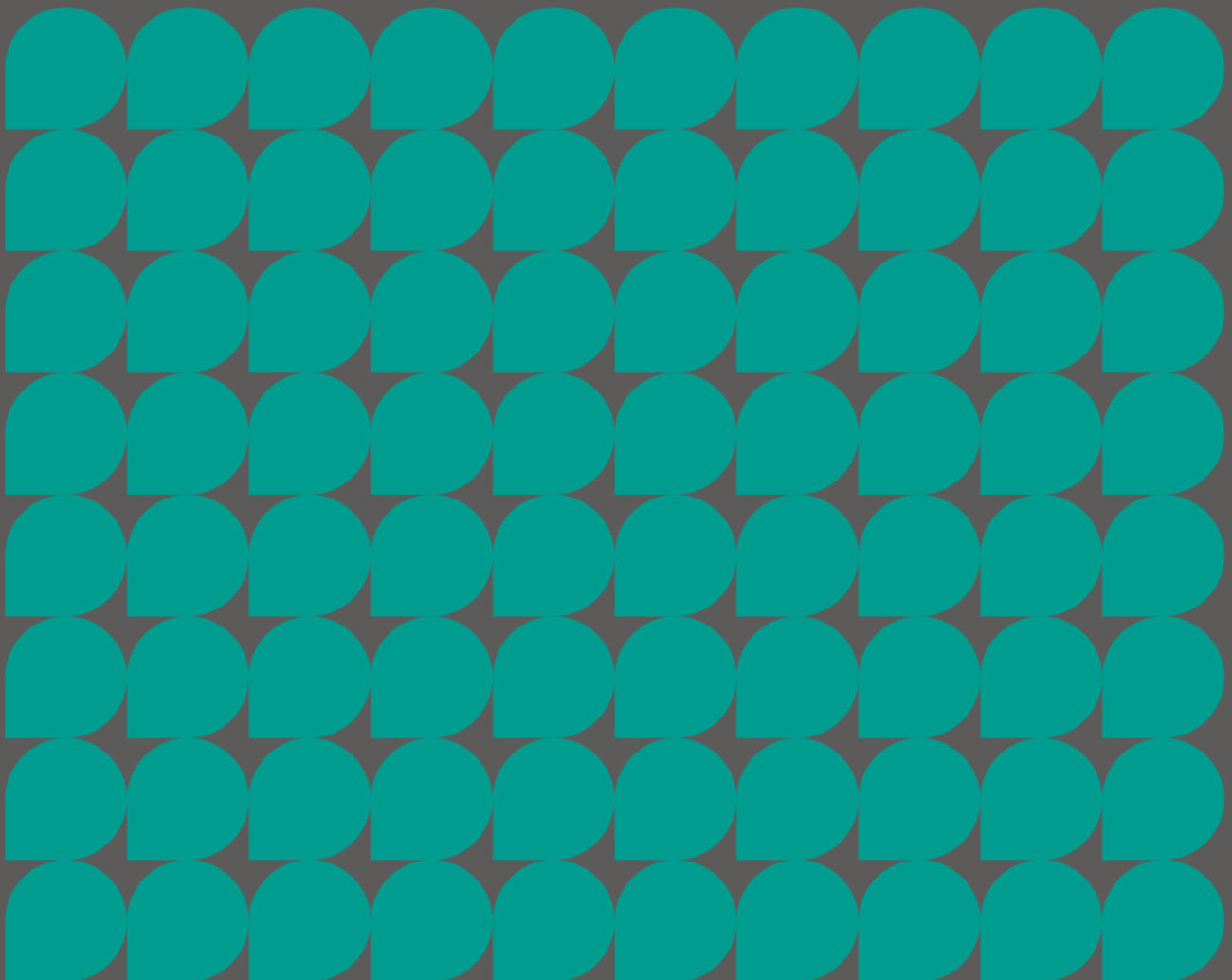


Places for Everyone

JPA33 New Carrington Allocation Topic Paper

July 2021



Contents Page

- Section A – Background4
 - 1.0 Introduction4
 - 2.0 New Carrington Overview6
 - 3.0 Site Details7
 - 4.0 Proposed Development.....9
 - 5.0 Site Selection13
 - 6.0 Planning History15
 - 7.0 GMSF 2019 Consultation Responses18
 - 8.0 GMSF Integrated Assessment 201920
 - 9.0 GMSF 2020 Integrated Assessment21
- Section B – Physical23
 - 10.0 Transport.....23
 - 11.0 Flood Risk and Drainage.....30
 - 12.0 Ground Conditions31
 - 13.0 Utilities.....32
 - 14.0 Other constraints33
- Section C – Environmental34
 - 15.0 Green Belt Assessment.....34
 - 16.0 Green Infrastructure44
 - 17.0 Recreation.....46
 - 18.0 Landscape.....47
 - 19.0 Ecological/Biodiversity Assessment48
 - 20.0 Habitat Regulation Assessment51
 - 21.0 Heritage Impact Assessment52
 - 22.0 Air Quality.....56
 - 23.0 Noise56
- Section D – Social57
 - 24.0 Education57
 - 25.0 Health.....58
- Section E – Deliverability59
 - 26.0 Viability.....59
 - 27.0 Phasing60
 - 28.0 Indicative Masterplanning.....61
- Section F – Conclusion.....67
 - 29.0 The Sustainability Appraisal67
 - 30.0 The main changes to the Proposed Allocation67

31.0	Conclusion	68
	Section G – Appendices	70
	Appendix A: New Carrington Policy JPA 33 from Places for Everyone 2021	71
	Appendix B: New Carrington Policy GM41 from the Draft GMSF 2020	85
	Appendix C New Carrington Policy GM45 from the Draft GMSF 2019	99
	References (added 09/08/2021)	104

List of Figures

Figure 1	JPA 33 New Carrington Location Plan	7
Figure 2	New Carrington extent of existing Green Belt and safeguarded land	10
Figure 3	Map showing major planning applications at New Carrington	15
Figure 4:	Plan showing existing public transport links and the Trans Pennine Trail	23
Figure 5:	New Carrington Indicative Movement and Highway Network Plan	28
Figure 6:	New Carrington COMAH zones Constraints Plan.....	33
Figure 7:	Proposed retained, released and additional Green Belt	34
Figure 8:	Harm of proposed Green Belt release in GMSF 2019 for New Carrington by land parcel.....	37
Figure 9:	Harm of proposed Green Belt release in GMSF 2020 for New Carrington by land parcel.....	38
Figure 10:	Green Infrastructure Plan	45
Figure 11:	Sensitivity of archaeology by HECA	53
Figure 12:	Indicative phasing plan development parcels for development	60
Figure 13:	New Carrington Masterplan	62
Figure 14:	New Carrington Character Areas.....	63

List of Tables

Table 1	New Carrington sources of land supply in the PfE 2021 plan period	9
Table 2	New Carrington Transport Interventions	26
Table 3:	SBLs within the New Carrington allocation by Grade (2020)	49
Table 4:	Cost per pupil by education sector.....	57

Section A – Background

1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.
- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable

a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.

- 1.8 In view of this, it follows that Places for Everyone (“PfE”) should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA’s website since October 2020. That said, this

evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

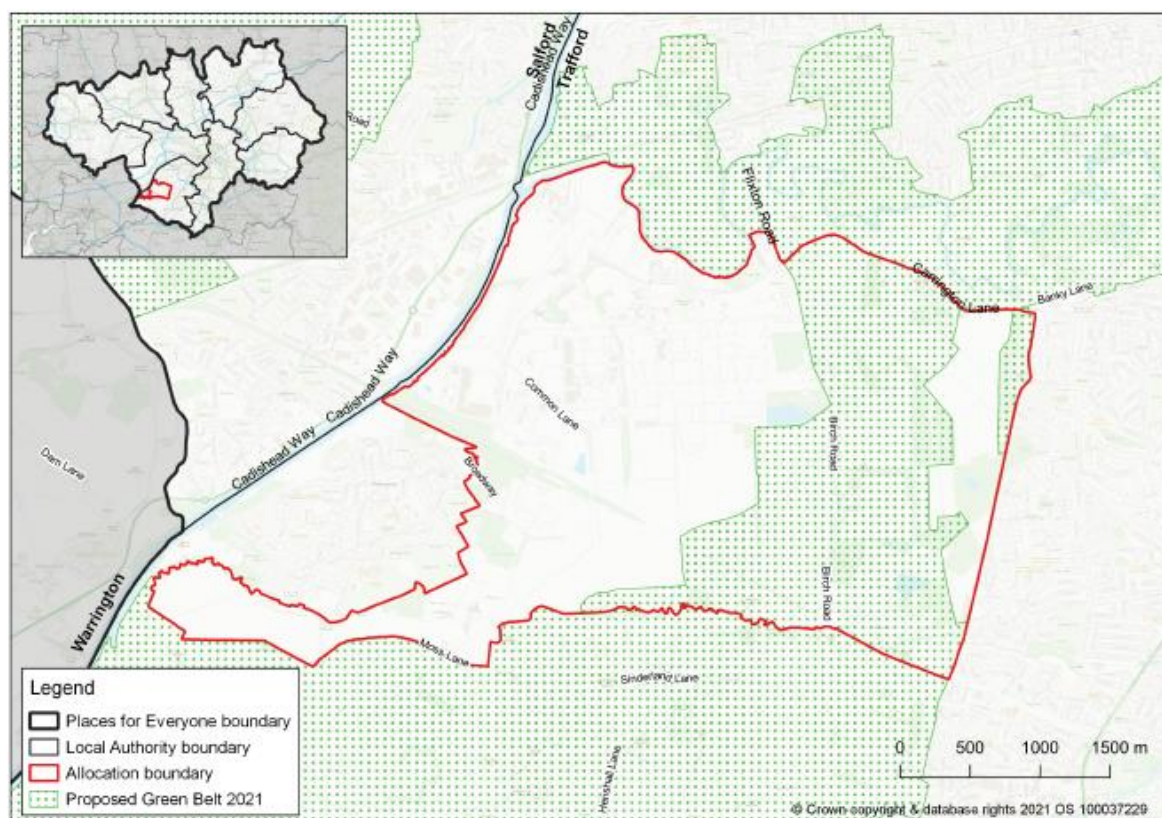
2.0 New Carrington Overview

- 2.1 The New Carrington strategic allocation in the Places for Everyone Plan 2021 (PfE, 2021) is a significant opportunity in Greater Manchester to deliver a site for substantial housing and employment development. The site will deliver development across a number of distinct character areas and will be integrated with the existing communities at Partington, Carrington and Sale West.
- 2.2 A new community will be delivered, incorporating a broad mix of housing types and tenures with a clear sense of place, as well as significant employment space for industry and warehousing. The development will make a sizeable contribution towards the housing and employment land supply for Trafford and Greater Manchester, and will have a positive role in addressing local socio-economic challenges and help shape a new economic future for the area.
- 2.3 The scale of the proposed development, in the strategically important location of New Carrington, will greatly improve transport links including public transport and active travel; improve the viability of community services and facilities in the area; and have a significant regenerative impact on existing communities which are currently relatively isolated in Partington, Carrington and Sale West.
- 2.4 The Carrington area is also identified in the Places for Everyone Spatial Strategy. Policy JP-Strat 9 Southern Areas is a strategic policy that supports the protection and enhancement of the economic competitiveness, neighbourhood quality and environmental attractiveness of the southern areas of Greater Manchester. Policy JP-Strat 11 New Carrington supports the development of housing and employment land at the allocation and highlights the importance of the New Carrington site in Places for Everyone. The detailed New Carrington allocation policy is JPA 33.

3.0 Site Details

3.1 The New Carrington allocation is located in west Trafford, south of the River Mersey. The Manchester Ship Canal forms much of the western boundary, as well as the existing Partington settlement boundary. To the east is the existing Sale West community and to the south Warburton, Dunham and the wider National Trust Dunham Massey estate. As shown in Figure 1.

Figure 1 JPA 33 New Carrington Location Plan



3.2 The allocation includes the former Shell Carrington industrial site and other industrial areas. The area also extends over mainly greenfield land towards Sale in the east and Warburton to the south. The total area of the allocation is 1,153 ha, and is a mixture of brownfield and greenfield land.

3.3 The allocation consists of two distinct development areas, the larger to the west of the allocation around the existing Carrington and Partington communities and an area adjacent to Sale West. A significant area of retained Green Belt stretches through the middle of the site from the Dunham estate in the south to the Mersey Valley in the north. This land includes the Sale Sharks training ground, Manchester

United FC training ground and Altrincham Wastewater Treatment Works; and will remain largely undeveloped.

- 3.4 Numerous Public Rights of Way and a section of the Trans Pennine Trail run through the allocation, providing access to Sale, Carrington and Partington.
- 3.5 The site includes land which is within the existing urban area along the A6144 route at Carrington Village, around the former Shell site and extends south towards Partington. There are a number of development sites within this area which are either under construction or have planning permission for new housing and employment development. This is Phase 1 of the wider New Carrington allocation.
- 3.6 The land at Warburton Lane (approx. 80 ha), to the south of Partington is not Green Belt, but is designated as Protected Open Land (or safeguarded land) in the Trafford Core Strategy (Policy R4). Protected Open Land has been identified for development beyond the current Core Strategy plan period and it has therefore been considered as part of the PfE plan review process.
- 3.7 The remaining land within the allocation area is designated as Green Belt, some of which is proposed to be released from the Green Belt, although a significant area of Green Belt will also be retained within the allocation. The New Carrington allocation covers a large area, within which development parcels have been identified. It is not proposed that the whole site be developed.
- 3.8 There are existing residential properties within the allocation which are not proposed for redevelopment, including isolated properties and farms, as well as small groups of properties. There are also listed buildings including the Grade II* listed Church of St George, as well as Westwood Lodge, and a number of listed buildings close to Warburton Lane / Moss Lane. There are also non-designated heritage assets throughout the area.
- 3.9 The site includes a number of Sites of Biological Interest (SBI) including, Wetland at Carrington Moss, Broadoak Wood, Coroners Wood, Carrington Power Station and Partington Nature Reserve. None of these are proposed for development. To the south of the site is Brookheys Covert Site of Special Scientific Interest (SSSI) and a number of other SBIs are close to the proposed development parcels.

- 3.10 Carrington is identified as a Strategic Location in the Trafford Core Strategy (2012) under Policy SL5. The Core Strategy supports the delivery of a major mixed-use development at Carrington, providing a new residential community of 1,560 dwellings, together with 75 ha of employment land, along with educational, health and recreational facilities that will be supported by substantial improvements to public transport and road infrastructure. The PfE allocation includes the SL5 policy area and significantly extends this to the south and east.
- 3.11 The New Carrington Masterplan has been prepared to support the allocation which sets out development totals and identifies indicative development parcels and phasing. A range of evidence base documents have also been prepared to support the New Carrington allocation and to inform the Masterplan. Further masterplanning work will be required to provide a detailed framework for how the New Carrington site can come forward and this is a requirement of proposed Policy JPA 33.

4.0 Proposed Development

- 4.1 The New Carrington site is proposed for approximately 5,000 dwellings in total, of which approximately 4,300 will be delivered in the plan period.
- 4.2 Of the development proposed at New Carrington, some is identified in the existing Trafford housing and employment land supply, whilst other parts of the site are dependent on PfE coming forward. The development identified in the existing supply primarily relates to land which is in the existing urban area and within the current Core Strategy Policy SL5 area. Table 1 sets out the land supply breakdown.

Table 1 New Carrington sources of land supply in the PfE 2021 plan period

Land supply type	Number of homes (units)	Employment floorspace (sqm)
Existing urban area land supply	1,197	275,000
PfE land supply in plan period	3,131	92,000
TOTAL plan period	4,328	367,000

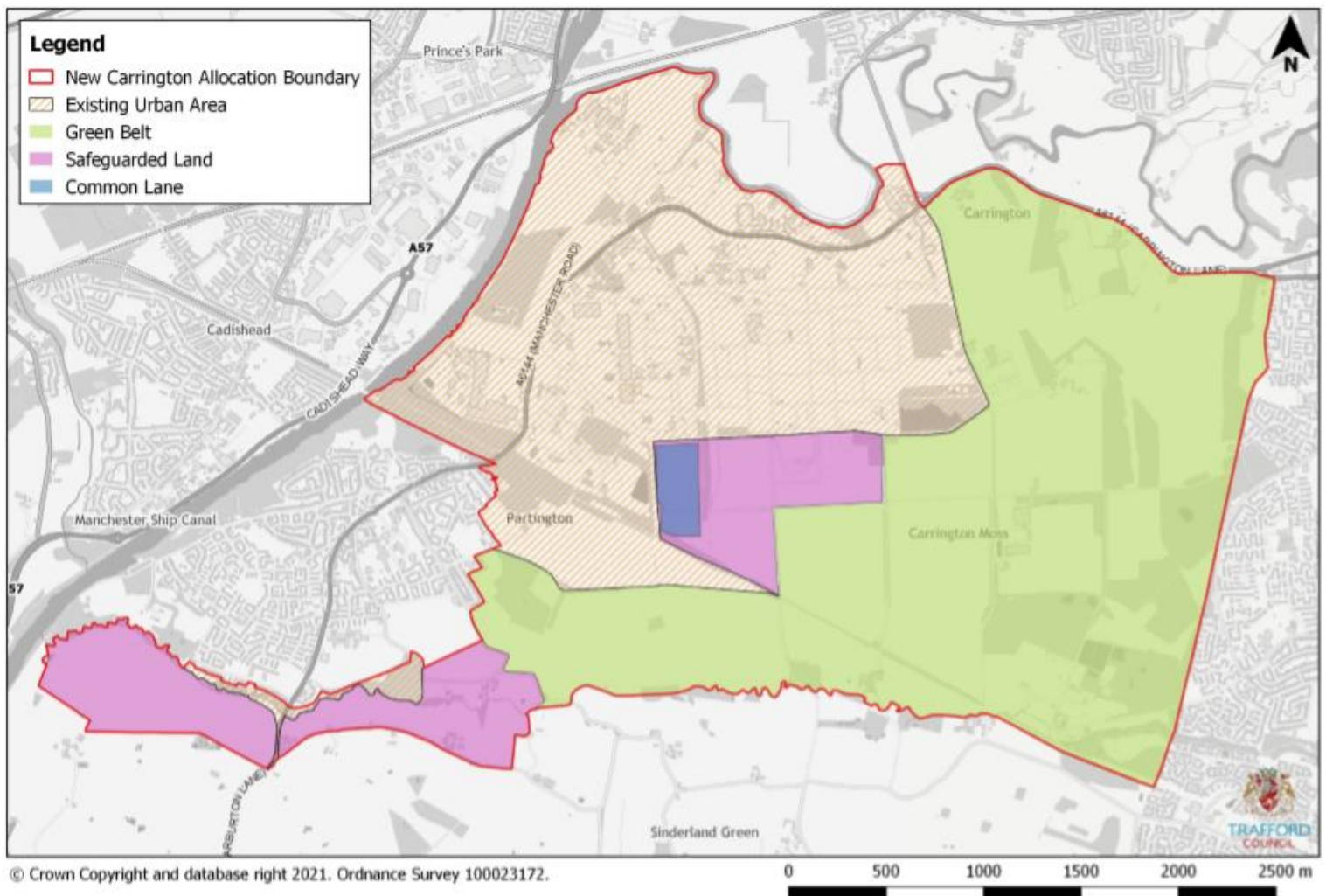
- 4.3 The housing land supply identified within the existing urban area has reduced from that identified in Core Strategy Policy SL5. This is a result of further work which has been undertaken as part of the Masterplanning and GMSF 2020/PfE 2021 evidence base, as well as the various planning applications which have been approved in the area. This further work has provided a more detailed understanding of the constraints, particularly the COMAH zone restrictions which relate to existing

industrial uses and has resulted in a reduction in the development total which can be achieved in the SL5 policy area. This has been taken into account in the New Carrington Masterplan and PfE 2021 Policy JPA 33 New Carrington.

4.4 The majority of the employment land at New Carrington is in the existing baseline land supply. The 92,000 sqm 'PfE' land supply relates to land which is either in the Green Belt or is safeguarded land and is therefore dependent on the PfE Plan releasing the land for development. The only exception to this is Common Lane which, although safeguarded land, had a previous planning permission and has therefore been included in the baseline supply.

4.5 Figure 2 shows the areas of land within the New Carrington allocation and their current planning designation in relation to the housing and employment land supply.

Figure 2 New Carrington extent of existing Green Belt and safeguarded land



- 4.6 The New Carrington Masterplan covers the whole of the New Carrington allocation (see Figure 1) and considers how development can come forward across the site in a coordinated way, alongside supporting infrastructure.
- 4.7 The residential development will incorporate a broad mix of house types and tenures creating distinctive neighbourhoods with a clear sense of place. A range of development densities will be delivered across the site, recognising the distinct characteristics of each area. The following approximate densities will apply:
- Carrington Village – average 35 dwellings per hectare (dph)
 - Sale West - average 40 dph
 - East Partington - average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55dph will be appropriate close to the new local centre
 - Warburton Lane – average 25 dph
- 4.8 Proposed Policy JPA 33 requires a minimum of 15% affordable housing across the site. Regard will be given to the distinct character areas across the allocation in determining appropriate affordable housing contributions on a site by site basis, as the masterplan develops and/or planning applications are submitted. It is considered that some areas of the allocation can deliver significantly greater affordable housing contributions and further detail will be provided in the detailed New Carrington Masterplan and the Trafford Local Plan.
- 4.9 Alongside the residential development will be approximately 350,000 sqm of employment floorspace for industry and warehousing, the majority of which will be sited on existing brownfield land.
- 4.10 The proposed development will provide significant infrastructure to support the new community. This includes contributions towards sustainable transport infrastructure such as:
- additional and improved bus services;
 - a network of cycling and walking routes including enhancements to the Trans Pennine Trail; and
 - road infrastructure to mitigate the impact of traffic generated from the development.

- 4.11 The disused railway through the site will also be utilised as a sustainable transport corridor, initially as part of the Trafford Greenway active travel proposal. A new local centre and neighbourhood centres with convenience shopping facilities and community infrastructure will be delivered, as well as education and health facilities.
- 4.12 Green infrastructure will be enhanced throughout the area including a significant green corridor through the remaining areas of Green Belt within the allocation boundary and beyond, together with strategic greenspaces. Publically accessible greenspaces within the development areas will be protected from future development. Ecosystems will also be enhanced through the creation of semi-natural wetland and there will be a measurable net gain in biodiversity as a consequence of the new development.
- 4.13 See Appendix A for PfE Policy JPA33 New Carrington.
- 4.14 Key changes made to the New Carrington allocation between the Draft GMSF 2019 (Appendix C) and Draft GMSF 2020 (Appendix B) are as follows:
- Total residential development quantum reduced from 6,100 homes in the plan period to 2037, to 4,300 homes. This is a result of a greater number of units being identified in the urban area to meet Trafford's housing requirement, as well as a review of likely delivery rates on the New Carrington allocation.
 - Total employment development area reduced from 410,000 sqm to 350,000 sqm. This is following a reassessment of land within the proposed employment area and a greater understanding of the land which will be available for employment uses.
 - Reduction in the area to be removed from the Green Belt from 241 ha in the GMSF 2019 to 169 ha in PfE 2021. This was achieved by a reduction in the quantum of development at New Carrington as well as the removal of land which was proposed to be safeguarded in the GMSF 2019.
 - Reduction in the affordable housing requirement from 30% in the GMSF 2019 to a 15% requirement in the PfE 2021. The PfE 2021 policy was subject to Viability Appraisal and is a realistic target, whereas the 2019 target was aspirational and based on the existing Core Strategy Policy.
- 4.15 **Minor changes made to the New Carrington allocation policy between GMSF 2020 and PfE 2021.**

The only change has been:-

- A change in wording of policy point 43 as requested by Historic England following their review of the GMSF 2020 wording. The change ensures that the Policy clearly requires a Historic Impact assessment (HIA).

