

SL5 - CARRINGTON

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Carrington is a key strategic location within the south of the Borough. The location offers the opportunity to reduce the isolation of both Carrington and Partington by creating a substantial new mixed use sustainable community on large tracts of former industrial brown-field land.

POLICY SL5 – CARRINGTON

Strategic Proposal

SL5.1

A major mixed-use development will be delivered in this Location, providing a new residential community, together with employment, educational, health and recreational facilities. This will be supported by substantial improvements to both public transport and road infrastructure.

SL5.2

The Council considers that this Location can deliver:

- 1,560 residential units comprising, predominantly, accommodation suitable for families;
- 75 hectares of land for employment activities;
- New road infrastructure to serve the development area to relieve congestion on the existing A6144;
- Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system;
- Community facilities including convenience retail, school provision, health and recreational facilities of a scale appropriate to support the needs of the new community; and
- High quality green infrastructure within the new community and connects with the surrounding open countryside and protects and enhances the existing sites of environmental importance.

SL5.3

The site specific implications of this proposal will be detailed and identified in the Carrington Area Action Plan.

Development Requirements

SL5.4

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

- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses identified in national guidance as being more vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;

8 STRATEGIC LOCATIONS

- Contributions towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks; these include public transport and highway infrastructure schemes;
- That approximately 80% of the housing to be provided is made up of family accommodation;
- Development must demonstrate high standards of sustainable urban design in accordance with Policies L5 and L7;
- Provision of affordable housing to be made in accordance with Policy L2;
- Improved access for residents on foot or cycling, to the surrounding green space and open countryside;
- A contribution towards the provision of additional utility capacity;
- The protection and enhancement of the mossland as a carbon sink to mitigate the effects of climate change;
- The Council will consider the need for development proposals to be referred for possible Habitat Regulation Assessment (HRA);
- The protection and enhancement of the sites of nature conservation and biological importance, including the Carrington Rides, Broadoak Wood and Brookheys Covert; and
- To protect, enhance and preserve, heritage assets and their wider settings, including the Listed Church of St George.

SL5.5

The detailed phasing of the infrastructure requirements will be addressed through the Carrington Area Action Plan.

	2008/9 - 2010/11	2011/12 - 2015/16	2016/7 - 2020/1	2021/2 - 2025/26	TOTAL
Residential	0	360	600	600	1560
Employment	0	25	25	25	75

Residential – expressed in terms of units

Employment – expressed in terms of hectares

Implementation

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Implementation will be through private sector development. This Location is substantially within a single ownership. The site specific implications of this proposal will be detailed in the Carrington Area Action Plan.

PROJECT	STATUS	COSTS	PHASING	RESPONSIBILITY*	FUNDING SOURCE
Refurbishment of 132kV High Voltage Electricity Distribution Network Between Barton and Carrington	Priority 1	Unknown	Required By 2011	Electricity Northwest Ltd	ENW Funds
Flixton Road/ Manchester Road Junction Improvement Works	Priority 1	Approx £1.3m	Required By 2011	Local Highway Authority	Integrated Transport Fund/ Private Developer/ New Growth Point Fund
860MW Gas Fired Combined Cycle Gas Turbine Generating Power Station	Priority 1	Unknown	Full Consent Granted under the Electricity Act (1989), To Commence On-Site By 2013	Utility Provider	Private Sector
1520MW Gas Fired Combined Cycle Gas Turbine Power Station	Priority 1	Unknown	Awaiting Full Consent under the Electricity Act (1989), To Commence On-Site Between 2013 And 2016	Utility Provider	Private Sector
Carrington Link Road to the Development Site	Priority 2	Approx £3m	Required By 2017	Private Developer	Private Developer/ Section 106
Improvements to Local Highway Network and Public Transport Provision	Priority 2	In line with Policies L4, L8 and any associated SPDs	Required By 2024	HA/ GMPTE/ Local Highway Authority/ Private Developer	Private Developer/ Section 106

8 STRATEGIC LOCATIONS

PROJECT	STATUS	COSTS	PHASING	RESPONSIBILITY*	FUNDING SOURCE
On-Site Provision or Contribution Towards Off-Site Provision of New 2 Form Entry Primary School	Priority 2	Approx £7-8m (plus any land costs)	Required By 2026	Trafford Council	Private Developer/ Section 106
Provision of Green Infrastructure and Open Space and/ or Contribution Towards Off-Site Provision	Priority 2	In line with Policies R5, L8 and any associated SPDs	Required By 2026	Trafford Council/ Private Developer	Private Developer/ Section 106
Improvements to Existing and Development of New Indoor/ Outdoor Sports Facilities	Priority 2	In line with Policies R5, L8 and any associated SPDs	Required By 2026	Trafford Council/ Private Developer	Private Developer/ Section 106
Development of Small GP Practice	Priority 3	Unknown	Subject to Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106
Significant Investment in the Local Waste Water Treatment Assets	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06/ Private Developer
Reinforcement of the Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest Ltd	ENW Funds/ Private Developer
Reinforcement of the Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds/ Private Developer

