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05 SEP 2011

TRAFFORD CORE STRATEGY EXAMINATION

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INSPECTOR'S NOTE 5

BUDGET 2011 - PLANNING FOR GROWTH

POLICY R4 - GREEN BELT

OPPOSITION TO THE PROPOSED CHANGES MADE TO THE DESIGNATION OF LAND AT DAVENPORT GREEN IN LIGHT OF THE GOVERNMENT'S BUDGET STATEMENT "PLAN FOR GROWTH" AND THE PROPOSED ENTERPRISE ZONE AT MANCHESTER AIRPORT

1.1 In the 1990s, it was deemed that the "special circumstances" required for the removal of 90 acres of land from the Green Belt at Davenport Green were present in the form of pressure from a developer (APSL) to build a "High Amenity Business Park", this site allegedly being so unique that this opportunity for job creation could be lost forever to the region. As it turned out, the demand simply wasn't there in the first place. I suggest that these "special circumstances" were not "special" but simply "circumstances". With respect to the Inspector at that inquiry, his conclusions were based on very lengthy proceedings, in fact, an awful lot of evidence, the future of Davenport Green being the single most contentious issue at the public inquiry. However, he did not have the benefit of hindsight, like we do today. This is why, I believe, Trafford council decided initially to return the land at Davenport Green to the Green Belt.

1.2 PPG2 2.6 states that once the general extent of a Green Belt has been approved it should be altered only in exceptional circumstances and that detailed Green Belt boundaries defined in earlier approved development plans should be altered only exceptionally. Trafford Council decided initially that sufficient exceptional circumstances existed to return the Davenport Green land to the Green Belt before the publication of "Planning For Growth".

2.1 The sheer upheaval of the building work, work on the infrastructure, and work the establishment of the proposed country park would be unthinkable horrendous for those of us that would have to cope with it all, as would the end result. Just the closure of roads and the extra traffic generated by any development would have a significantly detrimental effect on people's lives, including my own. These lanes represent a commuting route between the M56 and the M6, Manchester Airport, Wythenshawe Hospital, Newall Green, and Roundthorn Industrial Estate.

2.2 Any blockage of Thorley Lane, Roaring Gate Lane, Clay Lane or Ash Lane either temporarily or permanently would result in chaos on surrounding routes, notably the A538 and A560, extending journey times dramatically. I, and thousands of others, use Whitecarr Lane (many others use Dobinetts Lane and/or Clay Lane as this is the way to and from Timperley, parts of Baguley, Wythenshawe Hospital and Roundthorn

Industrial Estate), Roaring Gate Lane and Thorley Lane to travel to and from Manchester Airport, Wilmslow, the M56 westbound (there is no access to the M56 westbound at junction 4, the and the M6 southbound.) I also use Whitecarr Lane, Clay Lane and Grove Lane to travel to and from the Altrincham area on regular school-runs. Thorley Lane, Roaring Gate Lane and Clay Lane are well-used routes between the hospital, Roundthorn, parts of Baguley and Timperley on the one hand and the airport, Wilmslow, the M56 and the M6 on the other hand. Many commuters at busy periods use the Shay Lane or Grove Lane, Ash Lane, Clay Lane, Whitecarr Lane, Newall Road, Greenbrow Road, Tuffley Road and Simonsway to access the M56 at Junction 4 towards City Centre Manchester and the same way back again. These routes are already busy and any disruption would raise serious environmental issues. They use these routes because the other alternative routes are already too congested.

3.1 This lovely stretch of countryside acts as green buffer between the built-up areas and diverse communities of Hale and Wythenshawe and its development would result in a continuous urban sprawl destroying the wildlife corridor that is the Timperley Wedge.

3.2 PPG2 1.6 states that the use of land within Green Belts has a positive role to play in fulfilling the objective of providing access to the open countryside for the urban population. The proposed development site of Davenport Green lies only yards from social housing in Wythenshawe, where over 77,000 people live. To the Newall Green neighbourhood close to this site, where I live and am from, Davenport Green represents their only access to the countryside.

3.3 Not returning the countryside land outside the Green Belt at Davenport Green would not comply with the PPG2 stated objective of retaining attractive landscapes, and enhance landscapes, where people live. This also flies in the face of the objective to secure nature conservation interest and the sheep farming would have to stop there so that the objective to retain land in agricultural use would not be met. Returning Davenport Green to the Green belt would help to secure all of this.

4.1 Referring to CD 12.67.1.1 “Justification” 24.11: PPG2 states that safeguarded land comprises areas and sites which may be required to serve development needs in the longer term, i.e. well beyond the plan period.

4.2 PPG2 also states in B2 that the land should be genuinely capable of development when required. I do not believe that we have the infrastructure in place to support “an exceptionally high quality, deliverable and sustainable B1 business/office employment related development” (R4.3). There is no tram or railway and very limited road access as the local road network is already highly congested.