5.0 Site Selection

- 5.1 All allocations proposed in the PfE have been identified through a Site Selection process. The purpose of the Site Selection process is to identify the most sustainable locations for residential and employment development that can achieve the PfE Vision, Objectives and Spatial Strategy. The PfE Site Selection Topic Paper is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>
- 5.2 In the draft GMSF 2019, the site selection process identified the most appropriate sustainable locations for residential and employment development that could achieve the GMSF Vision, Objectives and Spatial Strategy. The draft GMSF 2019 Site Selection Topic Paper has been updated to reflect changes in GMSF 2020 and PfE 2021, although the methodology remains the same.
- 5.3 Seven Site Selection Criteria were used to guide the selection of strategic allocations within the Green Belt for development. Broad Areas of Search were identified based on the Site Selection Criteria within which sites proposed for development through the “call for sites” exercise could be assessed. The broad Areas of Search approach was chosen because of the volume of sites submitted as part of the “call for sites” process in GMSF 2016. It was therefore necessary to undertake an initial high level sift to identify only those sites with the potential to meet the spatial strategy. At the next stage, there was an assessment of the sites within the broad Areas of Search to determine whether development would be appropriate. The last stage identified proposed allocations for development within the Areas of Search.
- 5.4 The New Carrington site was identified within Area of Search Tr-As-2. The Area of Search met the following PfE Site Selection criteria:
- Criterion 1 - the site includes the former industrial area which is previously developed land;
 - Criterion 2 - the allocation is located close to Port Salford, which has been identified as a key asset;

- Criterion 3 - Carrington is identified as a strategically important location in PfE which has the capacity to deliver transformational change through mixed-use development;
- Criterion 5 - development at New Carrington has the potential to have a significant positive socio-economic and regenerative impact on existing communities in Carrington, Partington and Sale West;
- Criterion 6 - the scale of the development has the potential to bring new transport links and improve the viability of community services and facilities in the area;
- Criterion 7 - the allocation offers a rare opportunity in Greater Manchester to deliver a site of substantial scale for housing and employment development. The site will make a significant contribution to meeting the housing needs of Trafford, particularly in providing much needed family housing which is limited on the smaller urban sites, where higher density, apartment led development is proposed.

5.5 Not all of the call for sites within the Carrington Area of Search (Tr-As-2) or Carrington allocation boundary are proposed for development. The area was identified as a potential development location through the Site Selection process and there was then a further process to identify the allocation boundary, development sites and Green Belt boundary within the Area of Search. This process was informed by the various evidence base documents and an assessment of the site constraints. In addition, a significant area within the allocation boundary will remain within the Green Belt or will be designated as strategic green space and therefore these areas are not proposed for development.

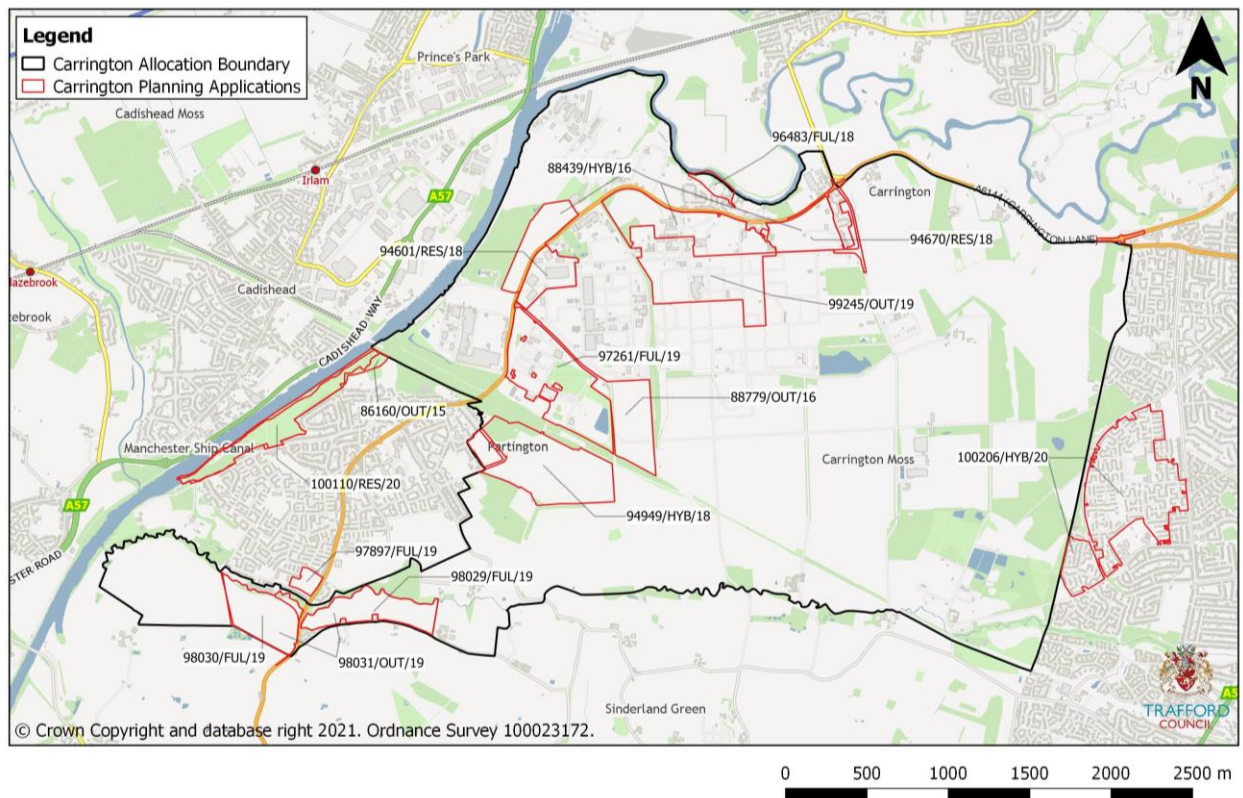
5.6 The New Carrington allocation boundary encompasses the existing Carrington Strategic Location (Policy SL5) identified in the Trafford Core Strategy (2012). Part of the allocation is brownfield land outside of the Green Belt, which was previously used for industry and releasing Green Belt will help to enable the redevelopment of this land. Much of the brownfield land is heavily constrained by control of major accident hazards (COMAH) zones and it is therefore only suitable for certain types of employment development, such as industry and warehousing, it is not suitable for residential development. The allocation is an opportunity to redevelop this brownfield land for employment use close to significant residential development, creating a sustainable community and providing local jobs. The remaining three quarters of the site is made up of greenfield land, the majority of which is currently in agricultural

use. The greenfield land in Warburton, to the south of Partington, is currently designated as safeguarded land for future development. The land to the east of Partington and at Sale West is currently Green Belt and is proposed for residential development.

6.0 Planning History

6.1 A number of planning applications have been submitted within the New Carrington allocation area, which reflects the identification of the site as a Strategic Location in the Trafford Core Strategy. Figure 3 shows all major applications which have been submitted within the allocations boundary between 2017 and 2021, as well as significant applications which are located outside of the allocation boundary, but which relate to the site.

Figure 3 Map showing major planning applications at New Carrington



Applications within the allocation boundary

Application 88779/OUT/16

Land off Common Lane including Asphodal Farm, Carrington, M31 4QJ

Proposal: Erection of buildings for use within Use Classes B1, B2, B8 up to 43,874 sqm.

Status: Approved May 2017. The application was rescinded as part of the revised Carrington Village application. Before it was rescinded, it was due to expire in May 2020.

Application 88439/HYB/16

Land known as Carrington Village on land off Manchester Road, Carrington.

Proposal: Full permission for demolition of existing building, new access and improvements to highways. Outline permission for up to 725 dwellings and up to 46,450 sqm employment floorspace (B1/B2/B8).

Status: Approved August 2017

(See application 99245/OUT/19 which also relates to the Carrington Village site and changed the overall development quantum to 597 homes in the Trafford Housing Land Supply 2020)

Application 94601/RES/18

Land known as Carrington Village on land off Manchester Road, Carrington.

Proposal: Reserved matters for application 88439/HYB/16 above for 20,335 sqm employment floorspace (B1/B2/B8).

Status: Approved September 2018

Application 94670/RES/18

Land Known as Carrington Village On Land Off Manchester Road, Carrington

Proposal: Reserved matters for application 88439/HYB/16 for the erection of 277 dwellings with associated formal and informal public open space, landscaping, electric substation and pumping station.

Status: Approved December 2018

Application 96483/FUL/18

Land on Crampton Lane Carrington M31 4WY

Proposal: Erection of 59 affordable dwellings.

Status: Application withdrawn July 2019.

Application 98030/FUL/19

Land to the west of Warburton Lane, Warburton, WA13 9TT

Proposal: Residential development on land to the west of Warburton Lane, comprising 201 dwellings.

Status: Application withdrawn February 2020

Application 98029/FUL/19

Land to the east of Warburton Lane, Warburton

Proposal: Residential development on land to the east of Warburton Lane comprising 163 dwellings.

Status: Application withdrawn February 2020

Application 98031/OUT/19

Land to the East and West Warburton Lane, Warburton, WA13 9TT

Proposal: Residential development of up to 400 dwellings.

Status: Refused February 2020. The reasons for refusal include:

- The sites unsuitable location considering its current safeguarded land designation;
- No affordable housing contribution;
- Harm to landscape character and failure to respond to local character;
- Impacts on heritage assets have not been adequately accounted for;
- A parameters plan and indicative drawings are not sufficient in establishing acceptability of the scheme; and
- The proposal does not support the necessary new infrastructure – including the proposed Southern Link Road.

Application 99245/OUT/19

Land known as Carrington Village on land off Manchester Road, Carrington.

This application is related to application 88439/HYB/16 above

Proposal: Outline application for up to 320 dwellings, up to 62,057 sq m employment floorspace (Use Classes B1/B2/B8), up to 1,200 sq m retail/health floorspace (Use Classes A1/D1),

Status: Approved May 2020

Application 94949/HYB/18

Land at Heath Farm Lane, Partington, Manchester M31 4EH

Proposal: Full permission for the erection of 148 dwellings. Outline permission for the erection of up to 452 dwellings.

Status: Approved January 2021

Application 97261/FUL/19

Voltage Park, Manchester Road, Carrington, M31 4BR

Proposal: Erection of five buildings for use within Use Classes B1c (Light Industrial) / B2 (General Industrial) / B8 (Storage & Distribution) comprising 62,442 sq m.

Status: Awaiting decision

Applications outside of the allocation boundary, but within the wider Carrington / Partington area:

Application 86160/OUT/15

Land Adjoining the Manchester Ship Canal North of Lock Lane and Thirlmere Road, Partington

Proposal: To extend the time limit for H/OUT/68617 for up to 550 dwellings.

Status: Approved September 2019

Application 97897/FUL/19

Land North of Oak Road and West of Warburton Lane, Partington

Proposal: Erection of 75 affordable dwellings.

Decision: Approved March 2020

Application 100206/HYB/20

Sale West Estate Bounded By Firs Way, Cherry Lane, Woodhouse Lane and Manor Avenue

Proposal: Outline permission for the regeneration of the Sale West Estate comprising up to 184 dwellings. Full permission for the erection of 79 dwellings.

Status: Approved June 2020

Application 100110/RES/20

Land Adjoining the Manchester Ship Canal North of Lock Lane and Thirlmere Road, Partington

Proposal: Reserved matters for 86160/OUT/15 for the erection of 299 dwellings.

Status: Approved January 2021

7.0 GMSF 2019 Consultation Responses

- 7.1 The consultation responses and consultation summary report, October 2020 is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>
- 7.2 A total of 740 comments were submitted on the New Carrington allocation in 2019.
- 7.3 Comments supporting the New Carrington allocation included that development will contribute towards meeting the housing land supply shortfall and some support for development on the area of brownfield land. A number of landowners from within the allocation commented that they were in support of the proposed development.

- 7.4 There was significant support for more affordable housing, with requests that the 30% requirement should be higher, as there is a need for affordable housing for both families and single individuals.
- 7.5 Many people objected to the principle of Green Belt loss on the site and there was concern that the level of Green Belt loss in Trafford is disproportionate compared to the rest of Greater Manchester. There was concern that the loss of greenspace will have a negative impact on mental and physical health. There was also concern about how the remaining Green Belt would be protected. The scale of development was considered to be too large and local identities would be lost with the merging together of communities. There was support for building on brownfield land rather than Green Belt/greenfield land. It was commented that the allocation provides opportunities to secure biodiversity net gain.
- 7.6 There was also concern that the development would be detrimental to recreational activities within greenspace, and would destroy wildlife habitats and increase carbon emissions. There was significant objection to the loss of mossland with arguments made that the moss captures carbon dioxide and helps to reduce carbon emissions. There were also objections to the removal of trees and hedgerows and support for planting more. Other comments included that development would increase flood risk, air, noise and light pollution; and that further analysis is required to ensure the proposed quantum of development could be delivered without harm to heritage assets.
- 7.7 Respondents raised transport and social infrastructure as key issues. Many commented that development will worsen traffic congestion, levels of pollution and damage to roads. Potential road widening to manage congestion was considered by some to be detrimental to local residents. There were comments that whilst public transport improvements are needed, there are currently no commitments made for public transport because they are only at business case level. There is also a concern that the disused railway will open as a road because the TFGM 2040 Strategy makes no reference to it.
- 7.8 Many commented that health services, schools, police and fire services are already overstretched and that new provision is needed.

- 7.9 On the proposed warehousing, there were comments that it would generate few jobs because warehousing is increasingly automated with the new jobs being low skilled. There were also comments that there is no evidence to support the need for the amount of employment land identified.
- 7.10 On the GMSF 2019 spatial strategy, there were comments that the Carrington allocation does not align with the objective to invest in the north of Greater Manchester. There was criticism that New Carrington is not identified as a 'key location' and this is likely to impact on the level of investment funding available.

8.0 GMSF Integrated Assessment 2019

- 8.1 The GMSF 2019 Integrated Assessment (IA) document is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>
- 8.2 The IA reviewed how the draft 2019 GMSF policies could impact upon the environment, economy, local communities, equality and public health against the IA objectives. The IA also recommended ways in which the GMSF 2019 could be improved to ensure the policies are as sustainable as possible.
- 8.3 Policy GM Allocation 45 New Carrington performed positively against the IA objectives relating to housing, employment, transport investment, sustainable transport, health, social infrastructure, education, air quality, biodiversity, green infrastructure, energy efficiency, historic environment and previously developed land.
- 8.4 Policy GM45 performed negatively against the IA objectives of resilience to the effects of climate change, reducing risk of flooding and conserving/enhancing landscape. There was also poor performance against protecting the best and most versatile agricultural land because some development is proposed on Grade 2 agricultural land.
- 8.5 The allocation performed neutral against the IA objectives relating to energy efficiency, utilities/digital infrastructure, deprivation, equality of opportunity, health inequality, education for working age population, low-carbon generation, and waste.
- 8.6 Recommended changes to strengthen Policy GM Allocation 45 included:
- Make reference to energy efficiency of housing stock and directly reference ways that energy efficiency can be increased.

- Consider feasibility study into requirements of local utilities/digital infrastructure to support development.
- Benefits from the development should be maximised to benefit deprived areas.
- Reference integration with existing communities and encourage the provision of varied tenures.
- Ensure new community infrastructure is accessible to all and that local capacity is considered throughout future masterplanning stages.
- Seek to minimise the number of trips by private car to/from the site.
- A suitable flood risk assessment may be required and appropriate flood risk mitigation should be implemented for all developments within or near to areas of flood risk.
- Consider heritage assets throughout detailed design to reduce risk throughout construction phases.
- Investigate whether impacts on any grade 2 and 3a agricultural land can be avoided/minimised.
- Promote sustainable construction methods.
- Consider waste and recycling facilities in design.

8.7 It is important to note that the IA focused on each policy in isolation from other policies and that many of the recommended changes for the New Carrington allocation policy are already covered in other GMSF policies. However some wording changes have been made as a result of the IA to improve links with the wider green network, infrastructure phasing and flood risk.

9.0 GMSF 2020 Integrated Assessment

9.1 Taking the findings of the GMSF 2019 Integrated Assessment (IA) into account, the policy wording for the allocation in GMSF 2020 was strengthened in the following areas:

- A local labour and skills plan/agreement will now set out how employment and training opportunities for local people (particularly through the construction phase of the allocation) can be created.
- Appropriate solutions to providing decentralised low carbon heat and energy as part of the new development will need to be explored and delivered.

- The design of new buildings and development layouts will be required to maximise the amount of renewable energy that can be generated via green technologies, and linked to the supply of electric vehicle charging infrastructure.
- Provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points will now be required.

9.2 The GMSF 2020 IA is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>. The changes to the New Carrington GMSF 2020 allocation policies scored more positively than in 2019. These changes have been retained in the PfE Plan 2021.

9.3 A 2021 PfE Integrated Appraisal Addendum has been produced and has reviewed the changes made between GMSF 2020 and PfE 2021. As there have been no substantial changes to this specific allocation between GMSF 2020 and PfE 2021 and the 2020 IA recommendations which had been incorporated into the GMSF 2020 remain in the PfE Policy, there has been no change to the assessment of this Policy in relation to the IA Framework since 2020.

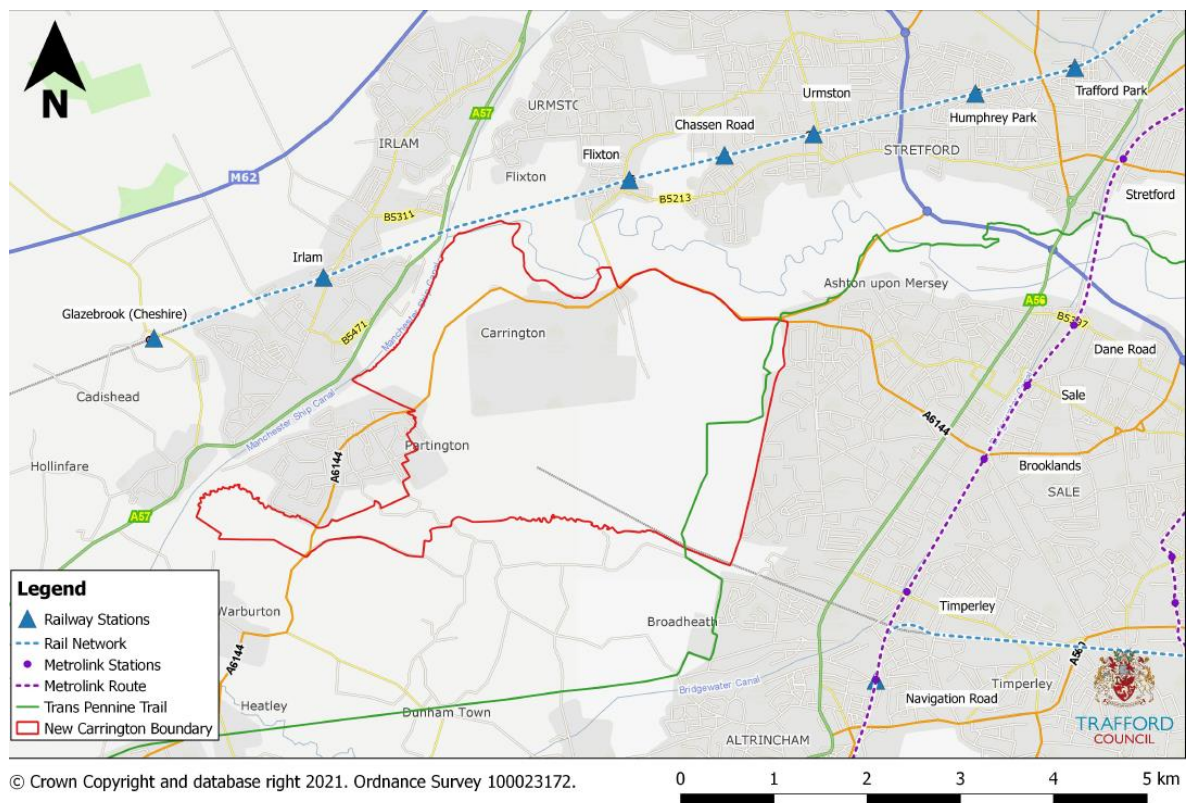
Section B – Physical

10.0 Transport

Transport Connectivity

- 10.1 The existing Carrington, Partington and Sale West communities are relatively isolated from the wider urban area. The New Carrington allocation provides an opportunity to deliver significant public transport improvements, enhance the active travel network and provide strategic highway improvements to support the creation of a much more sustainable community.
- 10.2 The area benefits from several existing long distance Public Rights of Way, which are connected with existing cycle routes and the Trans Pennine Trail. The nearest train station, Flixton, located approximately 1km away from the closest point of the allocation boundary at Flixton Road and on the Manchester to Liverpool railway line. The closest Metrolink stops (Timperley, Brooklands and Sale) to the allocation are located on the Altrincham line, all approximately 2km to the east of the allocation boundary along the west of Sale. See Figure 4.

Figure 4: Plan showing existing public transport links and the Trans Pennine Trail



- 10.3 Long and unreliable journey times for public transport services are reflected in the 2011 Census Journey to Work data which indicated that 90% plus of journeys being made from Carrington and the surrounding areas (such as Partington) were made by private car. There is currently insufficient frequency and connections to the regional centre, surrounding centres and key employment locations result in the area being relatively isolated from the existing public transport network.
- 10.4 The allocation is located close to two major motorways (M62 and M60) and a series of lower-tier routes, which link the allocation with the surrounding areas of Sale, Irlam, Urmston, Partington and Warburton as well as other parts of Greater Manchester. Significant residential and employment growth is proposed for the New Carrington area and therefore significant transport infrastructure investment will need to be delivered in conjunction with the development of this allocation.

Transport Locality Assessment (2020)

- 10.5 The New Carrington Locality Assessment identifies and tests interventions that will assist in delivering the New Carrington allocation and address the transport related concerns arising from the 2019 public consultation. These concerns relate to: the poor condition of infrastructure, pollution and congestion currently experienced on the Carrington and M60 network, the insufficient public transport service and connections available in the area, and the fragmented varying standard of active travel infrastructure connections in the local area (including the restrictive connections across the Manchester Ship Canal to the west). Download the Locality Assessment for Trafford here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>
- 10.6 The Locality Assessment primarily considers the development which is in addition to the baseline housing and employment land supply within the New Carrington allocation. The development which has been identified in the existing supply forms part of the 'reference case' and has therefore already been taken into account. The land supply breakdown for New Carrington is set out in Table 1 (see Section 4), further information on the approach to the baseline land supply is in the 'PfE Plan: Existing Land Supply and Transport Technical Note'.
- 10.7 The preparation of the Locality Assessment took the Draft GMSF 2019 position as the starting point for the transport modelling and this was then amended as further evidence base work was undertaken and the New Carrington Masterplan was

prepared. This iterative process meant that the development quantum could be amended and tested as part of various modelling stages. The Locality Assessment 2020 used the 2018 land supply position (which informed the 'reference case' across GM) and then included the additional development which was dependent on the GMSF coming forward. The Locality Assessment is a high level review of the allocation and seeks to demonstrate that the allocation is deliverable with the transport interventions which have been identified. The PfE 2021 proposes the New Carrington allocation for approx. 4,300 dwellings and 370,000 sqm employment floorspace in the plan period.

- 10.8 The transport modelling undertaken for the New Carrington Locality Assessment expects the majority of traffic (approx. 70%) from the allocation to travel to/from the north-east via the A6144 Carrington Spur towards the M60 and the A56 towards Manchester. A total of 28 junctions were identified around the New Carrington site which are approaching or are at their design capacity in the 2040 reference case scenario – which excludes additional PfE traffic related to the allocation. The modelling confirms that in both 2025 and 2040, the traffic resulting from all additional PfE allocations will increase traffic volumes at all 28 junctions (compared to the baseline reference scenarios) tested.
- 10.9 To help overcome the likely increase in traffic volumes the Locality Assessment identifies a series of interventions to support the delivery of the allocation (see Table 2). The interventions include highway mitigations, and schemes to improve sustainable transport links, including public transport and active travel. Figure 5 shows the strategic indicative routes through the New Carrington allocation. It is also important to note that the list of interventions is not definitive and it has been presented to support how the allocation could be delivered in 2040.

