

Cutting, Damien

From: Programme Officer (A) [REDACTED]
Sent: 30 August 2011 12:09
To: Cutting, Damien
Subject: FW: Response in respect of Trafford Core Strategy Examination
Follow Up Flag: Follow up
Flag Status: Red

From: CROSS DAMIAN [REDACTED]
Sent: 30 August 2011 10:54
To: programme.officer@ntlworld.com
Subject: Response in respect of Trafford Core Strategy Examination

Dear Ms Parker,

I am writing to respond to the consultation exercise in respect of the changes proposed in Core Document 12.95 regarding the status of land at Davenport Green.

The text of my response is as follows:

I am responding to this consultation to state my opposition to the proposed revisions to the Core Strategy, and to support the return of Davenport Green to Green Belt status.

The only reason for not according the Davenport Green area the level of protection implied by Green Belt status is stated as being to allow for future commercial development of the area. This would be undesirable for a variety of reasons connected with overall planning policy and the need to ensure sustainability in development and infrastructure.

Firstly, it has been accepted practice for some time to prioritise development both on brownfield sites (such as Broadheath and Trafford Park), and in and around regional and local centres, in preference to releasing undeveloped rural areas for commercial/industrial use. There is a substantial amount of brownfield land in the Borough, most of it much closer to residential areas than is Davenport Green, and therefore, from the standpoint of commuting, more convenient for currently unemployed people in the Borough. At regional level, it is stated in the Appendices to the Consultation Document that there are high levels of worklessness and deprivation nearby, across the border in the City of Manchester. However, it appears that the proposed development in Davenport Green is intended to focus on high-tech business, with a significant percentage of graduate employees. Therefore any new jobs available there would only partly meet the needs of unemployed people in Wythenshawe, where in the 2001 Census only 12% of the population were graduates. Furthermore, there is an existing industrial estate at Roundthorn in Manchester which would be a more suitable site, in terms of accessibility, for creating new jobs for Wythenshawe residents, as well as for residents in the Broomwood area of Timperley which is a relatively deprived area within the Borough. In addition it appears in the Appendices that Manchester City Council plans to make available additional land for employment purposes in the Wythenshawe area.

Secondly, the area in question is poorly served by public transport. Again, it has been an aim of public policy to ensure that new developments should be easily accessible by a range of sustainable modes of transport such as light rail, bus and cycling as well as on foot. If any development were to go ahead in Davenport Green, the employees would rely heavily on the private car as there is no

Metrolink station, existing or planned, within walking distance, and there are few bus services from major centres. The intention, mentioned in the Appendices to the Consultation Document, to run a more frequent bus service from Altrincham would not address this shortfall in any meaningful way due to the limited capacity this service would have, when compared with the size of the development. It is also necessary to consider the likely substantial increase in fuel costs between the present day and the time any development would open, which would make commuting to the development by car very expensive, as well as environmentally unsustainable from the standpoint of greenhouse gas emissions.

It is on these grounds that I urge Trafford Council to proceed with its original amendment to the Core Strategy and to re-classify the land at Davenport Green as part of the Green Belt.

Yours sincerely,

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