4.3 In B4, PPG2 states that local planning authorities should take account of the advice on transport in PPG13. One of the stated objectives of PPG13 is to reduce the need to travel, especially by car. There are no obvious transport corridors close to Davenport Green other than road and a rail link could not possibly be provided within the timescale of the plan period. This is in stark contrast to locations such as Wythenshawe Town Centre, Roundthorn Industrial Estate and the proximity of Wythenshawe Hospital, all of which will (due for completion in 2016) have access to the tram network. In the case of Wythenshawe Hospital, the tram will pass the

approach road at the junction of Southmoor Road and Hollyhedge Road. It will run alongside Roundthorn Industrial Estate on Southmoor Road and pass through Wythenshawe Town Centre, all locations having convenient stops.

5.1 Trafford Council's former policy "Additions to the Green Belt" 24.27 refers to countryside land outside the Green Belt at Davenport Green, stating that together with policy W1 this policy would support urban regeneration by directing development of other more sustainable and appropriate areas and encourage the recycling of derelict and other urban land." This applies to Altrincham Town Centre, Wythenshawe Town Centre, Wythenshawe Hospital area and Roundthorn Industrial Estate.

5.2 Altrincham Town Centre used to be vibrant with a diverse array of small and interesting shops, and, despite new units being erected on George Street, is now already in decay with many shops boarded up, many charity shops and eating and drinking places replacing services such as banks and former high street stores. It is no longer a pleasant place to shop and visit in the daytime. Inclusion of Davenport Green within the enterprise zone would result in a conflict of interest in the centre of the once great and ancient market town with the new services an offer at the newly developed Davenport Green, causing further decay in Altrincham and neutralising all the millions of pounds already paid to boost its economy.

6.1 PPG 2 1.6 states that the use of land within green belts has a positive role to play in fulfilling the functions of securing nature conservation interest and retaining land in agricultural use. If this land were to be returned to the Green Belt than this land which is a haven for wildlife, home to rare and protected species such as the great crested newt and marsh marigold, would be secured as part of our natural heritage and the sheep farming which is taking place on part of this land would be permitted to continue.

7.1 PPG2 2.10 states that when drawing Green Belt boundaries in development plans local planning authorities should take account of the need to promote sustainable patterns of development.

7.2 "Sustainable development is about making sure that people throughout the world can satisfy their basic needs now, while making sure that future generations can also look forward to the same quality of life. Sustainable development recognises that the three "pillars" – the economy society and the environment – are interconnected." This quote is taken from the DEFRA website.

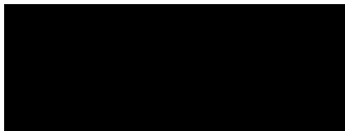
7.3 The type of development proposed for Davenport Green, i.e., as part of an Enterprise Zone, would not be sustainable because of

- a) its effect on car travel;
- b) the unique function of this land, as the only access to the countryside to the people of Newall Green which, being part of Wythenshawe, is already densely populated and is having many of its open spaces taken over by new development;
- c) the fact that this land acts as a green buffer between the diverse communities of Altrincham and Wythenshawe whose existing green spaces are already being developed;

- d) this area and the immediate surrounding area is required as a through route and this route and the alternative routes to it are already considerably congested;
- e) it would result in a continuous urban sprawl destroying the wildlife corridor that is the Timperley Wedge;
- f) the resultant extra pollution from motor vehicles in general and also in view of and proximity to the North West Lung Function Centre;
- g) its detrimental affect on Altrincham town centre;
- h) it could turn Newall Green into a cul-de-sac cutting off its access to the M56 eastbound, the M6 southbound and Manchester Airport
- h) it is a haven for wildlife;
- g) its necessity for the well being of the local residents;

Returning Davenport Green to the Green belt would help to secure all of this.

8. Let me draw your attention to Trafford's former policy 24.17: "The exceptional circumstances which would justify the return of this site to the green belt are the important functions which it has continued to serve, and which were recognised by the UDP Inspector. The site, located within the Timperley wedge, is strategically placed to check the unrestricted sprawl of large built up areas. Its return to green belt status would prevent Newall Green and Well Green/Hale/ Hale Barns from merging into one another. The Green Belt protection afforded to this site in the past..." "... has continued to safeguard the countryside from encroachment and protected its rural character. This would accord with the 3 key purposes of including land in Green Belts as set down PPG2. It would also. Together with policy W1 support urban regeneration by directing development to other more sustainable and appropriate areas and encourage the recycling of derelict and other urban land." This applies to Wythenshawe Town Centre, Roundthorn Industrial Estate, the area around Wythenshawe Hospital and Altrincham Town Centre. This is what should happen to the countryside at Davenport Green which currently lies outside of the Green Belt: the whole area would benefit from this.



Gerard Dolan
Hon. Sec. Newall Green Belt Concern