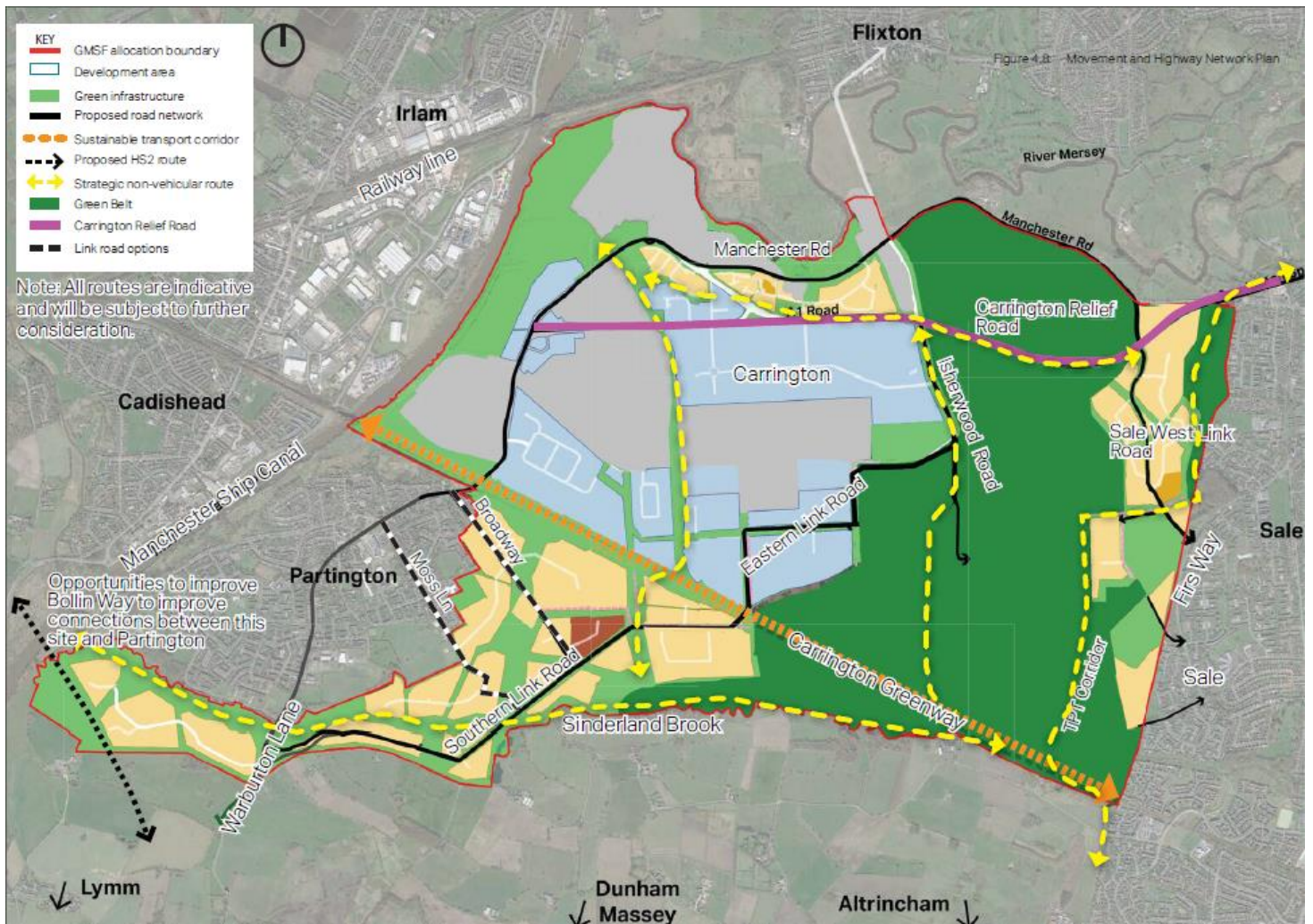
Table 2 New Carrington Transport Interventions

Mitigation	Description
Necessary Strategic Interventions	
Carrington Spur widening	Widening of eastbound approach to M60 Junction 8
Flixton Road Signalised junction	Junction upgrade with lane widening on approaches and bus priority to be provided.
Carrington Link / Carrington Spur / Banky Road junction	Upgrade and lane widening on approaches.
Carrington Relief Road	Dualling between the Isherwood Road junction and the Carrington Spur.
Southern Link Road	Connecting the A6144 Warburton Lane and the A6144 Manchester Road (via either Moss Lane or Broadway), crossing the Red Brook and providing a local route around the Partington urban area.
Eastern Link Road	Connecting development parcels in the East Partington area to Isherwood Road, crossing the rail line and linking through the employment parcels.
Sale West Link Road	From the Carrington Relief Road and extending south through the Sale West development parcel and linking to Firs Way.
Strategic Road Network Mitigation	
M56 Bowdon Roundabout	Junction improvements
Supporting Strategic Interventions	
Western Gateway Infrastructure Scheme (WGIS)	Full WGIS has been assumed to be constructed and operational in both the reference and GMSF model scenarios.
Trafford Greenway	Off-road pedestrian footpath, equestrian facilities and a two-way cycleway connecting the metropolitan boroughs of Trafford and Salford. The greenway routes will link Irlam Train Station at the northern end to the Metrolink Altrincham line to the south.
Necessary Local Mitigations	

Mitigation	Description
A56 Junction - Manchester Road - Barrington Road Signalised junction	Upgrade of signal equipment and introduce RT indicative arrow for Barrington Road bound turning traffic
Altrincham - A56 Dunham Road - Highgate Road	Realignment of Highgate Road approach to improve the available flare and introduce a RT pocket to improve capacity and safety.
Heatley - Paddock Lane - Bent Lane Junction	Introduce a right turn lane and widen radii to improve visibility. Improve capacity and safety.
Greenway link to Sale -	Cycleways and footway connections throughout the residential development that compliment and contribute to the Bee Network and the overall sustainability Masterplan vision.
PROW improvements	Upgrade and resurfacing of the PROW that are currently in poor repair.
A56 Dunham Road - Park Road - Charcoal Road junction	Controlled pedestrian crossings
Access to Altrincham Package	New bus stops at Waitrose and Trafford College in Altrincham, Junction improvements at Manchester Rd A56 with Stamford Brook Rd for right turn bus priority (right turn widening and signal modifications).
Access to Sale Package:	<p>Improvements at Carrington Lane / A6144 junction (dedicated bus priority linking to new A1 road).</p> <p>Improvements at A56 Washway Rd / B1566 Ashton Ln junction (dedicated ahead lane)</p> <p>Junction lane widening for improved bus right turn at Woodlands Rd with B5166 Northenden Rd.</p> <p>Enhanced bus stop (terminal-like) at Sale town centre (i.e. waiting areas / shelter).</p> <p>New high-quality sheltered bus stop and relocation of taxi rank next to Sale Metrolink stop.</p>

Mitigation	Description
Carrington to Stretford (via Urmston) Corridor:	Junction improvements at A6144/Flixton Road junction and money for improvements for bus lane or road widenings through the development. Bus stop improvements in Flixton near the train station. Route changes will be supported by new bus infrastructure measures such as real time bus stops and shelters with journey time information provided throughout the allocations.
	Extend/reroute 260 and increase frequency

Figure 5: New Carrington Indicative Movement and Highway Network Plan



Transport Locality Assessment Addendum 2021

- 10.10 The conclusions of the Transport Locality Assessment 2020 have been reviewed for PfE 2021 to ensure they remain valid following changes from the GMSF 2020, primarily the withdrawal of Stockport Council and therefore the removal of the proposed Stockport allocations. Full details are in the Addendum report available at: www.greatermanchester-ca.gov.uk/placesforeveryone
- 10.11 As with the previous Locality Assessment various junctions are identified as being over capacity within the allocation and in the surrounding area, including the Carrington Link / Carrington Spur / Banky Lane junction where the traffic forecast shows a significant increase. An intervention was identified for this junction in the previous Locality Assessment and the review has demonstrated that this would broadly return the junction to the reference case position.
- 10.12 The Locality Assessment 2020 identified that the New Carrington allocation would have an impact on the SRN, particularly M60 J8 as a result of a significant forecast traffic on the A6144 Carrington Spur. The SRN junctions were therefore reviewed as part of the update which concluded that the interventions proposed for Junction 8 will enable the junction to operate within capacity.
- 10.13 As with the previous Locality Assessment, full Transport Assessments will be required for the development plots to consider the issues in more detail and ensure the potential mitigation measures remain appropriate as the allocation moves through the planning process. The allocation will also need to be supported by continuing wider transport investment across Greater Manchester.

Bus Opportunities Study - GMSF Sites

- 10.14 The New Carrington Locality Assessment was also supported by a Bus Opportunities Study which sought to identify opportunities to support bus travel to or from locations relating to proposed GMSF 2020 allocations. This included the Sale West area, both the existing community (which is currently poorly served by public transport) as well as a future requirement to serve New Carrington, particularly the Sale West development parcel. The study identified that improvements to the frequency of the bus service are required and also that improved linkages to Sale Metrolink Stop would provide the most time efficient public transport route to Manchester City Centre. Buses could operate from the Sale West area and then customers could interchange on to the Metrolink network at Sale. Such a proposal would also be

enhanced by the proposed franchising of the bus network in Greater Manchester which will assist in delivering integrated ticketing between different transport modes.

10.15 Further work is required to develop the Sale West scheme and it is identified in the Transport Strategy 2040 Delivery Plan 2021-2026. The findings of the study were also taken into account as part of the Carrington Locality Assessment and the identified public transport interventions which will be required to support the allocation.

11.0 Flood Risk and Drainage

11.1 The Greater Manchester Level 1 Strategic Flood Risk Assessment (SFRA) highlights the key strategic flood risks and recommends key priorities for intervention taking account of previous, existing and planned interventions. The SFRA is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

11.2 The vast majority of the allocation is within Flood Zone 1. There is an area of Flood Zone 2 by the River Mersey in the far north west of the allocation but this is not a proposed development area. There is also land within Flood Zone 2 and 3 along Red Brook to the south of Partington and also along Sinderland Brook, which forms part of the southern boundary. The land within Flood Zones 2 and 3 have been excluded from the proposed development parcels and is proposed as green infrastructure. There are also pockets of surface water flood risk across the allocation.

11.3 The SFRA identifies New Carrington as part of a number of large strategic sites which may have an impact on flood risk across Greater Manchester. The site will require its own drainage strategy with a view to containing water on-site and where possible reducing risk off-site.

11.4 Development of the New Carrington allocation will be required to address flood risk and water management through the design and layout of development and in accordance with a comprehensive drainage strategy. The strategy must demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD.

11.5 The allocation will be developed in such a way as to not increase flood risk elsewhere by replicating as far possible the existing drainage catchments and outfall routes. Ground levels will need to tie in with existing levels at site boundaries, and

the new drainage systems will need to be designed for the future impact of changing weather patterns due to climate change and to improve drainage routing within the allocation where practical.

- 11.6 Surface water runoff will incorporate the use of Sustainable Drainage (SuDS) measures and will not drain into the combined sewer network. Downstream attenuation areas, wetlands and parklands will be designed to complement existing natural areas, maximising the ecological and amenity value of providing blue/greenspace.

12.0 Ground Conditions

- 12.1 New Carrington includes the former Shell Carrington Industrial Estate and other former industrial land uses. As such, new development will be required to ensure any contamination risks are appropriately remediated and do not give rise to the pollution of any watercourse or groundwater and/or present risks to human health. Historical industrial land makes up approximately a quarter of the allocation, with the remainder of the allocation being greenfield land used for agriculture. Carrington Moss was once used for the disposal of sewage waste and there are several smaller landfills within the allocation around the periphery.
- 12.2 Contaminated soil and groundwater associated with past industry and landfilling will require assessment and potentially mitigation to reduce the environmental impact of these legacy activities. Initial investigation indicates that the ground contamination can be treated to enable commercial and residential development. Design of earthworks and structures may need to mitigate risks posed by soil contaminants and ground gases where assessment indicates a risk. Carrington Moss is a former peat bog and initial investigation indicates a maximum thickness of peat of 3m, which thins towards the perimeter. The impact of settlement and ground gases associated with the peat will need to be considered within the design of new structures.
- 12.3 The Environment Agency (EA) is working with Trafford Council and the key landowners in bringing the site forward for development and to ensure that any land contamination risks are appropriately managed. The New Carrington allocation policy (JPA 33) requires appropriate site investigations to be undertaken to identify the level of contamination, and to deliver effective remediation. This will ensure that the development results in no unacceptable risks to human health or the water environment.

13.0 Utilities

United Utilities

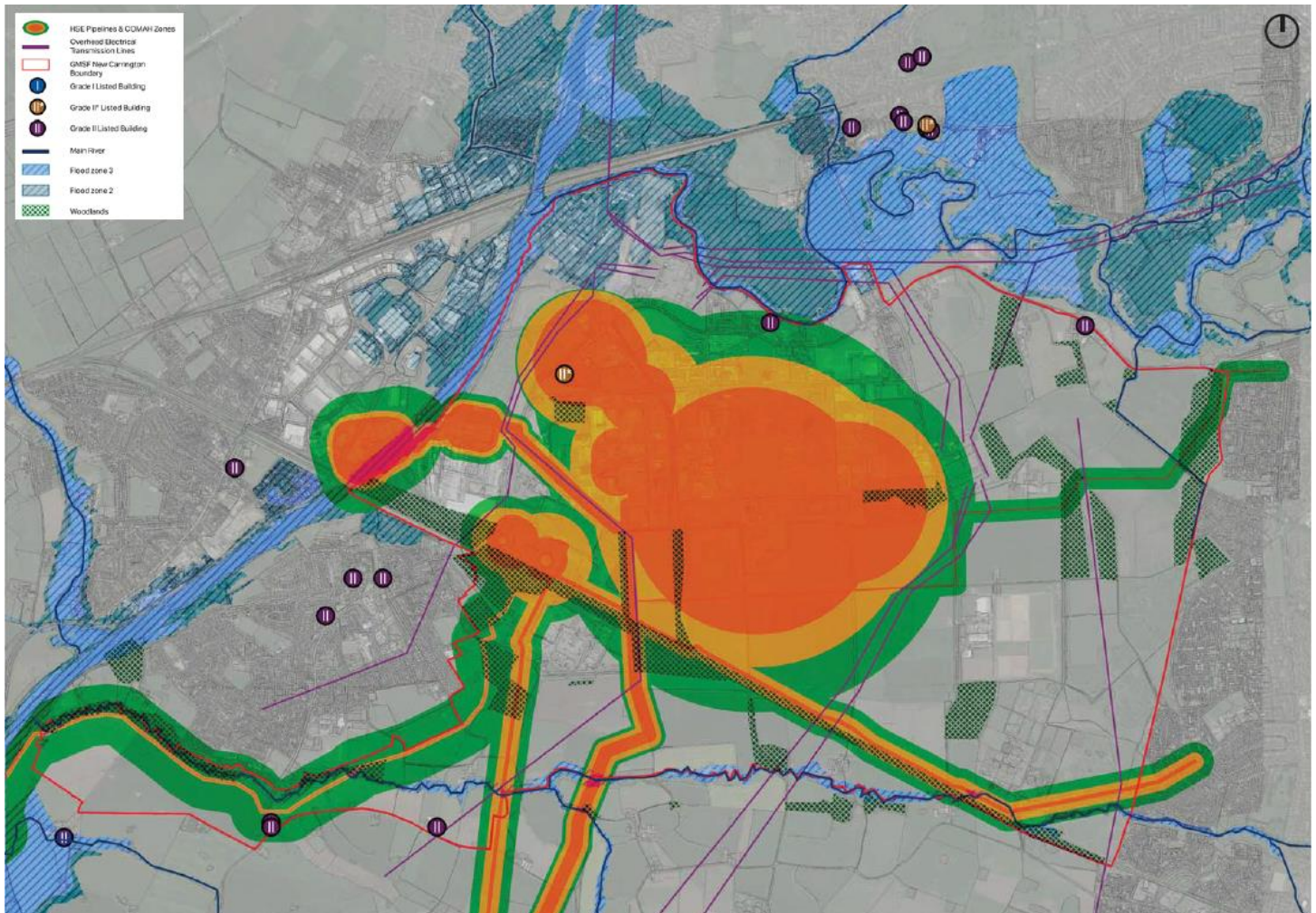
- 13.1 Several public utilities, pipelines and private services are located in or close to New Carrington. Some have associated easements and no-build zones, are strategic in nature and consequently are difficult to relocate. A phased development strategy to either retain, abandon or divert these assets will be developed as appropriate. The allocation will deliver net utility infrastructure for electricity, gas, water, sewers and high-speed broadband connections.
- 13.2 United Utilities has been engaged on a regular basis (both formally and informally) in the development of the GMSF. Consequently Policy JPA 33 now has further detail in relation to foul and surface water management requirements. A site-wide foul and surface water strategy, incorporating Sustainable Drainage Systems (SuDS) and flood alleviation measures is required for the site. The policy also now requires a surface water strategy to improve greenfield run-off rates and development proposals to incorporate infiltration SuDS with multi-functional benefits in preference to traditional underground storage systems.

Hazardous Installations

- 13.3 The extent and nature of development that is deliverable in New Carrington will be affected by some installations in the vicinity which are potentially hazardous to their neighbours. These hazardous installations include:
- Gas storage within the Lyondell Bassell facility;
 - Gas storage within the Air Products facility;
 - Gas storage by National Grid in their Partington facility;
 - Oil Products pipelines; and
 - Gas Distribution pipelines.
- 13.4 Each hazardous installation has COMAH zones based on risks and likely effects of major accidents at the installation or pipeline. A map of COMAH Zones and HSE pipelines is shown in Figure 6, along with other constraints of listed buildings and flood zones. Generally, housing is precluded from the Inner Zone (edged orange) and it is highly restricted within the Middle Zone (edged yellow). Employment uses can be developed within the Inner and Middle Zones, however the size and configuration of employment units is restricted.

13.5 The New Carrington allocation proposes employment development on the areas most restricted by the COMAH zones.

Figure 6: New Carrington COMAH zones Constraints Plan



14.0 Other constraints

14.1 There are a number of existing overhead powerlines across the allocation which will be considered further as part of the more detailed Masterplanning stage. Appropriate easements will also need to be considered as part of any future planning application(s).

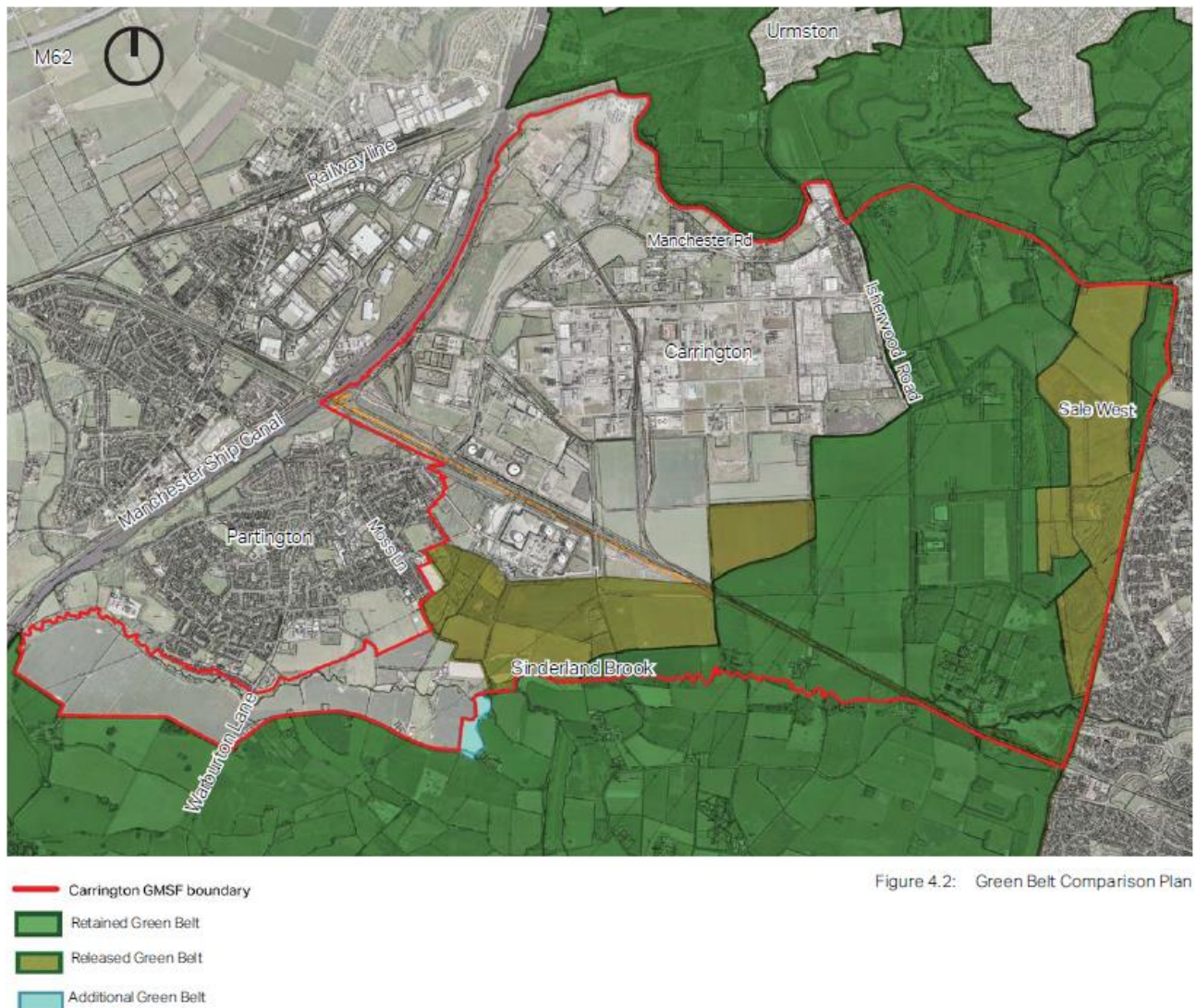
Section C – Environmental

15.0 Green Belt Assessment

15.1 To deliver the scale of growth required to meet Trafford and other GM authorities covered by PfE 2021 housing and employment needs, some Green Belt land release is required.

15.2 At New Carrington, Green Belt release is required to deliver the proposed quantum of development, establishing new Green Belt boundaries. The boundaries will, where possible, utilise existing and strong defensible features (such as roads or tree belts) or they will be created / strengthened through green infrastructure and landscaping. A strategic Green Belt corridor will be retained through the allocation separating development at Carrington and Sale West. The PfE 2021 proposed retained, released and additional Green Belt is shown in Figure 7.

