

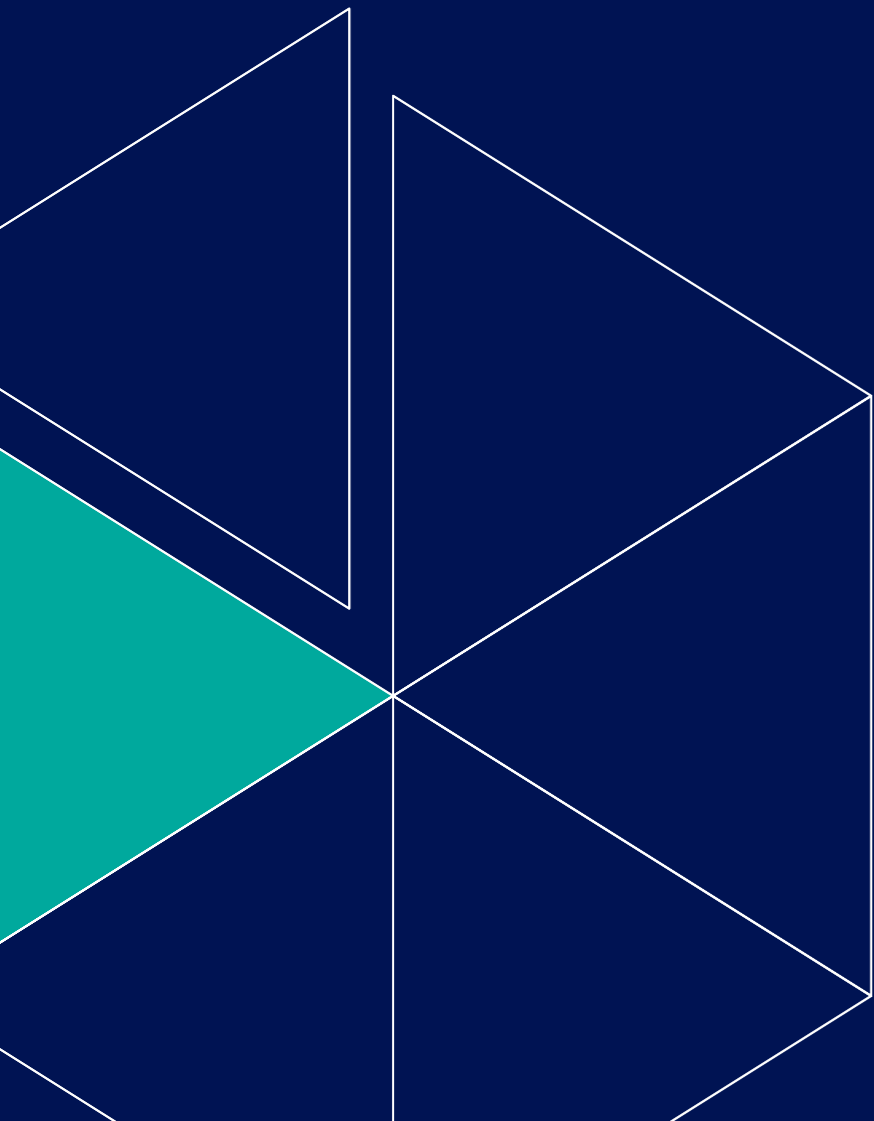


**CARRINGTON
ESTATE**

DELIVERING A VISION

WIDER VISION DOCUMENT

Wain
ESTATES



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Fig 11: Artists impression Carrington Estate



01 INTRODUCTION

WAIN ESTATES HAVE BEEN CUSTODIANS OF THE CARRINGTON ESTATE SITE FOR MORE THAN SEVEN YEARS. DURING THAT PERIOD THEY HAVE PUT CONSIDERABLE EFFORT & RESOURCES INTO ENGAGING WITH COMMUNITIES & STAKEHOLDERS, INVESTING IN LAND FOR NEW EMPLOYMENT & HOMES. THIS DOCUMENT SETS OUT OUR LONG-TERM VISION & AMBITIONS FOR CARRINGTON ESTATE OVER THE NEXT 25 YEARS.

