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**Response to the consultation on the draft Trafford Local Plan: Land Allocations and the accompanying Consultation Sustainability Appraisal documents.**

1. I am opposed to any unwarranted development at Davenport Green on social, health, ecological and environmental grounds.
- 2.1 Trafford Borough Council has in its document, Trafford Local Plan: Core Strategy, laid out its plan to permit commercial development on a former Green Belt site at Davenport Green, Hale, providing certain criteria are met.
- 2.2 Policy R4.4 states that development on this land will only be permitted where it can be demonstrated that it is needed to support approved development proposals at Airport City or for MediPark or that a need has been generated by a significant change to the economic context of the region as a result of either.
- 2.3 A public inquiry has taken place and this policy has been adopted by the council.
- 2.4 In the document Trafford Local Plan: Land Allocations there is no mention of a proposed Metrolink extension from the Southmoor Road/Hollyhedge Road junction through Davenport Green to Manchester Airport with stops at Wythenshawe Hospital and Davenport Green.
- 2.5 In the Trafford UDP inquiry in the 90s, it was specifically stated that the Metrolink proposal was not there to support a development at Davenport Green and the Davenport Green proposal was not there to support a Metrolink extension and that the two were separate entities.
- 2.6 It appears that supporting a Metrolink station at Davenport Green is to encourage the proposed development, rather than merely to permit it. It is an active measure to help with the marketing of Royal London Asset Management to in order to acquire tenants and revenue.
- 2.7 Neither Wythenshawe Hospital nor Manchester Airport is within Trafford's borders, so to promote a Davenport Green station must be to encourage the development.
- 2.8 Linking MediPark (proposed Wythenshawe Hospital station) to proposed Davenport Green development (the next proposed station on the proposed extension) to Airport City (airport station under construction for the South Manchester Metrolink extension, which is also under construction) has to encourage MediPark, Airport City and, therefore, facilitate development at Davenport Green by enabling RLAM to meet the criteria laid out in the Core Strategy.

2.9 It is not the council's place to encourage this proposed development of this green field highly disputed site when due process has already taken place and this is not what has been agreed. This proposal does not represent a stated policy in the Core Strategy and stands for much more than crossing the ts and dotting the is.

3.1 Permission to divert the footpath from Fairywell Brook to Roaring Gate Lane has also been sought. This appears to be to divert it around new proposed buildings, direct it to a pedestrian crossing of the proposed Metrolink extension or to and from the proposed new station.

3.2 As there are no firm proposals for the exact layout of the proposed development and the exact route of the proposed Metrolink extension and precise location of the proposed Davenport Green station yet to be decided, that is, if, indeed, the Metrolink is to be extended, this is premature. This is, no doubt, to allow the council flexibility to bend this ancient public right of way whichever way it wants in the future to allow for building work and a possible Metrolink crossing and/or access to a new Davenport Green station.

3.3 This, too, will help the developers when drawing up their plans and should be beyond the scope of this document.

4. I propose that all references to Metrolink and the proposed public footpath diversion should not be included in the Land Allocations document.