Figure 7: Proposed retained, released and additional Green Belt



- 15.3 The proposed revisions to the Green Belt have been informed by several studies undertaken by an independent Planning Consultancy (LUC):
- Greater Manchester Green Belt Assessment July 2016
 - Stage 2 Greater Manchester Green Belt Study – Assessment of proposed 2019 GMSF Allocations – September 2020
 - Stage 2 Greater Manchester Green Belt Study Addendum Assessment of proposed 2020 GMSF Allocations – September 2020
 - Stage 2 Greater Manchester Green Belt Study Contribution Assessment of Proposed 2020 GMSF Green Belt Assessment Additions - September 2020
 - Stage 2 Greater Manchester Green Belt Study Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions September 2020
 - Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial Use of the Green Belt September 2020
 - Stage 2 GM Green Belt Study – Cumulative Assessment of Proposed 2021 PfE Allocations and Additions
- 15.4 These documents are available to download here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GM Green Belt Assessment 2016

- 15.5 The Greater Manchester Green Belt Assessment 2016 assessed the extent to which the land within the Greater Manchester Green Belt performs against the Green Belt purposes, as set out in the National Planning Policy Framework. New Carrington was included within Strategic Green Belt Area 25. Each area was assessed against four different Green Belt purposes and Area 25 performed as follows:
- Purpose 1: To check the unrestricted sprawl of large built up areas: **Strong**
 - Purpose 2: To prevent neighbouring towns from merging into one another: **Strong**
 - Purpose 3: To assist in safeguarding the countryside from encroachment: **Moderate**
 - Purpose 4: Preserving the setting and special character of historic towns: **Moderate**

Stage 2 GM Green Belt Assessment of proposed 2019 GMSF allocations

- 15.6 In 2019 a study was undertaken to assess the potential harm to the Green Belt that could result from the release of Green Belt land within the proposed development allocations contained in the GMSF 2019. Figure 8 shows the parcels identified at

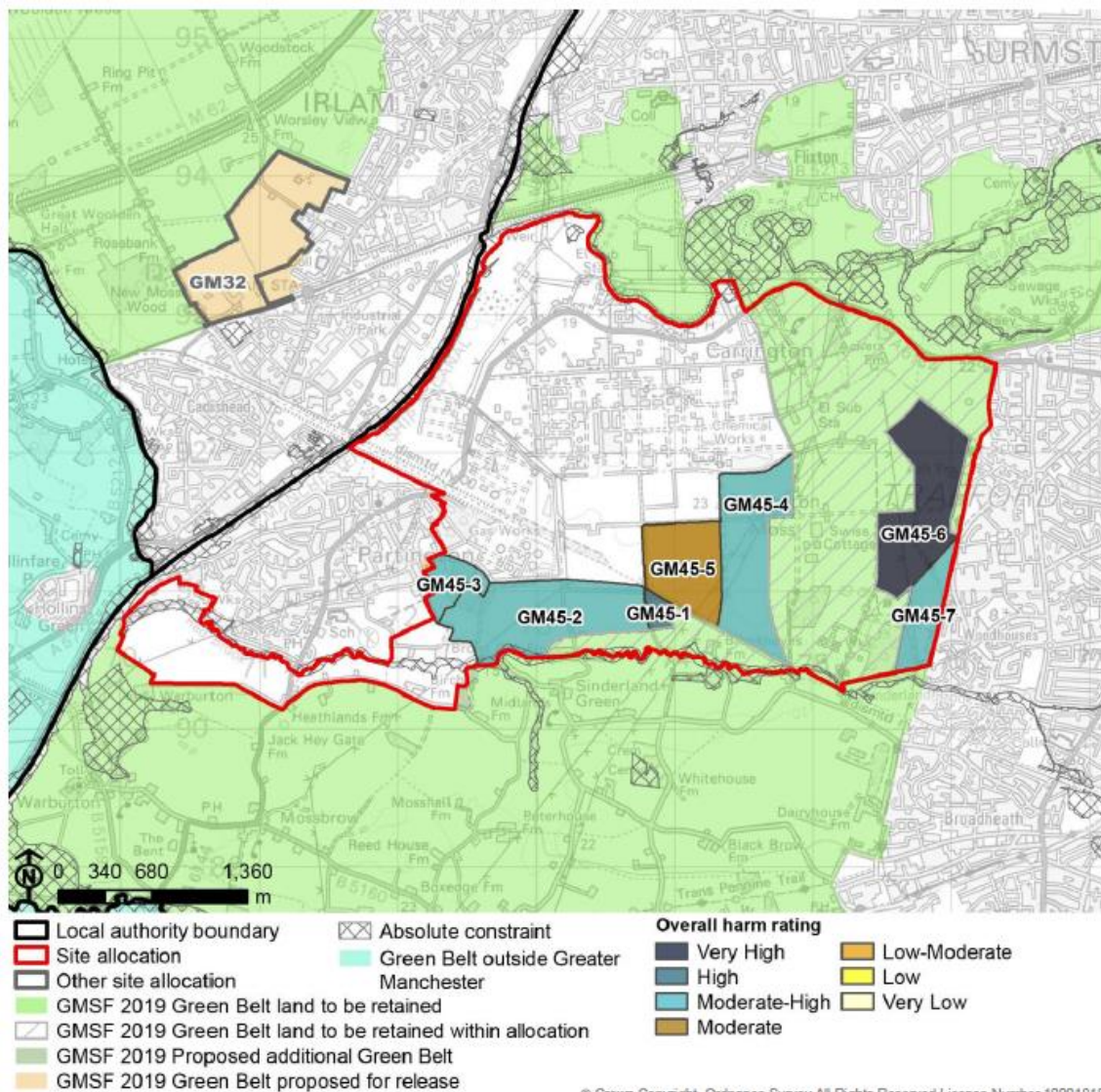
Carrington in the Green Belt Harm Assessment 2019 and a summary of the overall harm to Green Belt from the release of specific parcels is set out below:

- **GM45-1, Land to the east of Dark Lane:** The overall harm to the Green Belt from release of this land would be **High**. Release of this sub-area as part of the allocation would constitute significant sprawl and encroachment of the countryside, and a relatively limited impact on preventing the merger of towns. It would constitute a minor weakening of adjacent retained Green Belt land.
- **GM45-2, Land to the east of Covershaw Lane and north of Sinderland Brook:** The overall harm to the Green Belt from release of this land would be **Moderate-High**. Release of this sub-area as part of the allocation would constitute relatively significant sprawl and encroachment on the countryside, and a relatively limited impact on preventing the merger of towns. It would constitute a minor weakening of retained Green Belt land.
- **GM45-3, Land to the south of Heath Farm Lane:** The overall harm to the Green Belt from release of this sub-area would be **Moderate-High**. Release of this sub-area as part of the allocation would constitute relatively significant encroachment on the countryside, moderate sprawl and a relatively limited impact on preventing the merger of towns. It would constitute a minor weakening of retained Green Belt land.
- **GM45-4, Land to the west of MUFC Training Ground:** The overall harm to the Green Belt from release of this sub -area would be **Moderate-High**. Release of this sub-area as part of the allocation would constitute relatively significant sprawl and encroachment on the countryside, and a moderate impact on the merger of towns. It would constitute a minor weakening of retained Green Belt land.
- **GM45-5, Land to the south of Ashton Road:** The overall harm to the Green Belt from release of this sub-area would be **Moderate**. Release of the sub-area, as part of the release of the allocation as a whole, would constitute moderate sprawl and encroachment on the countryside, and a relatively limited impact on preventing the merger of towns. It would constitute a negligible weakening of retained Green Belt land.
- **GM45-6, Land to the east and north of MUFC Training Ground and west of Sale West:** The overall harm to the Green Belt from release of this sub-area would be **Very High**. Release of the sub-area, as part of the release of the allocation as a whole, would constitute a significant impact on preventing the merger of towns, and relatively significant sprawl and encroachment on the

countryside. It would constitute a moderate weakening of retained Green Belt land.

- **GM45-7, Land to the south west of Firs Way, Sale West:** The overall harm to the Green Belt from release of this sub-area would be **Moderate-High**. Release of the sub-area, as part of the release of the allocation as a whole, would constitute relatively significant sprawl and encroachment on the countryside, and a relatively significant impact on preventing the merger of towns. It would constitute a negligible weakening of adjacent retained Green Belt land.

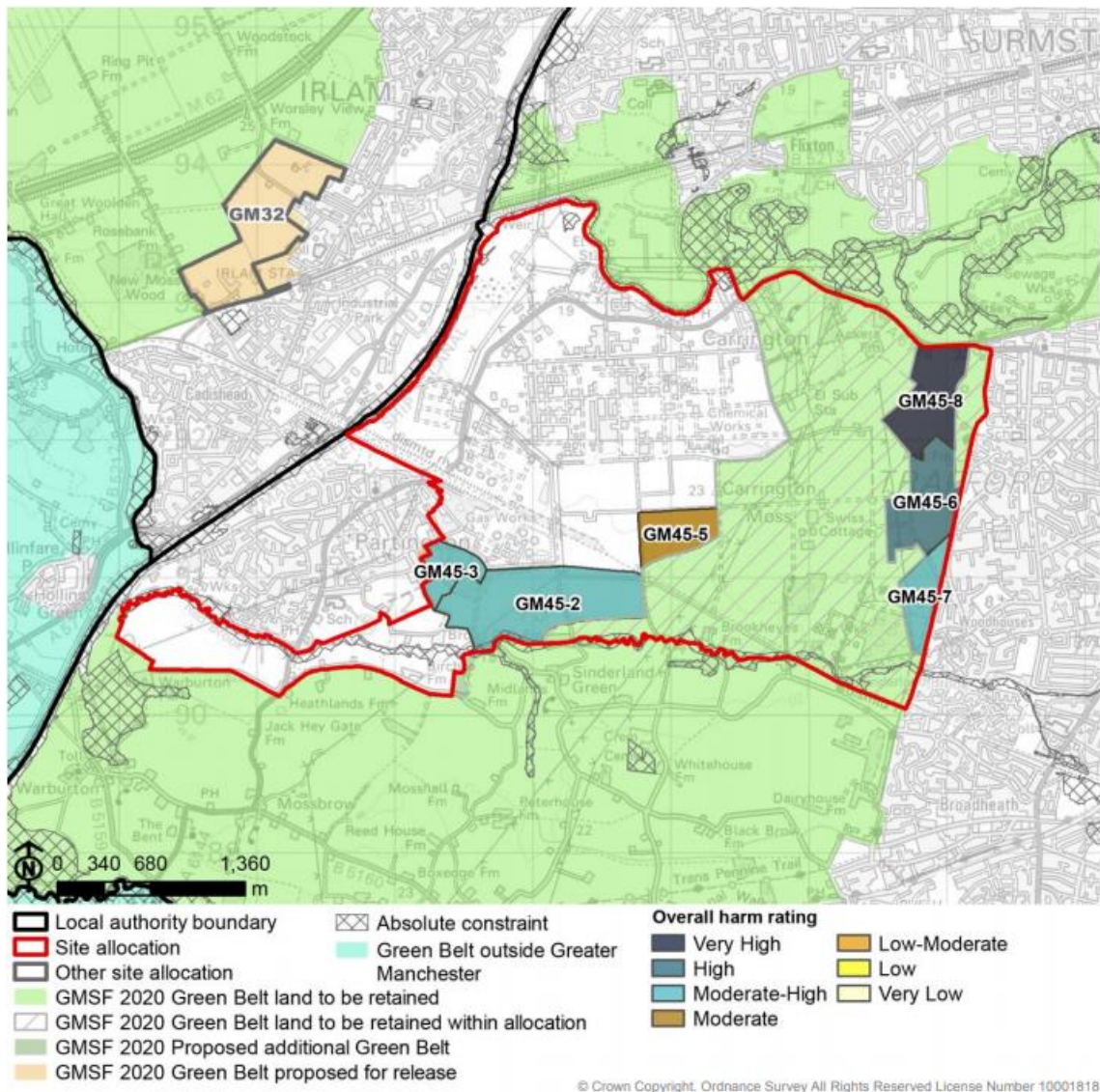
Figure 8: Harm of proposed Green Belt release in GMSF 2019 for New Carrington by land parcel



Stage 2 GM Green Belt Addendum Assessment of proposed GMSF 2020 Allocations

15.7 An addendum was produced to the Green Belt Harm Assessment which assessed the revised GMSF 2020 allocation boundary and areas proposed for Green Belt release as shown in Figure 9.

Figure 9: Harm of proposed Green Belt release in GMSF 2020 for New Carrington by land parcel



15.8 In the GMSF 2020, all of the land in 2019 sub-parcels GM45-1 and GM45-4, and approximately half of GM45-5, will now remain in the Green Belt (see Figure 7). On the eastern edge of the allocation, the southern part of GM45-7 will also be retained as Green Belt, but the area of land to be released will be extended northwards from GM45-6 to the A6144 Carrington Lane. There are also two small amendments to the Green Belt outside of the allocation boundary: the release of the Moss View Centre

(south of Moss View Lane, Partington) and the addition of two fields at the southern edge of the allocation, between Moss Lane and Sinderland Brook.

15.9 A significantly greater area of land will be retained in the Green Belt and this is therefore reflected in the Green Belt Harm Assessment 2020. The area of land assessed as having 'very high' harm has been reduced, although there has been an increase in the areas assessed as 'high' harm.

15.10 The assessment of Green Belt harm for the 2020 allocation and changes from the 2019 allocation made the following analysis:

- The retention of GM45-1 in Green Belt, which was assessed in 2019 as causing high harm, will create a stronger Green Belt boundary to the west.
- The retention of GM45-4 in Green Belt, which was assessed in 2019 as causing moderate-high harm, will preserve a wider gap between Carrington and Sale.
- There is no change to the moderate level of harm associated with the release of GM45-5, as the revised Green Belt boundary will be newly formed, across what is currently an open field, but the area of land being released is reduced.
- The reduction in the size of sub area GM45-7 preserves some land which would cause moderate-high harm if released.
- The westward extent of the southern end of GM45-6 has been reduced, and in combination with the retention GM45-4, GM45-1 and part of GM45-5, a stronger gap will be preserved here. Therefore, the impact on adjacent Green Belt will be minor rather than moderate, and harm will consequently reduce from very high to high.
- The area to the north of GM45-6, into which the release will be expanded, makes the same significant contribution to Green Belt Purposes 1, 2 and 3 as GM46, and proximity to the A6144, which connects Carrington and Sale, will also reduce perceived settlement separation. Although the woodland belt to the east of this area will be retained as Green Belt, its function in marking a strong edge to Sale will be lost. Both the settlement gap and boundary strength will be reduced, so the overall impact of the allocation here will still be very high. Various measures will be required to mitigate this impact, including a need to establish a strong, defensible Green Belt boundary on the western edge of the development parcel.

Stage 2 GM Green Belt Study – Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions and Stage 2 GM Green Belt Study – Cumulative Assessment of Proposed 2021 PfE Allocations and Additions

15.11 The Greater Manchester Green Belt Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions report (September 2020) assessed the combined impact of releasing proposed allocations and the designation of new Green Belt, as proposed within the GMSF 2020. Land Parcel GBA50 is a small area of land adjacent to the New Carrington allocation, located to the south of Partington and on the eastern edge of the Warburton Lane development parcel (see map in Additions Reports at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>). This land is a proposed Green Belt addition. The parcel contains flat grassland lined by tree cover and is located close to the suburban edge of Partington. The parcel was assessed against the purposes of Green Belt and performed as follows:

- Purpose 1: To check the unrestricted sprawl of large built up areas: **Strong**
- Purpose 2: To prevent neighbouring towns from merging into one another: **Weak**
- Purpose 3: To assist in safeguarding the countryside from encroachment: **Strong**
- Purpose 4: Preserving the setting and special character of historic towns: **No contribution**

15.12 In the assessment, allocation GM45 (now renamed JPA 33 in PfE 2021) New Carrington was included within Strategic Green Belt Area 25 (SGBA 25) which relates to the New Carrington allocation. The assessment found the release of the Green Belt would itself constitute significant sprawl and would lead to greater containment of land proposed to be retained, though wider SGBA 25 would be unaffected (Purpose 1). It was also assessed that release of Green Belt in the area would reduce perceived settlement separation between Carrington and Sale and would weaken the Green Belt boundary at Sale, although settlement gaps in the wider SGBA would be unaffected (Purpose 2). It would also retain land that would maintain connectivity of the wider SGBA but would increase urbanising containment and weaken the contribution to preventing encroachment (Purpose 3). Land within the New Carrington allocation does not make a significant contribution to the setting of any historic town. As such, release of this allocation would not affect the strategic role the SGBA makes to preserving the setting and character of historic towns (Purpose 4).

15.13 The report concluded that although there was some narrowing of the Green Belt in this location, which weakens the connectivity of the surrounding Green Belt, SGBA 25 still serves the Strategic Green Belt purposes.

Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial Use of the Green Belt September 2020

15.14 In 2019 consultants LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2km of the allocation sites. The study considered opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land thereby enabling some mitigation for the loss of Green Belt.

15.15 The potential Green Infrastructure (GI) opportunities in the Green Belt relevant to New Carrington identified in the assessment include:

- Linking the short sections of Public Footpath creating a wide ranging and cohesive network including links between Altrincham and Carrington Moss. There is potential to accommodate additional users on these routes including cyclists and horse riders.
- Permanent public access to Public Footpaths Carrington 22 and Carrington 1.
- Improved surfacing of the Trans Pennine Trail to become a multi-use trail.
- Create a new route for the Trans Pennine Trail to avoid a sewage farm and create a direct north-south connection between Ashton Road and Dairyhouse Lane.
- Revise access points along the Mersey Path section of the Trans Pennine Trail to provide a more cyclist-friendly and accessible entrance solution.
- Explore local connections to National Cycle Network (NCN) Route 62 with links north west to Carrington and east to Sale.
- Incorporate a segregated cycle route along the length of Church Road east west.
- The Urmston Active Area Neighbourhood will focus on public realm improvements to create 'quiet' walking and cycling routes to and from key attractions.
- Improve the accessibility of the pedestrian footbridge over the A6144 that connects Ashton upon Mersey with the Trans Pennine Trail/Bank Lane.
- Conservation and enhancement of the disused railway line, which provides links with the industrial heritage of the landscape and has an opportunity for multi-use (cycle, footpath, bridleway) recreational links. The new route could provide an extension to either the existing Glazebrook Trail or The Salford Trail.

- The presence of private recreational assets (Flixton Golf Course, Sale Sharks Rugby Training Ground) affords the opportunity to offer accessible packages to local residents.
- Enhance the disused Flixton Sewage Works where there is potential for further accessible biodiversity improvements.
- Review and develop the currently publicly inaccessible sections of the River Mersey to link up with the wider Mersey Valley recreational resource.
- The green loop proposals at Partington / Lock Lane could be incorporated within wider green infrastructure enhancements to create accessible recreational assets.
- Creation of new wetland areas to connect with existing SBIs and provide a contiguous habitat network.
- Review Greater Manchester's Ecological Unit (GMEU) designation criteria to ensure management plans are in place to protect and enhance key habitat features of existing designation.
- Create increased wetland habitat through the adoption of Countryside Stewardship schemes.
- Enhancement of the River Mersey SBI to provide recreational and educational opportunities to replace those which are to be lost as a result of Green Belt release from the eastern edge of the New Carrington allocation.
- Enhance the land identified as a Green Infrastructure Opportunity Area (GMSF 2019) for ecological benefit.
- Enhance existing woodland resources through community forest initiatives such as Manchester City of Trees/Northern Forest.
- Combine flood risk reduction with green infrastructure improvements.
- Create links with the National Trust Riverlands Project.
- Enhancement and management of existing drainage ditches and increase flood storage opportunities and alleviate surface water issues. Provide features such as drainage ditches to also function as SuDS benefiting biodiversity.
- Strengthen the links between the allocation and the surrounding Green Belt through woodland creation.
- Roadside planting to act as buffers to noise and air pollution to strengthen landscape character and habitat networks.
- Settlement edge planting to create softer edges and promote green wedges within the retained Green Belt.

- Build on historic and remnant land-use practices adjacent to the canal and the disused railway lines. Additional signage could ensure the story of the industrial past is retained.
- It is important that new development does not dilute the strong field patterns associated with this landscape. Such locations should be enhanced with native hedgerow planting and selective hedgerow trees to improve on the species diversity.
- Green buffers and green wedges can be utilised at the junction between the proposed and existing development along transport corridors such as the A6144.

15.16 Many of these opportunities have been either included within the policy requirements for the allocation or are appropriate to be included in more detailed Masterplans, the Trafford Local Plan or subsequent planning applications. The list of opportunities is not exhaustive and will be subject to review as part of further work, however it demonstrates the opportunities which exist to help offset the loss of Green Belt.

How the Green Belt Studies have informed the revised Green Belt at New Carrington

15.17 The findings from the various Green Belt assessments have been used to minimise harm to the remaining Green Belt and to inform both the revised Green Belt boundary and development parcels for the New Carrington allocation.

15.18 A strategic Green Belt corridor between Carrington and Sale West will be maintained, extending between the Dunham Massey Estate and the Mersey Valley. Reducing the Green Belt separation between Sale and Carrington resulted in high / very high harm ratings for some of the Green Belt parcels, to help mitigate this harm more land is proposed to be retained in the Green Belt in PfE 2021 than was in GMSF 2019. There is a clear policy requirement for new Green Belt boundaries to be defensible and to, where possible, utilise existing landscape features, as well as creating new boundaries through, for example, woodland planting. Land which is retained in the Green Belt will be improved and made more accessible.

15.19 The proposed allocation would result in 169 ha of land being removed from the Green Belt, this is a reduction of 72 ha from the proposed GMSF 2019 allocation which would have resulted in a total Green Belt loss of 241 ha. The overall development quantum at New Carrington has been reduced which has enabled a reduction in the overall development area and thereby a reduced Green Belt loss.

The GMSF 2019 proposed safeguarding a significant area in the centre of the allocation for development beyond the plan period. This is no longer proposed and this area has therefore been retained in the Green Belt in PfE 2021.

Exceptional Circumstances

15.20 The Green Belt evidence is one part of the evidence to justify both the allocation and the proposed Green Belt release. The findings of the assessments must be balanced against other factors such as sustainability, viability and deliverability and local benefits which make up the exceptional circumstance for removing land from the Green Belt.

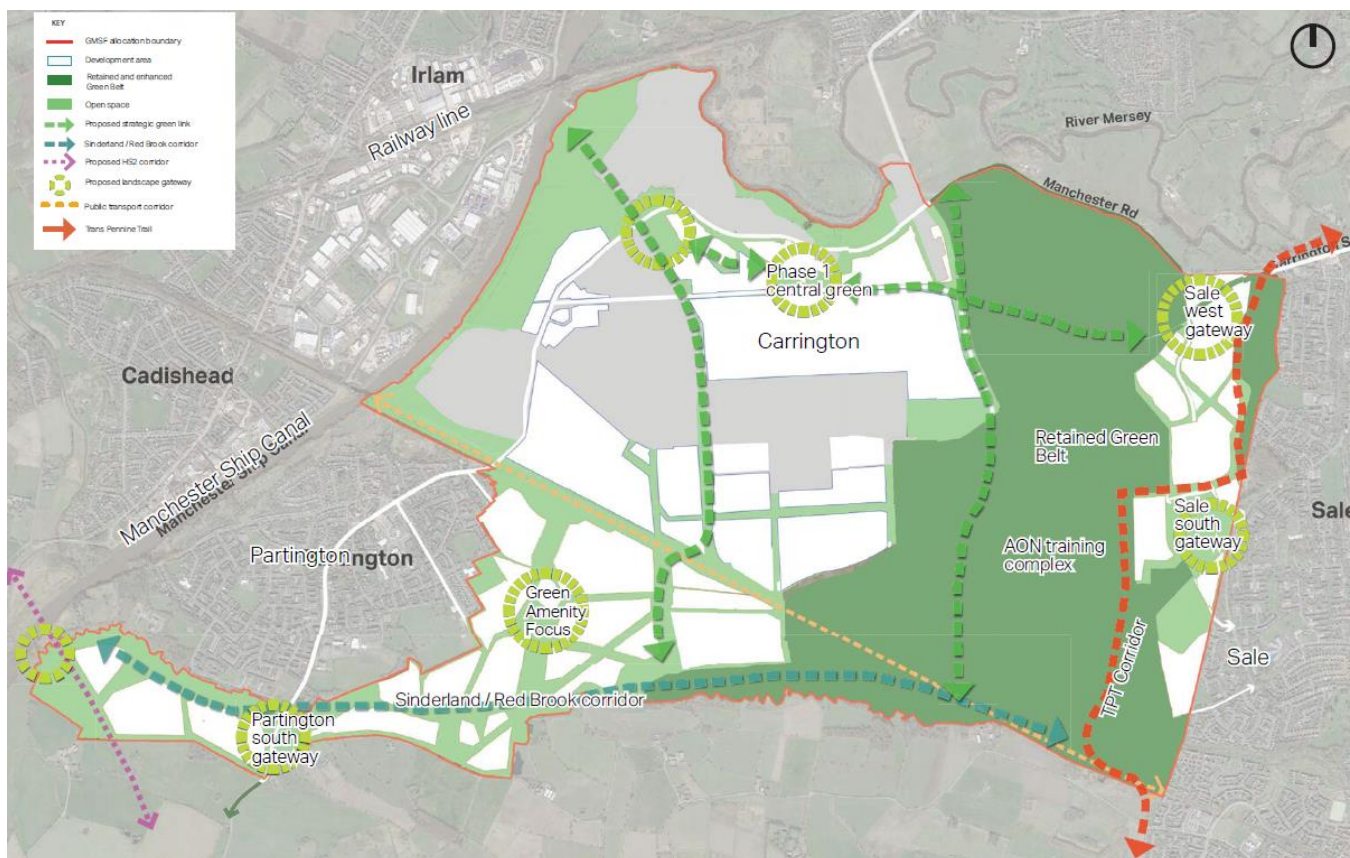
15.21 The New Carrington allocation will make a significant contribution to meeting Trafford's housing and employment requirements in PfE. It is a strategically important location in Greater Manchester and the allocation reflects Spatial Strategy policy JP-Strat 11 New Carrington. The scale of development planned within the New Carrington allocation is transformational in nature and it has the potential to deliver significant benefits over a wide area. The development will integrate with existing communities at Partington, Carrington and Sale West, providing improved services and infrastructure and delivering regeneration benefits to deprived communities.

15.22 The allocation will deliver transport infrastructure improvements, including improved sustainable bus routes as well as an active travel network across the site, and into the surrounding area. Development will also provide wider benefits including new / extended schools, local centres and health facilities. The allocation will enable the redevelopment of a significant area of brownfield land for employment uses. Creating a new sustainable community in South Manchester.