* Lead responsibility is highlighted in bold, where known

PROJECT	STATUS	COSTS	PHASING	RESPONSIBILITY*	FUNDING SOURCE
Provision of a New Canal Crossing Across Manchester Ship Canal	Priority 4	Approx £49m	Unknown	Private Developer	Private Developer
Increase intake at existing secondary schools	Priority 4	Unknown	Unknown	Trafford Council	Private Developer

* Lead responsibility is highlighted in bold, where known

Justification

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The Carrington Location is predominantly a brownfield development location, with much of the land (but not exclusively) being made up from the substantially contracted chemicals complex. It has the potential to deliver a mixed use sustainable community, providing high quality family accommodation that will help meet Trafford's identified housing needs up to and potentially beyond the end of the Plan period. It will also provide a range of employment opportunities to meet the economic regeneration and development needs of the Borough and to contribute towards the economic prosperity of the City Region in the 21st Century.

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All residential units in this Location will be expected to deliver affordable housing provision in line with Policy L2, this will be determined via a site specific viability study, but will not normally exceed 40%. Similarly the site offers the capacity to meet a substantial proportion of the Borough's family housing needs.

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This Location is therefore capable of delivering a significant contribution towards both the Borough's economic and residential development priorities of meeting local needs and regeneration priorities within this part of the southern City Region.

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The phasing reflects the likely availability of funding and programme of works anticipated at this time.

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The scale of development proposed at this location is designed to be of such a level that it will establish an additional local population, which will assist in maintaining the viability of valuable community facilities in the neighbouring Priority Regeneration Area of Partington, such as the rejuvenated shopping centre and health and education facilities.

8 STRATEGIC LOCATIONS

8.72

Scope for increasing the level of residential and commercial development beyond that included in the Proposal will be determined in the light of monitoring work carried out in relation to Policies LI and WI of this Plan and the satisfactory provision of identified infrastructure requirements and appropriate mitigation measures. Such provision will be determined by way of future reviews of this Plan.

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Proposals to improve the highway and public transport infrastructure serving the area will improve the sustainability of the Location as a focus for development, making it accessible by a choice of transport modes. This will create and significantly improve transportation links to the Strategic Road Network, Metrolink and cross conurbation to Salford (a Manchester Ship Canal crossing will be subject to further investigation). The alignment of the link road to serve the development area and ease congestion along the A6144 will be determined by the Carrington Area Action Plan.

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The outcomes of the Greater Manchester Transport Modelling Assessment indicate that significant schemes are required to mitigate the impact of this development on the Strategic Road Network and the Primary and Local Authority Network.

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Transport mitigation measures will be identified to offset the impact of traffic generated by the development on the M60, in agreement with the Highways Agency and TfGM, with funding streams identified and obtained and be operational in advance of the first occupation of the development in accordance with Policy L4.

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An ecological assessment and survey(s) will be expected to be undertaken to determine the potential impact of the proposal on any habitats and sites of, nature conservation and biological and ecological importance. It will also be expected to produce an environmental assessment to determine the impact of the development on factors including air pollution and noise. A further Habitat Regulations Assessment will be carried out as part of the Carrington Area Action Plan to assess any effects that could arise from potential atmospheric pollution and recreational pressure on the Manchester Mosses Special Area of Conservation (SAC).

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Development in this Location will be expected to deliver an appropriate scale of green infrastructure provision and open space, sport and recreational facilities in line with Policies R3 and R5.

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The Trafford Historic Landscape Characterisation Report identified elements of the chemical works at Carrington Moss to be a good example of an Industrial sub type and the core of Carrington as a settlement of historic importance. In line with Policy R1, elements of these previous uses are deemed to be of historic interest and its features identified and retained, where appropriate.

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The location of specific uses within Carrington will be designed to reflect the outcome of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment, including appropriate mitigation measures, and will be detailed in a future DPD, in line with Policy L5.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	SE2, SE4, SE5, SE10 PE1, PE3, PE5 BH1, BH2, BH3, BH4
Strategic Objective(s)	SO1, SO2, SO3, SO4, SO5, SO6, SO7 & SO8
Place Objective(s)	RCO9 PAO14 CAO1, CAO2, CAO3, CAO4, CAO5, CAO6, CAO8, CAO10, CAO11, CAO13, CAO14, CAO15, CAO16, CAO17, CAO18, CAO19, CAO20, CAO21, CAO26