16.0 Green Infrastructure

16.1 The Green Infrastructure Plan from the New Carrington Masterplan shown in Figure 10 sets out the indicative location and extent of the proposed strategic green spaces and illustrates the contextual relationship between open space, development and existing communities.

Figure 10: Green Infrastructure Plan



16.2 A Green Belt corridor will be retained through the site providing enhanced and accessible Green Infrastructure (GI). The corridor will reinforce linkages between the Dunham Massey Estate and the River Mersey. New north/south tree planting will create a meaningful green corridor for nature and wildlife to move around the landscape more freely up to the River Mersey. Walking and cycling links will join up with key features such as the River Mersey, Trans Pennine Trail and Bridgewater Canal.

16.3 A strategic east-west Green Infrastructure route along the Sinderland Brook/Red Brook Corridor will connect Sale and the Manchester Ship Canal. This route will also provide links to the Manchester Ship Canal, via a GI route along the disused railway line corridor.

16.4 The Trans Pennine Trail will be enhanced as a strategic GI route acting as a recreational spine for a pedestrian/cycle network for Sale West. Another strategic GI route is proposed between Carrington Village and Sale West, enhancing the connections between future communities.

16.5 Blue infrastructure will also be an important element of the New Carrington allocation, the existing water bodies such as Red Brook, Sinderland Brook and Shell

Pool reserve will be integrated into a well-connected blue and green infrastructure network which connects the Manchester Ship Canal and River Mersey. Within the Sinderland/Red Brook corridor, there are aspirations to increase wet woodland and woodland areas.

Strategic Greenspaces

- 16.6 New Carrington Policy JPA33 identifies two areas of strategic greenspace at Sale West. These are areas which will remain open and, although removed from the Green Belt, will be protected from development. The areas have been removed from the Green Belt to enable a stronger, new Green Belt boundary to be established along the western boundary.
- 16.7 The strategic green spaces cover areas which already include woodland and which a network of formal and informal footpaths cross through. The development of the adjacent parcels will be required to improve these areas and enhance the green infrastructure and biodiversity potential. Development in the Sale West area will link to these areas and improve linkages through the area as part of the wider active travel network across the site. The spaces will also provide a green setting to development and improve access to greenspaces for both the new and existing Sale West community. There will be a network of soft landscaping and also enhanced informal open space.
- 16.8 The strategic greenspaces are in addition to a network of open spaces which will be required throughout the development parcels, as well as green links which will provide enhanced links around and to/from the New Carrington site.

17.0 Recreation

- 17.1 Development will be required to provide a number of Local Equipped Areas for Play (LEAP) and Local Areas for Play (LAP) as well as Neighbourhood Equipped Areas of Play (NEAP) across the allocation to provide a range of type and size of open space in accordance with Trafford Council's adopted policy on open space and outdoor sports standards.
- 17.2 Open space and play area requirements will be subject to further assessment as part of future Masterplanning and individual planning applications. The current SPD1: Planning Obligations requires:

- A LEAP to be provided per 450 people and a NEAP per 1,062 people. Present policies calculate a cost for play facilities at £378.95 per person.
- For publically accessible greenspace for recreational use there is a current requirement for 1ha per 1,000 people and present policies calculate the cost for sport facilities at £520 per person.

18.0 Landscape

18.1 The Greater Manchester Landscape Character and Sensitivity Assessment 2018 identified the Carrington area as a Mosslands and Lowland Farmland Character Type. It is further defined within Landscape Character Area 44: Warburton and Carrington Mosses. The mosslands are described as a simple, ordered landscape divided geometrically into a series of small to large field sizes with deep, open drainage ditches as field boundaries, interspersed with moss woodlands.

18.2 Guidance and opportunities from the Landscape Character and Sensitivity Assessment to consider within the allocation include:

- Maintaining open and long ranging views across the mossland from local high points.
- Ensuring that the sense of separation the landscape provides between distinct settlements is retained.
- Utilising existing woodland to integrate new development into the landscape.
- Protecting areas of semi-natural habitat.
- Conserving and managing the mosslands and areas of moss woodland.
- Considering the addition of woodland planting.
- Improving the condition of mossland rides, and restore ditches and field boundaries.
- Ensuring that development is in keeping with the mainly rural character of the landscape in terms of form, density and vernacular.

18.3 The New Carrington Masterplan has identified the following proposals for the protection and enhancement of landscape character at the allocation:

- The Sunderland/Red Brook green corridor will be retained and the Brook enhanced to create distinct character areas, providing recreational, biodiversity enhancement and habitat creation opportunities. The existing ancient woodland will be retained and enhanced.

- The green corridor between Sale and Carrington will be retained and green buffers created to help contain the development.
- Public recreational routes along the 'Rides' and Trans Pennine Trail should be retained and improved upon with surfacing enhancements, vegetation management and links to new recreational routes.
- Development around Sinderland/Red Brook shall relate to the character of the landscape within the area and south of Sinderland Lane. Lower density housing with a rural character will be more appropriate in these areas.
- Areas of landscape adjacent to settlement edges are influenced by urban built form and can be developed within the containment of existing and proposed GI corridors.
- Existing brownfield land at Carrington Business Park and the former chemical works can be utilised to create new development areas within the containment provided by existing adjacent built uses, and with a new GI corridor created to the east.

18.4 Established water courses and vegetation will be retained where possible. Strengthening the vegetated corridors will create a firm and defensible GI network between the urban areas and open countryside. Retention of existing landscape and water features shall provide a strong sense of place and character.

19.0 Ecological/Biodiversity Assessment

19.1 The allocation comprises a range of different habitats and there are also a number of European designated sites (SACs and Ramsar) within 10km of the allocation.

19.2 There is one Site of Special Scientific Interest (SSSI), Brookheys Covert directly to the south of the allocation. There are several Sites of Biological Interest (SBI) both within and adjacent to the allocation (see Table 3 for the latest grading assessment of each SBI). Neither the SSSI nor the SBIs are within the proposed development parcels. Development which impacts protected sites should be avoided and any impacts which do occur will need to be suitably mitigated.

Table 3: SBIs within the New Carrington allocation by Grade (2020)

SBI within the allocation	Grade
Altrincham Sewage Works	B
Birchmoss Covert	B
Broadoak Wood	C
Carrington Power Station	C
Coroners Wood	B
Partington Nature Reserve	C
Sinderland Green Wood	B
Wetland at Carrington Moss	A

Grade A: County importance; Grade B: District importance; Grade C: More than local importance

- 19.3 There are areas of designated ancient woodland within the allocation, as well as a number of wildlife corridors within and adjacent to the allocation, including the River Mersey, Manchester Ship Canal, Sinderland Brook and the disused railway line. These corridors will be retained and enhanced.
- 19.4 Development will be required to deliver a net gain in biodiversity. Development will also need to protect and enhance the habitats and corridors along Sinderland Brook to improve existing water quality.
- 19.5 The Green Belt wedge between Carrington and Sale will help integrate development into the wider landscape and connect habitats. Existing woodland and open landscape will form a connected green infrastructure network extending from the River Mersey through Dunham Massey. This will protect existing habitats and help to form buffers around key ecological areas, provide attractive new open spaces with opportunities to walk and cycle and for people to enjoy the natural environment. There will be ecological enhancements within green infrastructure areas such as ecologically valuable SuDS systems, new hedgerows and tree planting and the creation of new habitats. These enhancements will support biodiversity net gain.
- 19.6 Preliminary ecological assessment, including Phase 1 habitat surveys, have been carried out by several landowners / site promoters across the site, as well as to support a number of recent planning applications. These have not raised any major issues at this stage, however further detailed ecological assessments will be required to support future planning applications.

Carrington Moss / Wetland Creation

- 19.7 The New Carrington allocation contains areas of land which at one time were part of the lowland peat area which stretched across the Mersey Basin area. Much of the area falling within the allocation boundary has been highly modified as a result of agricultural and industrial activities. However, it is understood that pockets of the original peatland remain and that these could make a valuable contribution to the wider Great Manchester Wetlands Nature Improvement Area (NIA), which has an area of coverage of around 48,000 ha and includes a diverse landscape of water, fen, wet grassland, wet woodland and lowland raised bog across Wigan, Salford and Warrington.
- 19.8 There is limited information on the current extent and depth of the peat within the New Carrington allocation. A number of surveys, studies and mapping sources demonstrate that although much of the mossland area has been degraded over time, it is necessary that an up to date assessment of the extent and depth of the peatland area is carried out to establish an appropriate baseline. This will assist in confirming which areas are the most valuable and have the most potential ecologically; where peatland restoration or wetland creation may be possible and also in understanding how the proposed development can help deliver these through a biodiversity net gain and nature recovery focused approach.
- 19.9 The Defra Greater Manchester Peat Pilot Study, published in June 2020 (led by Natural England), sought to map the peatland areas of Greater Manchester and to assess the role peat plays in the city region's carbon emissions, as well as its potential future role. The Carrington area is identified within the 'lowland peat extent' but no further work has been completed and it is noted in the study that the peat extent information has been derived from a national dataset that is now ten years old, reinforcing the need for an updated study of the area. Trafford Council will continue to engage with Natural England, Greater Manchester Ecology Unit (GMEU) and the Greater Manchester Combined Authority (GMCA) on this work to understand the role of the Carrington area as part of the wider wetland habitat network in GM. DEFRA's England Peat Action Plan, published in May 2021, sets out a number of wide ranging actions to inform future peatland work, which will provide further direction.
- 19.10 Significant areas within the New Carrington allocation boundary are not proposed for development and will remain open, including an area of retained Green Belt through

the centre of the site, as well as Strategic Green Spaces close to the proposed Sale West development parcels. The New Carrington allocation policy (JPA 33) also includes a number of requirements relating to enhancing the green infrastructure network and also for wetland habitat creation.

20.0 Habitat Regulation Assessment

- 20.1 A Habitat Regulation Assessment (HRA) is required for PfE as it is considered to have the potential to cause harm to the special nature conservation interest of European Protected Sites. The HRA made an appropriate assessment of the implications of PfE in view of conservation objectives and was supported by an assessment of air quality impacts on designated sites. There was an updated HRA carried out that was published in 2020 and can be downloaded here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>.
- 20.2 A Habitat Regulation Assessment (HRA) has been undertaken and supported by an assessment of air quality impacts on designated sites. The following sites have been screened out at Stage 1 HRA:
- Rixton Clay Pits (SAC)
 - Midland Meres & Mosses – Phase 1 Ramsar
 - Rostherne Mere (Ramsar)
- 20.3 The following sites requires Stage 2 Appropriate Assessment:
- Manchester Mosses (SAC)
 - Peak District Moors (South Pennine Moors Phase 1) (SPA)
 - Rochdale Canal (SAC)
 - South Pennine Moors (SAC)
 - South Pennine Moors Phase 2 (SPA)
- 20.4 This GMSF HRA 2020 screened in the Strategic Location of New Carrington allocation for further assessment, stating that there is likely to be a significant and potential harmful effect from increased road traffic increasing diffused air pollution and potential recreational disturbance impacts on Manchester Mosses. The HRA recommends that there is a need to ensure project-level analysis of potential air quality impacts (and if necessary, project-level mitigation) is undertaken for significant sources of additional traffic past the M62 at Manchester Mosses SAC and this should be applied to allocations including New Carrington. A HRA requirement

has therefore been included in Policy JPA 33 New Carrington. The GMCA and TfGM are responding to Natural England's comments on the draft HRA (2020) by commissioning additional air quality modelling to more accurately assess the implications of changes in air quality on European sites that could potentially be affected by changes to nitrogen levels arising from changes in vehicle movements in Greater Manchester or within close proximity of the Greater Manchester boundary.

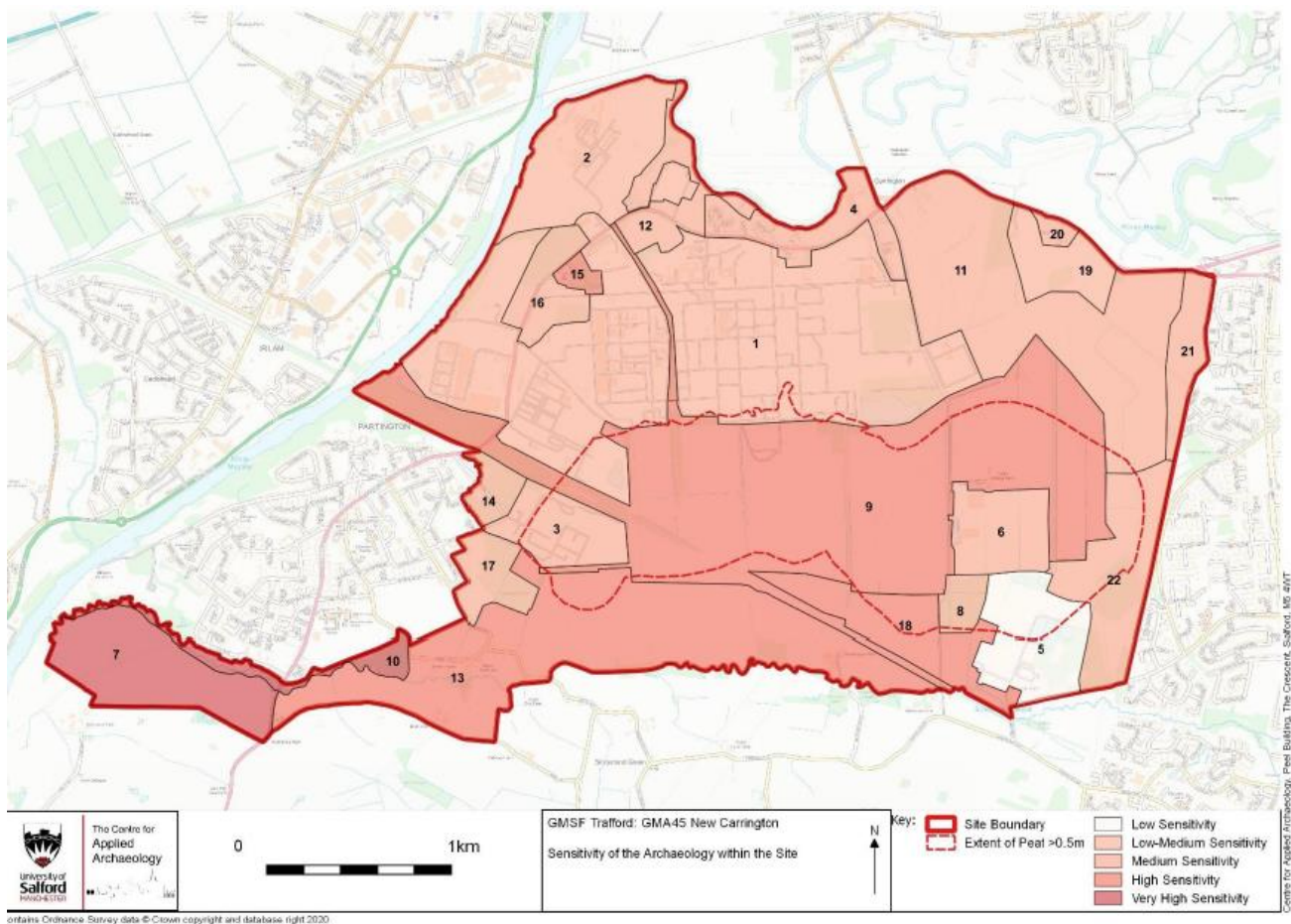
21.0 Heritage Impact Assessment

- 21.1 The University of Salford undertook a comprehensive Historic Environment Assessment (HEA) of the New Carrington allocation. The HEA documents can be downloaded here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>
- 21.2 Carrington originated as a small rural settlement and Carrington Moss was initially reclaimed possibly from as early as the Medieval period. There was enclosure of the mossland that predominately occurred in the 19th and 20th centuries. The Carrington Chemical Works was established on former mossland in the mid to late 20th century and represents almost 20% of the total area. There is potential for archaeological remains that have been preserved by waterlogged conditions, which may include prehistoric artefacts and settlement evidence. Peat deposits, which can preserve palaeoenvironmental evidence relating to past climates, flora and fauna may also be present.
- 21.3 The evidence provided in the HEA has informed the high level New Carrington Masterplan and will also be used to inform further Masterplanning. The HEA has informed Policy JP 33 to ensure the site can be delivered in a way that minimises the risk of harm to heritage assets and proposes the appropriate level of mitigation. However, the HEA is not a Heritage or Archaeology Impact Assessment and should not be relied upon for current or future planning applications.
- 21.4 The HEA identifies and describes the Historic Environment Character Areas (HECAs) into which the allocation has been divided. A total of 22 HECAs have been defined, as well as a number of designated built heritage assets within the site. These, along with the undesignated built heritage, have been subject to significance assessments, including considerations of setting (HEA - Appendix 3).

Archaeological Resource

21.5 The assessment looked at the known, and potential, buried archaeological remains across the site. The assessment showed that there is potential for remains of all periods within the site. The most significant remains are likely to date to the Prehistoric/Romano-British periods, medieval remains relating to Warburton Deer Park and Carrington village; and post-medieval remains relating to the former tramways on and around Carrington Moss (see Figure 11 for the archaeological sensitivity assessment of each area).

Figure 11: Sensitivity of archaeology by HECA



21.6 There is also high potential for buried archaeological remains of the medieval Warburton deer park to survive within HECAs 7 and 10 and further more detailed assessments and surveys are required to establish significance of the features related to the deer park. It is considered that the best preserved elements of the deer park may be worthy of Scheduled Monument status, in line with the scheduled status of surviving elements of other deer parks across England.

- 21.7 The HEA provided a number of recommendations, which provide a guide for the next stages of archaeological investigations in relation to taking the development forward. The former mossland and skirtland around it has high archaeological potential but is largely an 'unknown quantity', including along the course of Red Brook and also Warburton deer park. For a number of HECAs, a programme of work is recommended at an early stage to clarify the full extent, depth and survival of the peat. The skirtland, particularly the high archaeological sensitivity areas to the south, should be subject to archaeological evaluation to inform more detailed masterplanning. It is envisioned that some archaeological work can be dealt with as part of a condition of planning permission, however for more significant remains, further pre-planning work may need to take place to determine future treatment.
- 21.8 Archaeological evaluation is also recommended to characterise the remains associated with the tramway network. Other significant archaeological sites, such as Carrington Hall, should also be subject to evaluation. For other smaller areas, such as demolished farmsteads and cottages, which are of potential high local significance, archaeological work can be carried out as part of an appropriately worded planning condition in consultation with the Greater Manchester Archaeology Advisory Service (GMAAS).

Built Heritage

- 21.9 The Carrington area was predominantly rural until the 20th century, with isolated farm complexes across the landscape and a small settlement focus at Carrington village. The earliest known building within the allocation is the Grade II listed barn at Birch Farm, which dates to the 17th century. There are a number of other buildings which are 18th century in date; St George's Chapel (Grade II*) and Westwood Lodge (Grade II); and a number of cottages and farm complexes which retain late 18th/early 19th century fabric, such as Ackers Farmhouse (Grade II).
- 21.10 Reclamation of Carrington Moss during the later 19th century saw a small number of farms established along the fringes (e.g. Ashpodel Farm and Swiss Cottage). A considerable number of structures were also erected in relation to the tramway that was constructed in the late 19th century to transport night soil from Manchester to the site. During the mid-late 20th century the landscape was intensely developed and transformed the area from predominately agricultural in character to industrial.

21.11 The HEA recommends that development should minimise visual intrusion upon the setting of designated built heritage assets both within and outside of the allocation. In addition, non-designated heritage assets should be retained within the development and considerations given to where the setting makes a positive contribution to the significance of these heritage assets.

Historic Landscape

21.12 The HEA included a historic landscape assessment and, where possible, historic landscape features that should be retained. They make an important contribution to the character of the Carrington area, providing a unique sense of place and historic interest to the new development.

21.13 The following HECAs were assessed as 'high sensitivity':

- Former Warburton deer park
- Carrington Moss
- Coroner's Wood
- Enclosed land south of the moss
- The Church of St George

21.14 The historic landscape character within the north-western part of the site has been significantly eroded due to intensive industrial development but small fragments such as the area around the Church of St George have survived. The landscape pattern across much of the site is predominantly the product of reclamation from the mid-19th century onwards and the grid-like patterns is a significant historic landscape feature. A large part of the agricultural landscape has seen agglomeration of fields from the later 19th century onwards and some hedgerow boundaries still survive in some form particularly along the southern and eastern parts of the site.

21.15 The north-eastern portion of the former medieval Warburton deer park falls within the allocation and there are a number of features surviving within the landscape that are likely to be associated with the deer park. The HEA concludes that the Carrington Rides represents a highly significant piece of infrastructure and their retention is recommended as they contribute to the historic character and they have the opportunity of providing a unique sense of place, continuity, character, and historic interest for the new development.

21.16 The HEA made a series of recommendations on incorporating historic landscape features into any future development to help create a sense of place and maintain a visual and tactile link with the area's past. Historic hedgerows and roads have been identified and are recommended to be incorporated into future development to help enhance sense of place in the local landscape.

22.0 Air Quality

22.1 There are two small Air Quality Management Areas (AQMA) along Manchester Road to the north of the allocation and a small AQMA on Carrington Lane adjacent to the allocation in the north east. Development will incorporate appropriate air quality mitigation particularly along major transport corridors and a full air quality assessment will need to be submitted as part of the planning application process.

23.0 Noise

23.1 Development will be required to incorporate appropriate noise mitigation particularly along major transport corridors, including the proposed HS2 route, and in relation to existing and new employment uses. A noise assessment will be required to be submitted as part of the planning application process. The assessment should consider the nature and extent of noise (and vibration if applicable) generated by the proposed development.

Section D – Social

24.0 Education

- 24.1 Trafford Council forecasts primary school places four years ahead based on the number of GP registered children in each academic year who may go on to request a school place in four years' time. A forecast is also made for pupils resulting from new housing developments, but these places are expected to be funded by the developer and therefore do not attract basic need funding.
- 24.2 A high level housing yield rate of 3 pupils per year group, per 100 homes, for both primary and secondary sectors is currently used. This is based on the average yield in established school catchment areas extracted from the 2011 census. Only dwellings of more than 1 bedroom in new developments are used in forecasts. New affordable home schemes around popular schools tend to generate a higher yield in the shorter term.
- 24.3 For large housing developments, developer contributions towards new school places should provide both funding for construction and land where applicable, subject to viability assessment when strategic plans are prepared and using up-to-date cost information. If this is near existing schools that have potential to expand, then these schools will be expanded first to safeguard their viability. Each development that generates whole pupil numbers should contribute the respective pupil rate (see Table 4) towards the expansion of the existing school (if this is possible) or contribute towards the nearest new school associated with a larger development.

Table 4: Cost per pupil by education sector

Sector	Cost per pupil (2020)	Source
Primary	£13,659	Basic Need rate per primary place 2021-22
Secondary	£17,757	Basic Need rate per secondary place 2021-22

- 24.4 An actual primary and secondary pupil yield rate for each school catchment area in Trafford is currently being developed.
- 24.5 The pupil yield estimates for the allocation indicate that approximately 680 additional primary and 486 secondary school places will be generated by the development.
- 24.6 The estimated number of primary school pupils is sufficient to justify the requirement for a 1 x 3 form entry school (630 pupils). Existing local primary schools in both Sale

West and Partington currently have few vacancies. A contribution of approximately £9,291,000 will be required to find additional school places. This is likely to be a combination of extensions to existing schools, as well as potentially requiring a new school. This will be considered as part of further Masterplanning for the site.

24.7 For secondary schools there are currently 180 permanent vacancies at Broadoak Academy and 315 permanent vacancies at Wellacre Boys Academy. The 354 secondary pupils generated by the Partington and Carrington parcels of the allocation can therefore be accommodated. Secondary schools in Sale however do not have any permanent vacancies. A contribution of £2,335,933 will therefore be expected for secondary school place provision in Sale West.

25.0 Health

25.1 Development at the allocation site will be required to support new and improved health facilities for the new community. New health facilities could include extending existing facilities in Partington, Carrington and Sale West, as well as new facilities at the new local centre or in one of the neighbourhood centres.

Section E – Deliverability

26.0 Viability

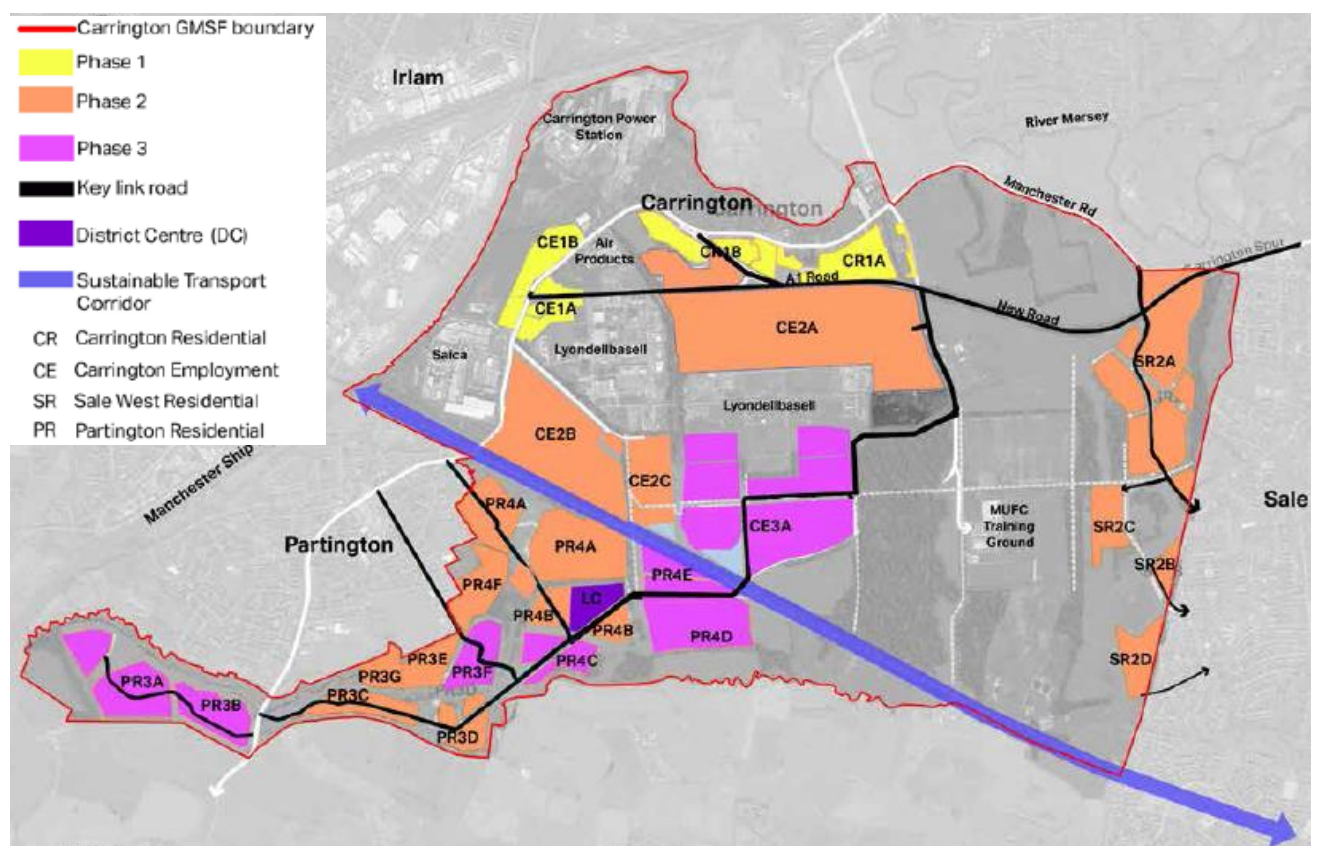
- 26.1 Three Dragons, Ward Williams Associates and Troy Planning and Design were commissioned to undertake a Viability Assessment for the GMSF 2020 with an addendum for PfE to update where necessary. A separate site specific assessment was also carried out for each PfE allocation. As the New Carrington allocation was not changed from GMSF 2020 the PfE Viability Assessment addendum is not relevant to this allocation.
- 26.2 The Viability Assessment for the New Carrington allocation tested the total development quantum on the site, including the residential units which are expected to be delivered post plan period.
- 26.3 The starting point was a base case test on the costs associated with the Draft GMSF 2019 policy requirements, as well as the existing Local Plan policy requirements. A series of sensitivity tests were then carried out to understand the impact of changing any of the policy requirements on viability. The scheme was not viable for the base case or the first sensitivity test which included a reduction of the affordable housing requirement to 15%. The second sensitivity test also included an affordable housing requirement of 15% but increased market values by 15% in recognition that the comprehensive redevelopment of the Carrington area and the creation of a new community will have a positive impact on values in the area.
- 26.4 Results from the Viability Assessment for New Carrington show that the site is viable with a 15% affordable housing contribution and an uplift in market values. Once standard development costs, fees, profit and infrastructure costs have been taken into account, including the strategic transport costs, New Carrington is estimated to have an out turn residual value of £10.8 million and is therefore considered to be deliverable. Please see the Viability Assessment evidence base document for information.
- 26.5 Further Viability Assessments will be needed for the New Carrington allocation as the development progresses. As set out above, the scale of the New Carrington allocation means that a new place will be created and the surrounding area will be improved so that values in the area will likely increase. The 15% affordable housing requirement for New Carrington is therefore a minimum and, subject to further

viability assessments, there may be scope to require a higher affordable housing contribution on some parcels within the development site.

27.0 Phasing

27.1 The New Carrington allocation will come forward in phases over a long period, which is expected to extend beyond the PfE plan period. The high level masterplan for the site includes an indicative phasing plan which reflects the identified development parcels, anticipated delivery rates and sales outlets on the site. Figure 12 shows the indicative development parcels and broad development phases.

Figure 12: Indicative phasing plan development parcels for development



- **Phase 1** – Approx. 600 dwellings and 46,450 sqm employment land. Development parcels CR1A and CR1B have planning permission for housing and employment development (application 99245/OUT/19) and this area is known as Carrington Village. The first phase of the area for employment development (within parcel CE1A) is now being implemented by HIMOR. The remainder of the employment land (CE1B) will be built out following the successful completion and letting of the initial employment site at CE1A.

- **Phase 2** – Approx. 3,250 dwellings and 228,157 sqm employment land.
Development parcels comprise of residential development at Sale West (SR2A, 2B, 2C and 2D), land off to the east of Warburton Lane (PR3C and D), land to the east of Partington (PR3E and 3G, PR4A and 4B); and employment land at Voltage Park and Common Lane (CE2B and CE2C).
- **Phase 3** – Approx. 1,200 dwellings and 103,365 sqm employment land.
Development parcels comprise residential development to the east of Warburton Lane (PR3A and B); land east of Partington; and further employment land within the former Shell Plant (CE3A). Each of these land parcels follows on from the development of earlier Phase 2 parcels.

27.2 The phasing schedule recognises the distinctive character areas and how each will serve a different housing market, allowing multiple residential sites to be delivered alongside each other. The delivery rate has been informed by discussions with the landowner steering group, consideration of average density rates for developments of this type, as well as the positive impact affordable housing can have on delivery rates.

27.3 The phasing of development will be considered alongside the delivery of infrastructure and a high level infrastructure phasing schedule has been prepared as part of the New Carrington Locality Assessment. The development and infrastructure phasing will be developed further as part of future Masterplanning.

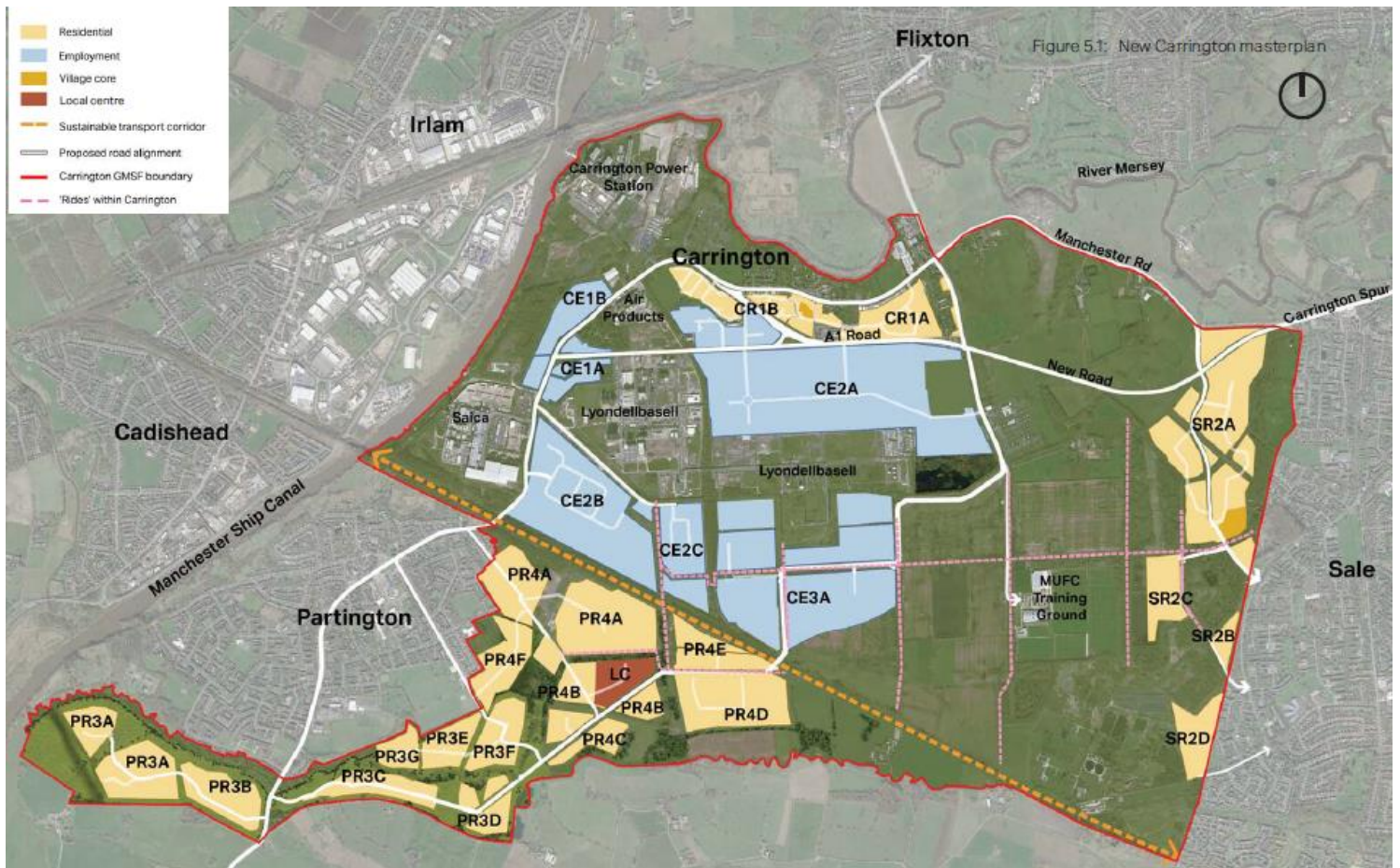
28.0 Indicative Masterplanning

The Council has worked with major stakeholders including HIMOR, Manchester United, National Trust, Redrow and United Utilities to prepare a Masterplan for the New Carrington site. The Masterplan was commissioned independently by Trafford Council on behalf of the landowner Steering Group and demonstrates how the site could be delivered. The masterplan has been used to inform policy wording and presents one option for how the allocation could come forward.

28.1 The Masterplan considered existing constraints and opportunities on the site, including flood risk, existing ecological designations, COMAH zones and areas of heritage value and from this potential development parcels have been identified. The Masterplan shows these indicative development parcels, the approximate alignment of new link roads, a new local centre and green infrastructure areas / corridors. The

development parcels in the Masterplan are shown in Figure 13 and the full New Carrington Masterplan has been published as a Supporting Document to PfE.

Figure 13: New Carrington Masterplan



28.2 The majority of employment uses are located in the centre of the site, close to existing employment uses and to the south of the proposed Carrington Relief Road. These development parcels will provide around 150 ha of industry and warehousing employment development. The residential uses are primarily located at Sale West and to the south and east of Partington, Approximately 5,000 homes will be delivered across a total area of approximately 180 ha at densities of between 25 to 55 dwellings per hectare.

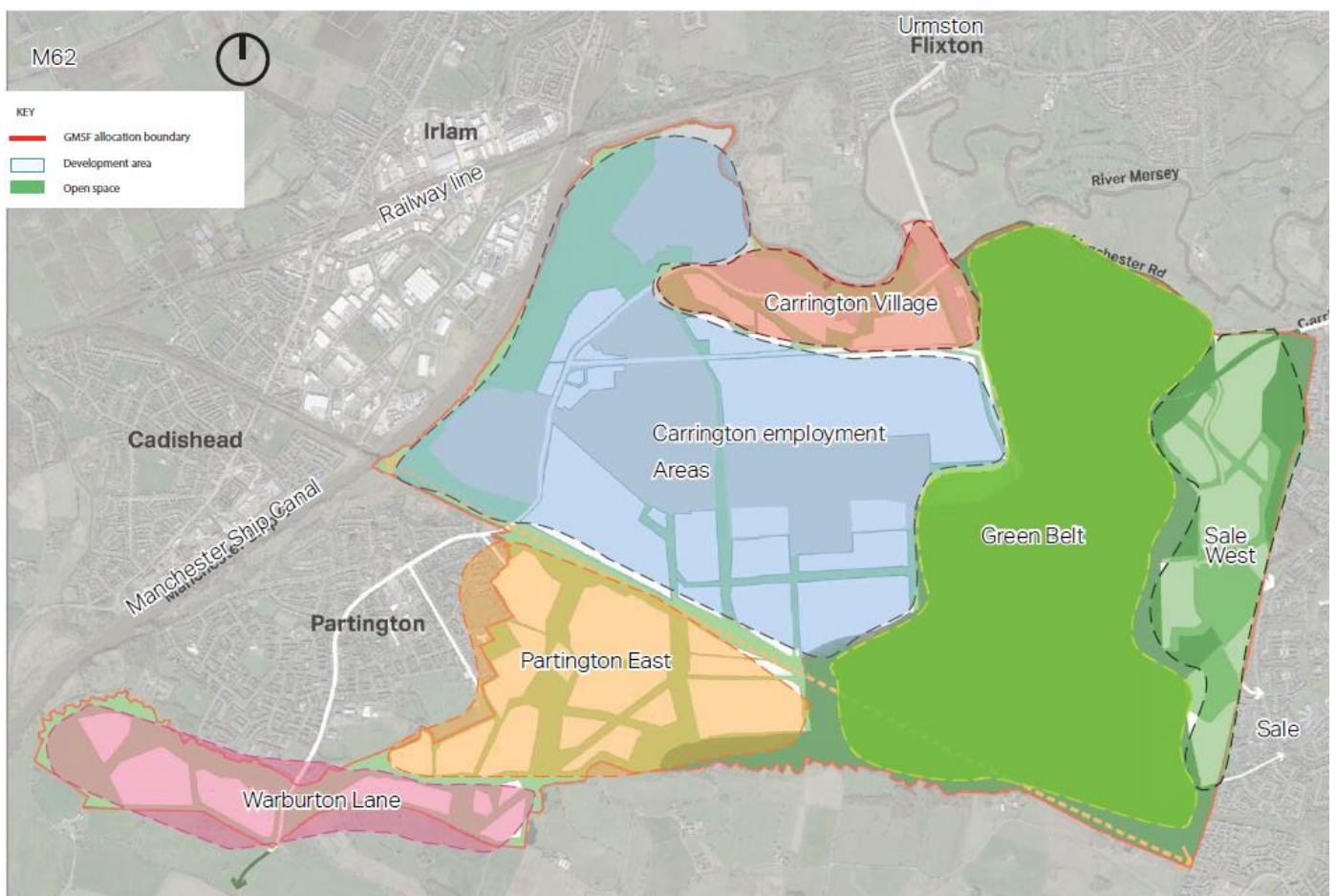
28.3 Significant areas of the allocation will be not developed. This includes the retained Green Belt gap between Carrington and Sale, the strategic greenspaces at Sale West and significant areas of greenspace within and around the development parcels.

28.4 A new local centre will be delivered within the Partington East area, as well as neighbourhood centres in Carrington Village and Sale West. These centres will act

as attractive, mixed use community hubs, which provide gateway entrances into the wider Carrington development areas and form community destinations for the whole development, as well as existing communities. These spaces will be defined by landmark buildings comprising small commercial units.

28.5 The development parcels will also be linked by a network of new and existing walking and cycling routes, supporting sustainable travel around the allocation and to adjacent communities and destinations.

Figure 14: New Carrington Character Areas



28.6 Five distinct Character Areas have been identified across the New Carrington site each with different design considerations and development proposals. The five areas identified are Carrington Village, Sale West, Partington East, Warburton Lane and Carrington employment area (see Figure 14). The details for each area are set out below.

Carrington Village Character Area

- 28.7 Carrington Village is in the north of the allocation between the A6144 and the proposed Carrington Relief Road. The Character Area relates to development parcels CR1A and CR1B and it is proposed for approximately 600 homes.
- 28.8 Carrington Village will provide medium density family housing incorporating a higher proportion of smaller housing units at the neighbourhood centre. The area's identity will be principally defined by its natural features creating a 'green neighbourhood'. Proposed areas of open space will accommodate a new rugby pitch, training pitch and a club house. The landscape will provide a focus for community-based leisure activities in a formal to semi-formal landscaped setting. The proposed Carrington Relief Road is adjacent to this area and will provide a new primary route between Partington and Carrington Spur.
- 28.9 There are current planning permissions for the development in the Carrington Village Character Area.

Warburton Lane Character Area

- 28.10 The proposed Warburton Lane area is located to the east and west of Warburton Lane and to the south of Partington. The area includes development parcels PR3A, PR3B, PR3C and PR3D, and is proposed for approximately 400 residential units. It will be essential for the development parcels to be integrated with the existing Partington urban area, including connections over the Red Brook. The land is currently designated as protected open land / safeguarded land in the Trafford Core Strategy (2012).
- 28.11 The Warburton Lane area will provide lower density family housing and development will be designed in a way that respects the sensitivities of the site in terms of built heritage, archaeology and landscape. Rural and natural landscape features will help create a 'rural neighbourhood' setting. Existing watercourses i.e. Red Brook will be integrated into a landscape corridor running through the area. Large tree species and rural landscape treatments will reflect the existing 'rural' character.
- 28.12 The land to the west of Warburton Lane has been identified as an area of potentially significant archaeological potential in the Carrington Historic Environment Assessment (HEA). The initial archaeological investigations identified the remains of Warburton Deer Park on development parcels PR3A and PR3B and further

investigations are required to understand the value of this site. Until this further work has been undertaken a cautious approach has been adopted in calculating the development potential of this area considering the significant uncertainty and reflecting the National Planning Policy Framework (NPPF) guidance on non-designated heritage assets.

28.13 The land to the east and west of Warburton Lane is located on the southern edge of the New Carrington development site and therefore a significant landscape buffer will need to be provided along the southern boundary, to mitigate the impact of development from land to the south which is open countryside / Green Belt.

Sale West Character Area

28.14 The Sale West area is located along the western edge of Sale and relates to development parcels SR2A, SR2B, SR2C and SR2D. The area is proposed for approximately 1,400 residential units.

28.15 The Sale West area will comprise slightly higher density development at 40 dph which reflects the existing Sale West urban area. A new neighbourhood centre will serve both the new and existing community at Sale West.

28.16 Formal to semi-formal landscaping will be used throughout the area to create areas of amenity. New defensible Green Belt boundaries will be created along the western edge. Significant strategic greenspaces will characterise the Sale West development parcels, providing a green setting to development and providing a significant Green Infrastructure resource to the new and existing communities. Green links will be delivered through the area, linking with the existing Trans Pennine Trail.

Partington East Character Area

28.17 The area is located to the east of Partington and relates to development parcels PR3E, PR3F, PR3G, PR4A, PR4B, PR4C, PR4D, PR4E, PR4F and LC. The area is proposed for approximately 2,500 residential units.

28.18 At Partington East there will be slightly higher development density of 40 dph close to the existing Partington urban area as well as near to the proposed local centre. The remaining area will be developed at an average density of 35 dph. The area will form an integrated extension to Partington.

28.19 The northern part of the area is currently well screened with mature vegetation, which will be retained. The Red Brook valley running along the southern boundary will form the boundary to much of the southern edge of the development. Additional woodland belts along existing field boundaries will further screen and integrate the area. In response to the open countryside beyond the site, residential buildings along the eastern fringe will be orientated towards the eastern and southern boundaries with landscaping separating development parcels.

Carrington Employment Character Area

28.20 The area is centred on the industrial brownfield land in the centre of the allocation and relates to development parcels CE1A, CE1B, CE2A, CE2B, CE2C and CE3A. The area is proposed for approximately 150 ha of industry and warehousing employment development.

28.21 A range of employment buildings and amenity open spaces will be created through a formally arranged layout that creates legible streets and attractive buildings incorporating accessible linkages to the residential areas and local centres. Several Business Gateways will perform as formal entry points into Carrington from Partington and Sale. Screening landscape buffers will be established between residential and employment areas.

Section F – Conclusion

29.0 The Sustainability Appraisal

29.1 As outlined in Section A of this paper, Policy GM Allocation 45 New Carrington in the 2019 GMSF scored positively against a wide range of the Integrated Assessment (IA) Objectives (including key areas such as housing, employment, sustainable transport, health, education and green infrastructure). However, not all of the objectives resulted in a positive score and a series of recommended policy wording additions were identified.

29.1 Taking the findings of the IA into account, the policy wording for the allocation has now been strengthened in the following areas:

- A local labour and skills plan/agreement will now set out how employment and training opportunities for local people can be created.
- Appropriate solutions to providing decentralised low carbon heat and energy as part of the new development will need to be explored and delivered.
- The design of new buildings and development layouts will be required to maximise the amount of renewable energy that can be generated via green technologies, and linked to the supply of electric vehicle charging infrastructure.
- Provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points will now be required.

29.2 The subsequent IA of the New Carrington GMSF 2020 policy resulted in a more positive score and the IA 2020 has been published as a supporting document to PfE. The PfE 2021 policy is substantially the same as the GMSF 2020.

30.0 The main changes to the Proposed Allocation

30.1 The main changes to the allocation from GMSF 2019 to GMSF 2020 / PfE 2021 are set out in paragraph 4.14 and the reasons for these changes are explained more fully in the subject specific sections of this document. The changes are supported by the significant amount of evidence base work and Masterplanning which has been undertaken following the GMSF 2019. This has also allowed for greater detail to be added to the policy so that policy requirements have been expanded and references to specific requirements added where appropriate.

30.2 The full New Carrington 2021 (JPA33) policy is at Appendix A. However the following changes are considered to be of most significance:

- The addition of an inset Policy Map (see Appendix A below) to accompany the policy has been added to give clarity over which areas of the site are for residential, employment and strategic greenspace, as well as which areas will be retained as Green Belt. The Policy Plan also shows the indicative routes of link roads through the site which will be required to provide access to the development parcels.
- Reduction in the development quantum proposed at New Carrington in both the plan period and overall
- Removal of the proposed safeguarded land in the centre of the site which was proposed in the draft GMSF 2019, with the land instead retained in the Green Belt
- Amendments to the development parcel boundary at Sale West and the addition of Strategic Greenspaces which will be protected from development
- Further detail on the main transport infrastructure interventions which are required, including those within the site and on the surrounding highway, public transport and active travel network.
- Reduction in the affordable housing requirement from a minimum of 30% in the GMSF 2019 to a minimum of 15% requirement in the GMSF 2020.
- Further detail on policy protections and enhancements in respect of environmental, historic, design and climate change.

31.0 Conclusion

31.1 The evidence summarised in this Topic Paper demonstrates that delivery of much needed homes and employment within this allocation is both sustainable and viable. The allocation meets the PfE spatial strategy to deliver inclusive growth and is identified as a strategically important location in the Spatial Strategy.

31.2 The allocation can deliver 4,300 high quality homes in the PfE plan period, including a significant number of affordable homes and will contribute to meeting Trafford's housing needs. The development will underpin sustainable economic growth providing around 350,000 sqm of new employment land. The Carrington area is already identified in the Trafford Core Strategy as a Strategic Location (SL5) and the additional PfE development provides an opportunity to capitalise on the existing growth in the area.

- 31.3 The allocation will be integrated with the existing communities of Carrington, Partington and Sale West and will have a regenerative impact on the wider area. Significant improvements to transport infrastructure are proposed as part of the development and improvements to the public transport and active travel network will be integral to the success of the development. Significant areas of Green Belt and greenspace will characterise the development providing a green setting to the allocation and enhancing the existing green infrastructure network.
- 31.4 The requirement for a detailed Masterplan for the allocation will ensure development is not piecemeal and that the infrastructure required to support the development will be funded and delivered by developers in a fair and proportionate way.

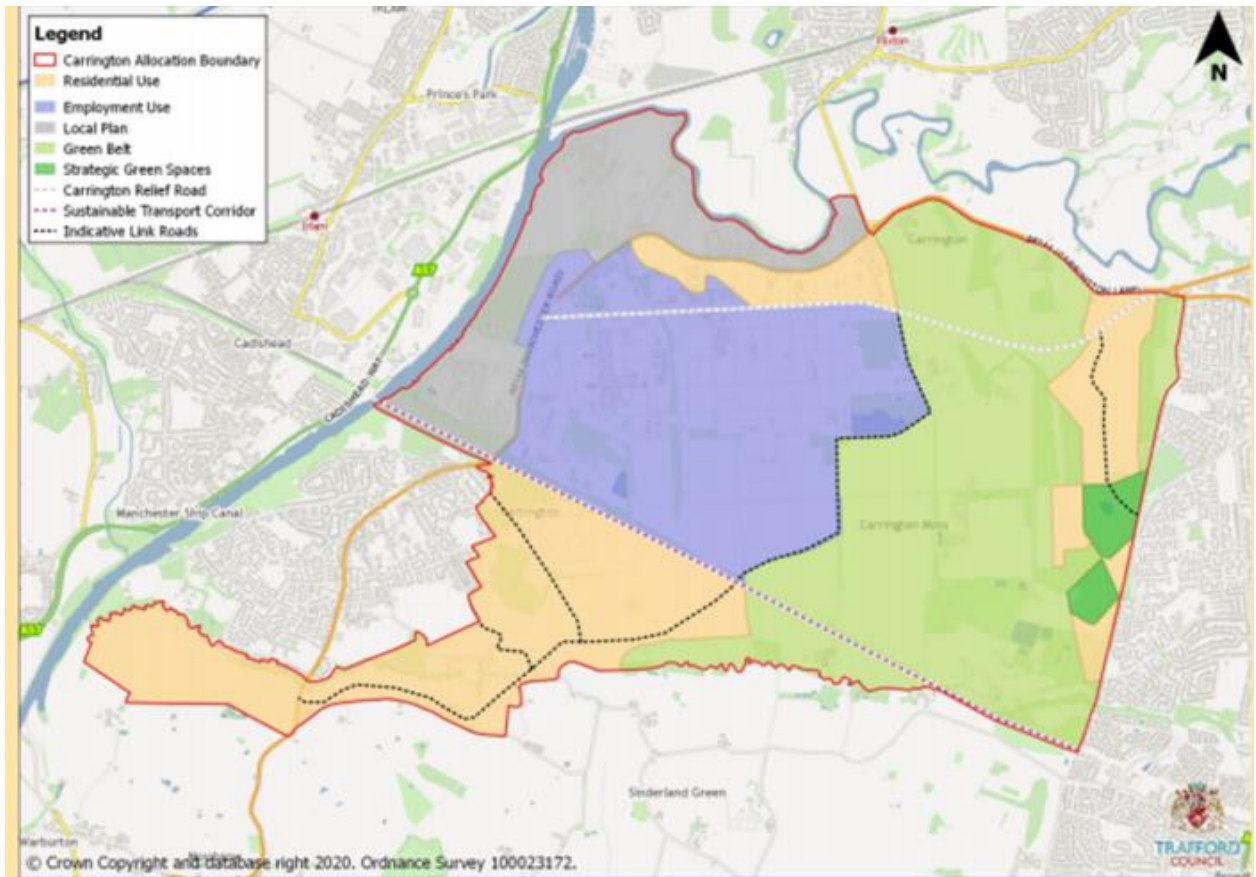
Section G – Appendices

Appendix A: New Carrington Policy JPA 33 from Places for Everyone 2021

Appendix B: New Carrington Policy GM41 from the Draft GMSF 2020

Appendix C New Carrington Policy GM45 from the Draft GMSF 2019

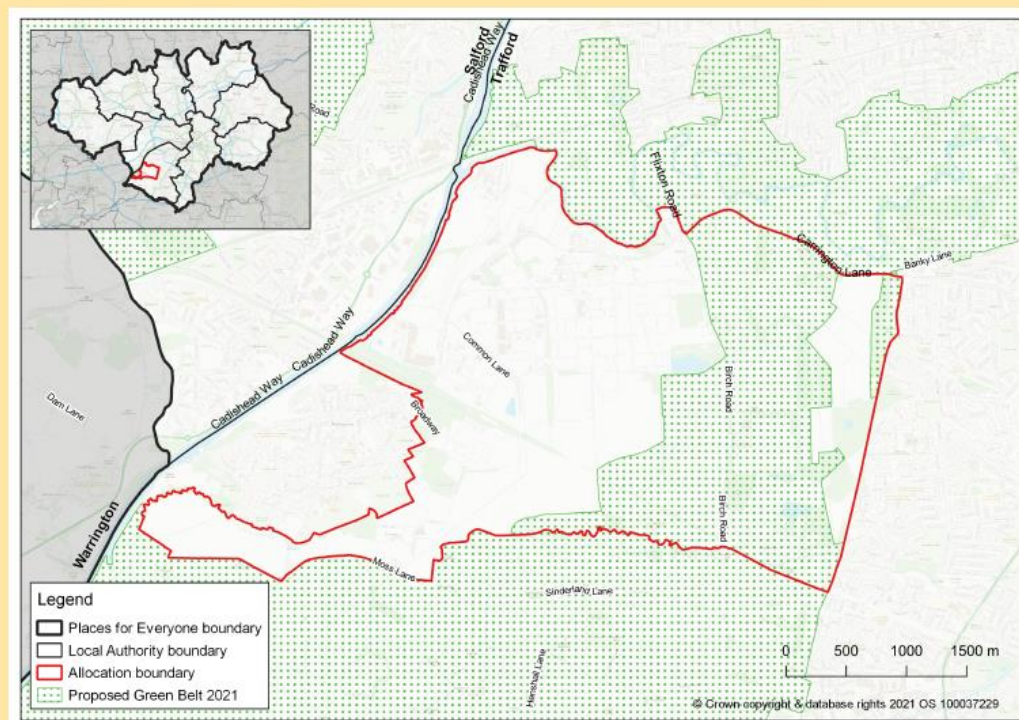
Appendix A: New Carrington Policy JPA 33 from Places for Everyone 2021



Picture 11.48 New Carrington Allocation Policy Plan

Policy JP Allocation 33

New Carrington



Picture 11.48 JPA 33 New Carrington

Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority, to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential Development

2. Deliver around 5,000 units, of which 4,300 will be delivered in the plan period at Carrington/ Partington and Sale West, in the following distinct character areas, as set out on the Allocation Policy Plan:
 - Carrington Village – approximately 600 units
 - Sale West – approximately 1,450 units
 - East Partington – approximately 2,600 units
 - Warburton Lane – approximately 420 units
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Demonstrate how the constraints on land to the west of Warburton Lane can be addressed. Planning applications will need to demonstrate how the site will:
 - i. Integrate into and reflect the character of the historic landscape; avoiding areas of the highest heritage significance;
 - ii. Integrate successfully into Partington and the wider New Carrington allocation, both in terms of physical linkages and the ability to understand the wider area as a distinct place.

Development proposals which do not address these constraints will not be accepted;

5. Deliver a range of house types, sizes, layouts and tenures through a place-led approach based on each of the Character Areas in the New Carrington Masterplan / SPD and the Trafford Local Plan;
6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area:
 - Carrington Village – average 35 dph
 - Sale West – average 40 dph
 - East Partington – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55 dph will be appropriate close to the local centre;
 - Warburton Lane – average 25 dph

7. Provide a minimum of 15% affordable housing across the New Carrington allocation. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas;
8. Make specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

Employment development

9. Deliver around 350,000 sqm (gross) of employment opportunities for industry and warehousing as set out on the Allocation Policy Plan;
10. Create legible streets and spaces within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and local / neighbourhood centres;
11. Create employment and training opportunities for local people in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan policies;

Delivery and phasing

12. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
13. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport, Integration and Accessibility

14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
15. Deliver a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;
16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook to successfully integrate development;
17. Utilise the route of the disused railway line through the site as a strategic sustainable 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 public transport linkages;
18. Deliver bus priority infrastructure within the site and, where appropriate, on bus routes linking to the site;
 19. Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and a strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures. Other highway links to access development parcels will also be required, including:
 - i. Southern link – connecting the A6144 Warburton Lane and the A6144 Manchester Road (via either Moss Lane or Broadway), crossing the Red Brook and providing a local route around the Partington urban area
 - ii. Eastern link – connecting development parcels in the East Partington area to Isherwood Road, crossing the rail line and linking through the employment parcels
 - iii. Sale West link – from the Carrington Relief Road and extending south through the Sale West development parcel and linking to Firs Way.
 20. Make the necessary improvements to the Strategic, Primary and Local Road Networks including the following key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers:
 - i. Carrington Spur widening on the approach to M60, J8 (approx. 500m)
 - ii. Carrington Relief Road widening between Isherwood Road and the Carrington Spur
 - iii. Upgrades to the Flixton Road junction
 - iv. Upgrades to the Carrington Relief Road / Banky Lane / Carrington Spur junction
 - v. Upgrade Isherwood Road

Community Facilities

21. Provide a new local centre with convenience shopping facilities and services in the region of 2,500 sqm of retail floorspace, within the East Partington development area at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
22. Provide new Neighbourhood Centres at Carrington Village and Sale West to provide local services and community facilities;
23. Provide and contribute to the provision of additional primary and secondary school places. Extensions will be required to primary and secondary schools in Partington and Sale West;
24. Provide and contribute to new health facilities to support the new community;

Green Belt

25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, accessible green infrastructure;
26. Create defensible Green Belt boundaries utilising, where appropriate, existing landscape features;
27. Mitigate any impact and improve the environmental quality and accessibility of remaining Green Belt land;

Green Infrastructure

28. 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;
29. Retain, create and enhance wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure;
30. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space and outdoor sports policies, including local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long term maintenance;
31. Protect the green spaces at Sale West identified on the Allocation Policy Plan and promote their use as an accessible green infrastructure area. These areas are protected from development and proposals will need to demonstrate how they will deliver improved Green Infrastructure and access (including new/improved public rights of way) to these parcels to mitigate the impact of development;

Natural Environment

32. Protect and enhance natural environment assets within the site and the surrounding area, including Brookheys Covert Site of Special Scientific Interest (SSSI), local Sites of Biological Importance (SBIs) and local nature conservation sites and features including woodland and hedgerows both within and adjacent to the allocation;
33. Achieve enhanced delivery of ecosystem services through the restoration and creation of areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester;

34. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;
35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin Management Plan (2019);
36. Provide a project specific Habitats Regulation Assessment for planning applications of over 50 residential units or 1,000 sqm employment floorspace;

Landscape

37. Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at Carrington;
38. Conserve and enhance local landscape character, including the setting of the Dunham Massey estate and Warburton Deer Park;
39. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation area;

Design

40. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;
41. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;
42. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of design;

Historic Environment

43. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated HIA submitted as part of the planning application process;
44. Positively conserve archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the New Carrington Historic Environment Assessment 2020 to establish where especially significant archaeology should be preserved in situ;

Utilities, Environmental Protection and Climate Change

45. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
46. Explore and deliver the most appropriate solutions to providing decentralised, low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;
47. Ensure new development maximises on-site renewable energy measures in line with the energy hierarchy, for example via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;
48. Make provision for necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant Places for Everyone or Local Plan policies;
49. Mitigate flood risk and surface water management issues, both within and beyond the site, including provision of SUDS through the design and layout of development and in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;
50. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface water hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution;
51. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;
52. Address land contamination issues by undertaking appropriate site investigations to identify the level of contamination and deliver effective remediation to ensure there are no unacceptable risks to human health and the water environment;
53. Incorporate appropriate noise and air quality mitigation particularly along major transport corridors, including HS2, and in relation to existing and new businesses,

facilities and employment uses, including existing operational wastewater treatment works;

54. Improvements to the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements.

The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site.

The successful development of the site will require a coordinated approach between all landowners and developers. Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West. 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.

A high level Masterplan has been prepared for the New Carrington site which has assessed the existing site constraints and determined the overall residential and employment development quantum, as well as identifying green infrastructure areas and opportunities. The Masterplan identifies four distinct residential character areas across the allocation: Carrington Village, Sale West, Partington East and Warburton Lane.

Residential development

The New Carrington site will deliver around 4,300 homes in the plan period and up to 5,000 new homes in total. High quality design will be essential to ensuring the successful integration of development with existing communities and in delivering a positive step change in the local area.

Some areas of the site have particularly high sensitivity and will require additional work to be undertaken in advance of any planning application to ensure that any impacts can be suitably addressed. The land to the west of Warburton Lane was previously designated as safeguarded land in the Trafford Core Strategy and is a particularly sensitive parcel. The New Carrington Historic Environment Assessment 2020 identified that the area has potentially significant heritage value and it is therefore necessary to take a cautious approach to the development potential of this area in advance of the necessary

investigative works being undertaken. The site is also located on the periphery of the Carrington allocation and any future planning application will therefore need to demonstrate how the site can be integrated with Partington to the north and the wider New Carrington development area. Such measures will need to include pedestrian / cycle crossings over the Red Brook linking to Oak Road, providing well lit, safe access to Partington. The high level phasing of the New Carrington site has taken a cautious approach and development of this parcel is not expected to come forward within the Places for Everyone plan period, recognising the significant issues which development in this area will need to overcome.

The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Slightly higher densities of 40 dph are appropriate close to the existing Partington and Sale West communities, which reflects and builds on existing suburban development to create a sustainable urban extension. A lower density of 25 dph is appropriate on the land at Warburton Lane to reflect the rural character of this area and the need to avoid assets of heritage significance. Higher density development (up to 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst acknowledging the local landscape character and site characteristics.

Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.

Employment development

Employment development will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing COMAH zone constraints. The employment land will make an important contribution to Greater Manchester's overall employment land needs and provide a strategic employment location in the south of Greater Manchester. Careful consideration should be given to the design of the employment development to ensure that it is well connected and integrated with the surrounding residential development.

The site is close to deprived communities in Partington, Carrington and Sale West and it will also be accessible by bus and tram to other deprived areas in Trafford. Therefore targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure local people, particularly from these more deprived communities, benefit from training and new jobs as a result of the development.

Delivery and phasing

Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan / SPD. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.

All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the Masterplan / SPD together with information on trigger points for when infrastructure including road improvements, new schools and link roads will be required linked to the development trajectory.

Transport, integration and accessibility

A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles. The development should have regard to the Greater Manchester Transport Strategy 2040 refresh, providing improved links to the city centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the disused rail route. This route will deliver the Carrington Greenway providing an important active travel link to Irlam Station, as well as a potential future public transport corridor.

Public transport from the New Carrington area is currently unattractive in relation to the private car and it will therefore be essential for the development to provide genuinely attractive alternatives. This will require significant investment in bus priority measures

(potentially including bus gates, dedicated bus lanes or busways and priority and signalised junctions) to minimise any delay from congestion on key roads.

The New Carrington Transport Locality Assessment provides a high level assessment of current highways infrastructure and identifies key transport interventions which will be required to mitigate the impact of the New Carrington allocation. The Carrington Relief Road, a new strategic link through the site, is integral to delivering the development at New Carrington, providing increased capacity and access to the development parcels. Development proposals within the New Carrington allocation will need to make a proportionate contribution to the Carrington Relief Road, as well as other highways infrastructure across the site.

The New Carrington Transport Locality Assessment also identified key highway junctions which will require intervention to mitigate the impact of development, as well as other link roads which will be required to access development parcels within the site. The detailed design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.

These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.

Community facilities

A new local centre, located in the east Partington character area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs at Sale West and Carrington Village. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the Partington Local Centre.

The site will be an attractive location for families and this will generate an additional demand for school places. The development will need to provide new facilities for primary and secondary education. Development will also be required to provide new and improved health facilities to support the new community.

Green Belt

The development will require the removal of some land from the Green Belt; but a significant area of Green Belt will remain within the allocation through the middle of the site which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green

resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting Sinderland Brook to the Mersey Valley in the north.

Green Infrastructure

The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the green spaces identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail. Where green spaces remain in the allocation area that is to be removed from the Green Belt, the highest level of protection will be applied in accordance with the Trafford Local Plan.

Natural Environment

The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Sinderland Brook and Red Brook.

Parts of the allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area particularly suitable for restoration to important wetland habitats. Much of the area which is suitable for wetland restoration is within the identified Green Belt gap and it will therefore be protected from development; other locations across the site will also be considered in relation to their wetlands potential. The Carrington area is included in the Great Manchester Wetlands Nature Improvement Area and has been identified as a potentially important part of a developing Wetlands Ecological Network. In addition, the conservation of organic soils will help to reduce carbon emissions.

A project specific Habitats Regulation Assessment will be required for all development proposals of over 50 units / 1,000 sqm floorspace, as the site has the potential to result in increased traffic on the M62 motorway by 2040. Whilst it is recognised that New Carrington does not have direct connectivity to the M62 a precautionary approach has been taken considering the scale of this allocation. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

Landscape

Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and enhance the transition from the urban edge to the open countryside, having regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features and the introduction of additional tree planting and vegetation to soften new development. Areas of the site, such as Warburton Deer Park and Carrington Moss, have particularly high landscape sensitivity and therefore development proposals in these areas will need to demonstrate how any landscape impact can be appropriately mitigated.

Design

The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

The development will reduce the isolation of existing communities at Carrington, Partington and Sale West, and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages through the site should be carefully considered.

Historic Environment

The New Carrington Historic Environment Assessment considered the characterisation of the site in respect of the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets and this has been taken into account in considering an appropriate development quantum for the site. The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. Other areas of the Carrington site which are of potentially high value include areas of peat where assessments to establish the depth and condition of any remaining peat will be required. For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

The Historic Environment Assessment also identified the designated and non-designated built heritage assets, their settings and important views that enhance the historic character

and identity of the area. The Assessment makes recommendations for mitigation, and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications.

Utilities, Environmental Protection and Climate Change

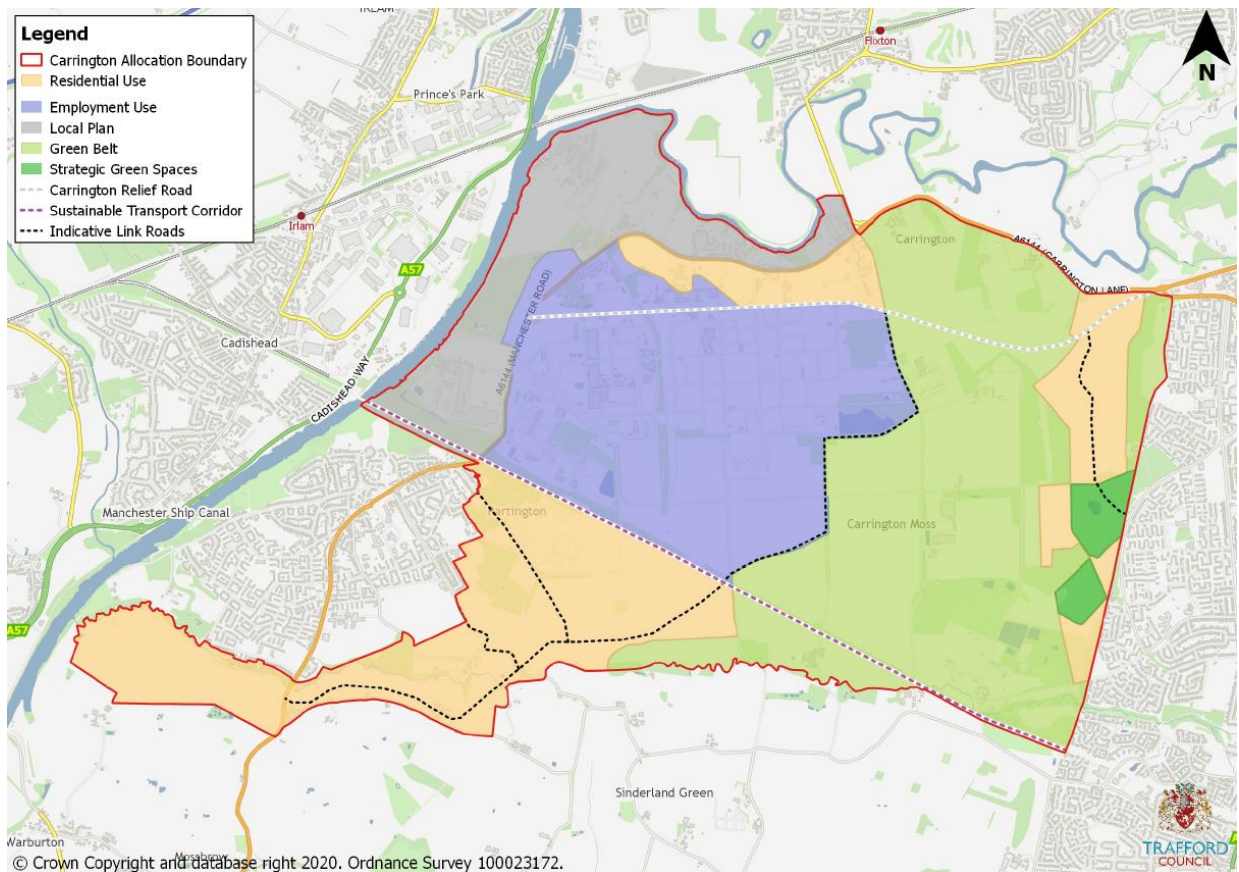
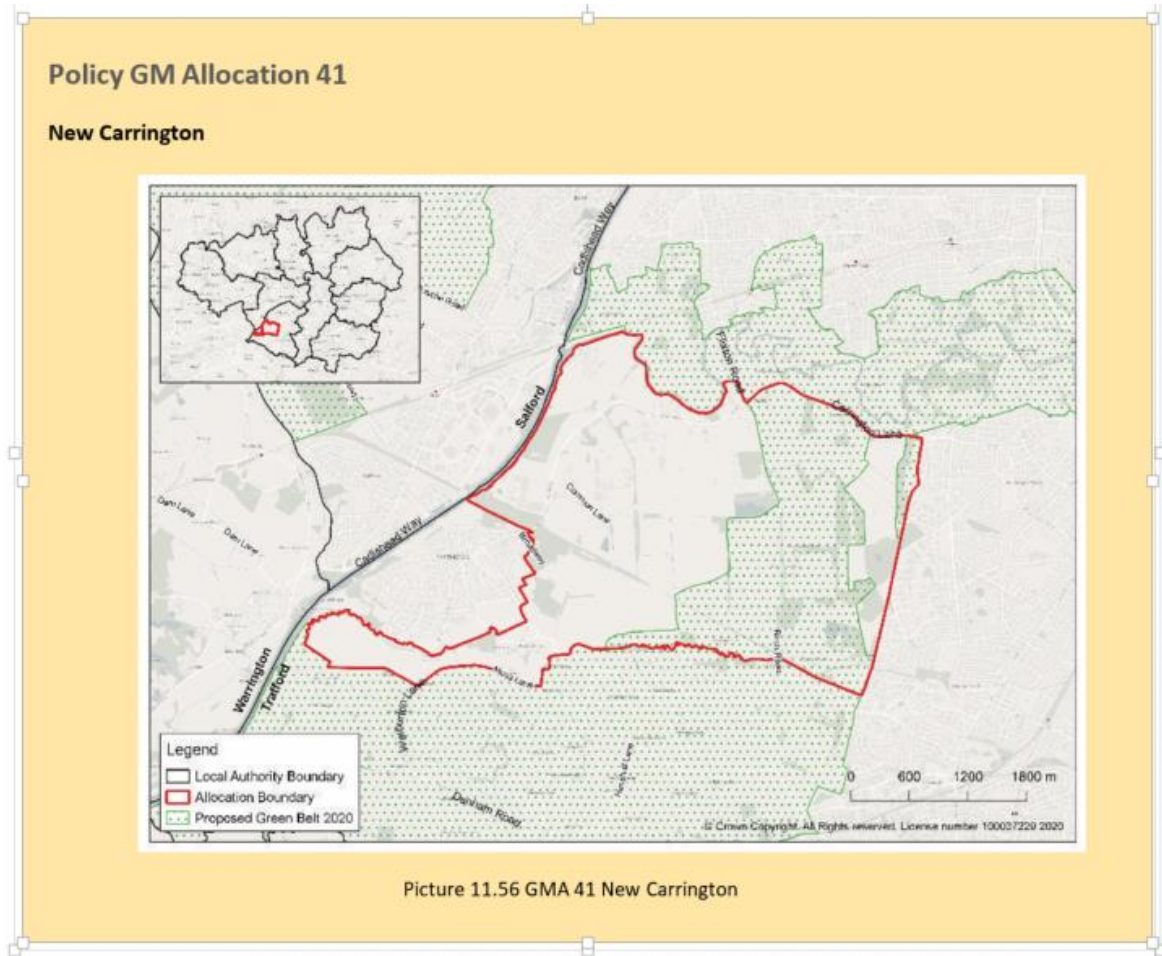
A high quality, coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for the area. Landowners / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management. The brook currently has a rating of 'moderate' under the EU Water Framework Directive, and the development should seek opportunities to improve this to 'good'.

The allocation includes the former Shell Carrington industrial estate and other industrial land uses. Prioritising development across these areas provides an opportunity to bring previously developed land back into beneficial use. However in doing so new development will need to ensure that any contamination risks are appropriately remediated and do not give rise to the pollution of any watercourse or groundwater and/or present risks to human health. The area is particularly sensitive for the water environment given its location above a Principal Aquifer and nearby surface waters (including the River Mersey and Sinderland Brook).

Noise mitigation such as woodland buffers and landscape bunds will ensure major transport corridors and employment uses are not seen to be bad neighbours to development.

Appendix B: New Carrington Policy GM41 from the Draft GMSF 2020



Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority, to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential development

2. Deliver around 5,000 units, of which 4,300 will be delivered in the plan period at Carrington / Partington and Sale West, in the following distinct character areas, as set out in the Allocation Policy Plan:
 - Carrington Village – approximately 600 units
 - Sale West – approximately 1,450 units
 - East Partington – approximately 2,600 units
 - Warburton Lane – approximately 420 units
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Demonstrate how the constraints on land to the west of Warburton Lane can be addressed. Planning applications will need to demonstrate how the site will:
 - i. Integrate into and reflect the character of the historic landscape; avoiding areas of the highest heritage significance;
 - ii. Integrate successfully into Partington and the wider Carrington allocation, both in terms of physical linkages and the ability to understand the wider area as a distinct place.Development proposals which do not address these constraints will not be accepted;
5. Deliver a range of house types, sizes, layouts and tenures through a place-led approach based on each of the Character Areas in the New Carrington Masterplan / SPD and the Trafford Local Plan;
6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area:
 - Carrington Village – average 35 dph
 - Sale West – average 40 dph
 - East Partington – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55dph will be appropriate close to the local centre;
 - Warburton Lane – average 25 dph

7. Provide a minimum of 15% affordable housing across the New Carrington allocation. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas;
8. Make specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

Employment development

9. Deliver around 350,000 sqm (gross) of employment opportunities for industry and warehousing as set out on the Allocation Policy Plan;
10. Create legible streets and spaces within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and local / neighbourhood centres;
11. Create employment and training opportunities for local people in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan Policies;

Delivery and phasing

12. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
13. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport, Integration and Accessibility

14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
15. Deliver a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;
16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook to successfully integrate development;
17. Utilise the route of the disused railway line through the site as a strategic sustainable 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 public transport linkages;
18. Deliver bus priority infrastructure within the site and, where appropriate, on key bus routes linking to the site;
 19. Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and a strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures. Other highway links to access development parcels will also be required, including:
 - i. Southern link – connecting the A6144 Warburton Lane and the A6144 Manchester Road (via either Moss Lane or Broadway), crossing the Red Brook and providing a local route around the Partington urban area
 - ii. Eastern link – connecting development parcels in the East Partington area to Isherwood Road, crossing the rail line and linking through the employment parcels
 - iii. Sale West link – from the Carrington Relief Road and extending south through the Sale West development parcel and linking to Firs Way.
 20. Make the necessary improvements to the Strategic, Primary and Local Road Networks including the following key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers:
 - i. Carrington Spur widening on the approach to M60, J8 (approx. 500m)
 - ii. Carrington Relief Road widening between Isherwood Road and the Carrington Spur
 - iii. Upgrades to the Flixton Road junction
 - iv. Upgrades to the Carrington Relief Road / Banky Lane / Carrington Spur junction
 - v. Upgrade Isherwood Road

Community Facilities

21. Provide a new local centre with convenience shopping facilities and services in the region of 2,500 sqm of retail floorspace, within the East Partington development area at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
22. Provide new Neighbourhood Centres at Carrington Village and Sale West to provide local services and community facilities;
23. Provide and contribute to the provision of additional primary and secondary school places. Extensions will be required to primary and secondary schools in Partington and Sale West;
24. Provide and contribute to new health facilities to support the new community;

Green Belt

25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, accessible green infrastructure;
26. Create defensible Green Belt boundaries utilising, where appropriate, existing landscape features;
27. Mitigate any impact and improve the environmental quality and accessibility of remaining Green Belt land;

Green Infrastructure

28. Provide significant areas of open and accessible greenspace 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;
29. Retain, create and enhance wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure;
30. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space and outdoor sports policies, including: local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long term maintenance;
31. Protect the greenspaces at Sale West identified on the Allocation Policy Plan and promote their use as an accessible green infrastructure area. These areas are protected from development and proposals will need to demonstrate how they will deliver improved Green Infrastructure and access (including new/improved public rights of way) to these parcels to mitigate the impact of development;

Natural Environment

32. Protect and enhance natural environment assets within the site and the surrounding area, including Brookheys Covert Site of Special Scientific Interest (SSSI), local Sites of Biological Importance (SBIs) and local nature conservation sites and features including woodland and hedgerows both within and adjacent to the allocation;
33. Achieve enhanced delivery of ecosystem services through the restoration and creation of areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester;

34. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;
35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin Management Plan (2019);
36. Provide a project specific Habitats Regulation Assessment for planning applications for over 50 residential units or 1,000 sqm employment floorspace;

Landscape

37. Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at Carrington;
38. Conserve and enhance local landscape character, including the setting of the Dunham Massey estate and Warburton Deer Park;
39. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation area;

Design

40. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;
41. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;
42. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of design;

Historic Environment

43. Positively conserve all aspects of the historic environment as appropriate without harm to the significance of heritage assets or their setting and in accordance with a Heritage Impact Assessment;
44. Positively conserve archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the New Carrington Heritage Assessment 2020 to establish where especially significant archaeology should be preserved in situ;

Utilities, Environmental Protection and Climate Change

45. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
46. Explore and deliver the most appropriate solutions to providing decentralised, low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;
47. Ensure new development maximises on-site renewable energy measures in line with the energy hierarchy, for example via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;
48. Make provision for necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
49. Mitigate flood risk and surface water management issues, both within and beyond the site, including provision of SUDS through the design and layout of development and in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD.
50. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface water hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution.
51. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;
52. Address land contamination issues by undertaking appropriate site investigations to identify the level of contamination and deliver effective remediation to ensure there are no unacceptable risks to human health and the water environment;
53. Incorporate appropriate noise and air quality mitigation particularly along major transport corridors, including HS2, and in relation to existing and new businesses,

facilities and employment uses, including existing operational wastewater treatment works;

54. Improvements to the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements.

Reasoned Justification

The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site.

The successful development of the site will require a coordinated approach between all landowners and developers. Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West. 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.

A high level Masterplan has been prepared for the New Carrington site which assessed the existing site constraints and determined the overall residential and employment development quantum, as well as identifying green infrastructure areas and opportunities. The Masterplan identifies four distinct character areas across the allocation: Carrington Village, Sale West, Partington East and Warburton Lane.

Residential development

The New Carrington site will deliver around 4,300 homes in the plan period and up to 5,000 new homes in total. High quality design will be essential to ensuring the successful integration of development with existing communities and in delivering a positive step change in the local area.

Some areas of the site have particularly high sensitivity and will require additional work to be undertaken in advance of any planning application to ensure that any impacts can be suitably addressed. The land to the west of Warburton Lane was previously designated as safeguarded land in the Trafford Core Strategy and is a particularly sensitive parcel. The New Carrington Heritage Assessment 2020 identified that the area has potentially

significant heritage value and it is therefore necessary to take a cautious approach to the development potential of this area in advance of the necessary investigative works being undertaken. The site is also located on the periphery of the Carrington allocation and any future planning application will therefore need to demonstrate how the site can be integrated with Partington to the north and the wider New Carrington development area. Such measures will need to include pedestrian / cycle crossings over the Red Brook linking to Oak Road, providing well lit, safe access to Partington. The high level phasing of the New Carrington site has taken a cautious approach and development of this parcel is not expected to come forward within the GMSF plan period, recognising the significant issues which development in this area will need to overcome.

The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Slightly higher densities of 40 dph are appropriate close to the existing Partington and Sale West communities, which reflects and builds on existing suburban development to create a sustainable urban extension. A lower density of 25 dph is appropriate on the land at Warburton Lane to reflect the rural character of this area and the need to avoid assets of heritage significance. The highest density of development (up to 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst acknowledging the local landscape character and site characteristics.

Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.

Employment development

Employment development will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing COMAH zone constraints. The employment land will provide an important contribution to Greater Manchester's overall employment land needs and provide a strategic employment location in southern Greater Manchester. Careful consideration

should be given to the design of the employment development to ensure that it is well connected and integrated with the surrounding residential development.

The site is close to deprived communities in Partington, Carrington and Sale West and it will also be accessible by bus and tram to other deprived areas in Trafford. Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure local people, particularly from these more deprived communities, benefit from training and new jobs as a result of the development.

Delivery and phasing

Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan / SPD. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.

All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan or SPD together with information on trigger points for when infrastructure including road improvements, new schools and link roads will be required, linked to the development trajectory.

Transport, integration and accessibility

A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles. The development should have regard to the 2040 Transport Strategy, providing improved links to the regional centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the disused rail route. This route will deliver the Carrington Greenway providing an important active travel link to Irlam Station, as well as a future public transport corridor.

Public transport from the New Carrington area is currently unattractive in relation to the private car and it will therefore be essential for the development to provide genuinely attractive alternatives. This will require significant investment in bus priority measures

(potentially including bus gates, dedicated bus lanes or busways and priority and signalised junctions) to minimise any delay from congestion on key roads.

The New Carrington Transport Locality Assessment provides a high level assessment of current highways infrastructure and identifies key transport interventions which will be required to mitigate the impact of the New Carrington allocation. The Carrington Relief Road, a new strategic link through the site, is integral to delivering the development at New Carrington, providing increased capacity and access to the development parcels. Development proposals within the New Carrington allocation will need to make a proportionate contribution to the Carrington Relief Road, as well as other highways infrastructure across the site.

The New Carrington Transport Locality Assessment also identified a series of key highway junctions which will require intervention to mitigate the impact of development on the surrounding highway network, as well other link roads which will be required to access development parcels within the site. Details around the design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.

These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.

Community facilities

A new local centre, located in the east Partington area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs at Sale West and Carrington Village. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the existing Partington Local Centre.

The site will be an attractive location for families, and this will generate an additional demand for school places and as a result, the development will need to provide new facilities for primary and secondary education. Development will also be required to provide new and improved health facilities to support the new community.

Green Belt

The development will require the removal of some land from the Green Belt; but a significant area of Green Belt will remain within the allocation through the middle of the site

which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting Sinderland Brook to the Mersey Valley in the north.

Green Infrastructure

The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the greenspaces identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail. Where greenspaces remain in the allocation area that is to be removed from the Green Belt, the highest level of protection will be applied in accordance with the Trafford Local Plan.

Natural Environment

The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Sinderland Brook and Red Brook.

Parts of the proposed Carrington allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area particularly suitable for restoration to important wetland habitats. Much of the wetland area is within the identified Green Belt gap and will therefore be protected from development; other locations across the site will also be considered in relation to their wetlands potential. The Carrington area is included in the Great Manchester Wetlands Nature Improvement Area and has been identified as a potentially important part of a developing Wetlands Ecological Network. In addition, the conservation of organic soils will help to reduce carbon emissions.

A project specific Habitats Regulation Assessment will be required for all development proposals of over 50 units / 1,000 sqm floorspace. The site has the potential, by 2040, to result in traffic increases on the M62 motorway because of its size and relative proximity to

the motorway and whilst it is recognised that New Carrington does not have direct connectivity to the M62, a precautionary approach has been taken considering the size and scale of this allocation. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

Landscape

Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and enhance the transition from the urban edge to the open countryside, having regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features and the introduction of additional tree planting and vegetation to soften new development. Areas of the site, such as Warburton Deer Park and Carrington Moss, have particularly high landscape sensitivity and therefore development proposals in these areas will need to demonstrate how any landscape impact can be appropriately mitigated.

Design

The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

The development will reduce the isolation of existing communities at Carrington, Partington and Sale West, and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages through the site should be carefully considered.

Historic Environment

The New Carrington Heritage Assessment considered the characterisation of the site in respect of the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets and this has been taken into account in considering an appropriate development quantum for the site. The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. Other areas of the Carrington site which are of potentially high value include large areas of peat where assessments to establish the depth and condition of any remaining peat will be required. For the areas of

highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

The Heritage Assessment also identified the designated and non-designated built heritage assets, their settings and important views that enhance the historic character and identity of the area. The Assessment makes recommendations for mitigation, and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications.

Utilities, Environmental Protection and Climate Change

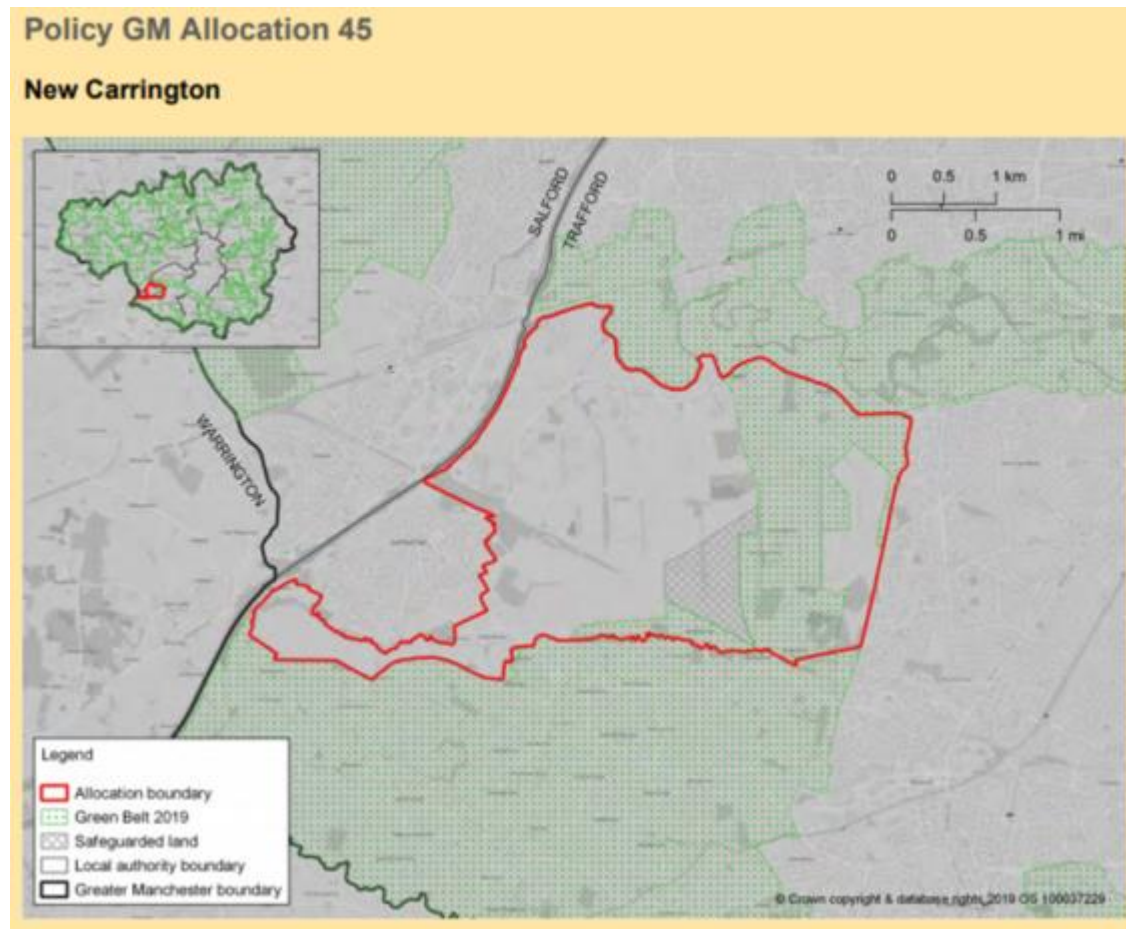
A high quality, coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for this area. Landowners / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management. The brook currently has a rating of 'moderate' under the EU Water Framework Directive, and the development should seek opportunities to improve this to 'good'.

The allocation includes the former Shell Carrington industrial estate and other industrial land uses. Prioritising development across these areas provides an opportunity to bring previously developed land back into beneficial use. However, in doing so new development will need to ensure that any contamination risks are appropriately remediated and do not give rise to the pollution of any watercourse or groundwater and/or present risks to human health. The area is particularly sensitive for the water environment given its location above a Principal Aquifer and nearby surface waters (including the River Mersey and Sinderland Brook).

Noise mitigation such as woodland buffers and landscape bunds will ensure major transport corridors and employment uses are not seen to be bad neighbours to development.

Appendix C New Carrington Policy GM45 from the Draft GMSF 2019



Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority;
2. Deliver around 6,100 high quality residential units within the plan period at Carrington / Partington and Sale West, incorporating a broad mix of housing types and tenures creating distinctive neighbourhoods with a clear sense of place;
3. Deliver development at an average density of 35 dph across the site. A slightly higher density of 40 dph will be achieved on the land adjacent to Sale West to reflect the existing urban area. Higher density development (approximately 55dph) will be appropriate close to the local centre;
4. Provide a minimum of 30% affordable housing;
5. Ensure new development is sensitively integrated with existing residential areas;
6. Deliver a minimum of 410,000 sqm (gross) of employment opportunities for industry and warehousing within the plan period;
7. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;

8. Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes;
9. Utilise the route of the disused railway through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area and contributing to improved east/west linkages;
10. Deliver a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyles;
11. Provide a new local centre with convenience shopping facilities at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
12. Provide community infrastructure including education and health facilities to support the new community;
13. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of urban design;
14. Provide a significant green corridor through the site which remains in the Green Belt to provide an area of enhanced and accessible green infrastructure;
15. Provide publically accessible green spaces within the development areas which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space;
16. Enhance and improve the role of existing green infrastructure, including woodland;
17. Minimise the loss of landscape features such as the rides, hedgerows and tree belts and enhance these landscape features to create defensible Green Belt boundaries;
18. Achieve enhancements to the delivery of ecosystem services such as the creation of semi-natural wetland within the site commensurate with the identified high potential of the area to deliver such enhancements;
19. Protect, enhance and minimise adverse effects on environmental assets within the site and the surrounding area, including Brookheys Covert Site of Special Scientific Interest (SSSI) and local Sites of Biological Importance (SBIs) both within and adjacent to the allocation;
20. Deliver a clear and measurable net gain in biodiversity and make appropriate provision for long-term management of habitats and geological features;
21. Protect and enhance the habitats and corridors along Sinderland Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive;

22. Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy;
23. Protect and enhance heritage assets and their setting within and close to the site, including the Grade II* listed Church of St George; and identify any assets of archaeological interest; and
24. Incorporate appropriate noise mitigation particularly along major transport corridors, including HS2, and in relation to existing and new employment use

Safeguarded land

The land identified on the allocation map is safeguarded for future development beyond the plan period. Development on this land will only be permitted where it can be clearly demonstrated that the land is required to meet an identified housing land supply shortfall.

The New Carrington site will deliver a minimum of 6,100 homes in the plan period and up to 10,000 new homes in total. The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Some apartments will be appropriate across the site, particularly adjacent to transport hubs as well as the local centre where a slightly higher density will be expected. Affordable housing will be delivered across all parts of the site at a minimum of 30%. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.

For the residential development, a detailed phasing plan will be required which recognises the distinct communities of Carrington, Partington and Sale West and the different market areas they serve. Considering the scale of the New Carrington site it is expected that multiple sites will deliver alongside each other, catering for the distinct market areas across the site. The Phasing Plan should be guided by the delivery of transport, green and social infrastructure, to ensure the sustainable growth of the New Carrington community.

Employment development will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing COMAH zone constraints. Development of the employment land will extend well beyond the plan period with the potential to deliver approximately 410,000 sqm in plan period and up to 900,000 sqm of employment floorspace in total.

The development has the potential to reduce the isolation of existing communities at

Carrington, Partington and Sale West and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages through the site should be carefully considered.

Significant infrastructure investment will be required to serve the New Carrington site, in terms of both highways improvements and public transport. Transport modelling will be required to understand the impact of the development and to identify solutions. The main access point to the site from the strategic road network is Junction 8 of the M60, it is therefore important that measures to reduce traffic congestion and improve access have a particular focus on this junction.

New link roads will also need to be provided through the site linking to the surrounding road network.

Improvements to the public transport network and active travel links are central to the success of the New Carrington allocation. The development should have regard to the 2040 Transport Strategy, providing improved links to the regional centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the disused rail route. These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.

A new local centre will be a hub for community infrastructure and will service the needs of the new community. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the Partington Local Centre. The site will be an attractive location for families, and it is anticipated that this will generate an additional demand for school places. Some of this additional need could be accommodated in existing schools in Partington helping to ensure their sustainability in the long terms, however considering the scale of development at New Carrington, there will also be a need for additional school place to be accommodated within the site, particularly at primary level.

The development will require the removal of some land from the Green Belt; however a significant area of Green Belt will remain within the allocation through the middle of the site which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting the Sinderland Brook to the Mersey Valley in the north.

The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site, including the land at Broadoak Farm and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will also contribute to the green setting of the Sale West extension.

Where green spaces remain in the allocation area that is to be removed from the Green Belt there is a need to provide the highest level of protection. Therefore, where these sites are deemed to be of sufficient local community value, it may be appropriate to designate sites through the Local Plan as Local Green Space.

Parts of the proposed Carrington allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area particularly suitable for restoration to important wetland habitats. Much of the wetland area is within the identified Green Belt gap and will therefore be protected from development; other locations across the site will also be considered in relation to their wetlands potential. The Carrington area is included in the Great Manchester Wetlands Nature Improvement Area and has been identified as a potentially important part of a developing Wetlands Ecological Network. In addition the conservation of organic soils will help to reduce carbon emissions.

Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management. The Brook currently has a rating of 'moderate' under the EU Water Framework Directive, the development should seek opportunities to improve this to 'good'.

A Heritage Impact Assessment will determine any potential harm and opportunities for enhancement of the listed buildings and their setting within the allocation.

The land identified on the allocation map safeguarded for development beyond the plan period. This land has been removed from the Green Belt but will not be developed unless there is a clear housing land supply shortfall. National guidelines state that when defining new Green Belt boundaries consideration should be given to longer-term development needs and that Green Belt boundaries should endure beyond the plan period.

References (added 09/08/2021)

GMCA. 2021. "Places for Everyone 2021 Site Selection Background Paper"
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2021. Places for Everyone Consultation Summary Report,
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2020. "Integrated Assessment of the GMSF Plan (2020)"
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2021. "Integrated Assessment of the GMSF Plan (2020) Addendum"
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2020. Transport Locality Assessments –Trafford GMSF 2020
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2021. Transport Locality Assessments Addendum –Trafford Places for Everyone July 2021
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GM Strategic Flood Risk Assessment Level 1 Report
Stage 1 Greater Manchester Green Belt Assessment (2016),
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2021. "GM Stage 2 Green Belt Harm Assessment"
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

Stage 2 GM Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020)
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2021 Green Belt Topic paper and Case for exceptional Circumstances to amend the Green Belt Boundary
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMSF Landscape Character Assessment (2018)
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2020. Habitat Regulations Assessment of PfE,
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

Centre for Applied Archaeology at Salford University. 2020. "Historic Environment Assessment (HEA) of New Carrington"
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GMCA. 2020. "Viability Assessment for the GMSF 2020"
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

Trafford Council. 2020. "New Carrington Masterplan"
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>