INTRODUCTION

Carrington Estate is a strategically important location and a key development opportunity for both Trafford and Greater Manchester (GM) with the potential to deliver:

- Over **5,000** new homes
- Approximately **360,000m²** of employment floorspace
- Plus an additional **1,150** new homes or **115,000m²** of employment space depending upon the development mix
- **50%** of the Estate maintained as green space (590Ha), including improved **green infrastructure** that contributes to biodiversity
- **2** new primary schools
- **3** new village centres
- New and enhanced **walking & cycling links**
- Improved **sustainable transport links**
- The **Carrington Relief Road**.

Wain Estates own 1,665 acres of land within the Site, comprising land formerly used as petrochemical plant and agricultural land, together with recently developed land (primarily for employment) and land that has approved outline planning permission for new employment, homes, ancillary infrastructure and open spaces.

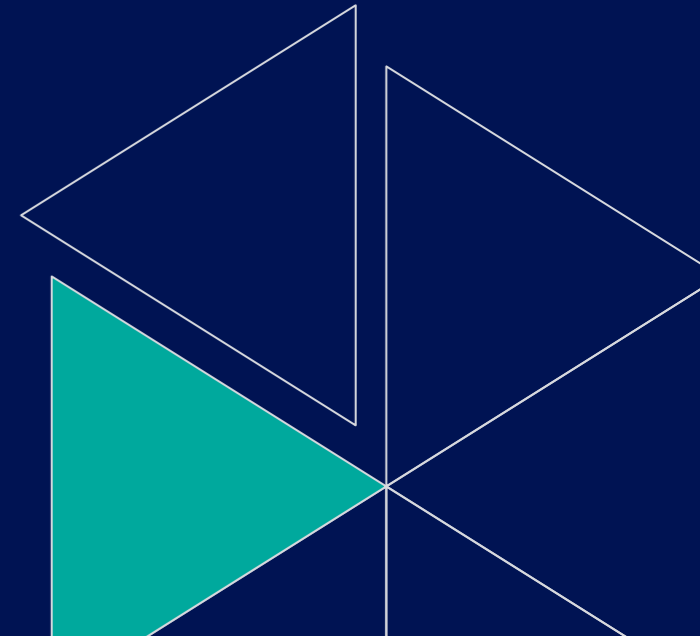
In addition to Wain Estates, Carrington Estate is under the control of five other landowners: Manchester United Football Club, National Trust, Redrow, Trafford Council and United Utilities.

A complex matrix of brownfield and greenfield land, Carrington Estate requires a comprehensive approach to rationalisation and remediation, alongside understanding the way in which the landscape itself can contribute to the health and well-being of the community through provision of access to open space and amenity. In this context, Carrington Estate creates opportunities for a range of activities broader than can be achieved in any other location in this part of GM and which would make a significant contribution to the wider Greater Manchester Combined Authority (GMCA) and national Levelling-Up and Green Industrial Revolution agendas.

Fig 2.1: Artists impression Carrington Estate



02 CARRINGTON ESTATE IN CONTEXT



A STRATEGICALLY IMPORTANT LOCATION

As one of the country's most successful city-regions, Greater Manchester (GM) benefits from its strategic links to other major cities, including Liverpool and Leeds, and infrastructure connectivity (including Manchester Airport and its location on the strategic road and rail network).

Situated in the borough of Trafford (see Figure 2.2), Carrington Estate is an excellent location for new homes and businesses, due to its vibrant economy and wealth of attractions including Old Trafford, Lancashire County Cricket Ground, Imperial War Museum, Intu Trafford Centre and Dunham Massey.

With the Manchester Ship Canal to the west and agricultural land to the south, the Carrington Estate site is otherwise surrounded by a series of neighbouring communities including Partington to the south west, Altrincham to the south east, Carrington, Flixton and Urmston to the north and Sale to the east. There are significant opportunities to create strong linkages between these communities, expanding facilities and encouraging existing and future residents to live and work locally.

Carrington Estate is also well located to take advantage of important transport infrastructure:

- » 3 miles from the motorway network with **good links to the M56, M62 & M6**
- » 7 miles from **Manchester International Airport**
- » 1.5 Miles from Flixton station with **regular services to Manchester, Birchwood Park, Warrington & Liverpool**



Fig 2.2: Greater Manchester Context

LOCATED IN TRAFFORD, CARRINGTON ESTATE IS SITUATED STRATEGICALLY BETWEEN THE URBAN CENTRES OF MANCHESTER & WARRINGTON.

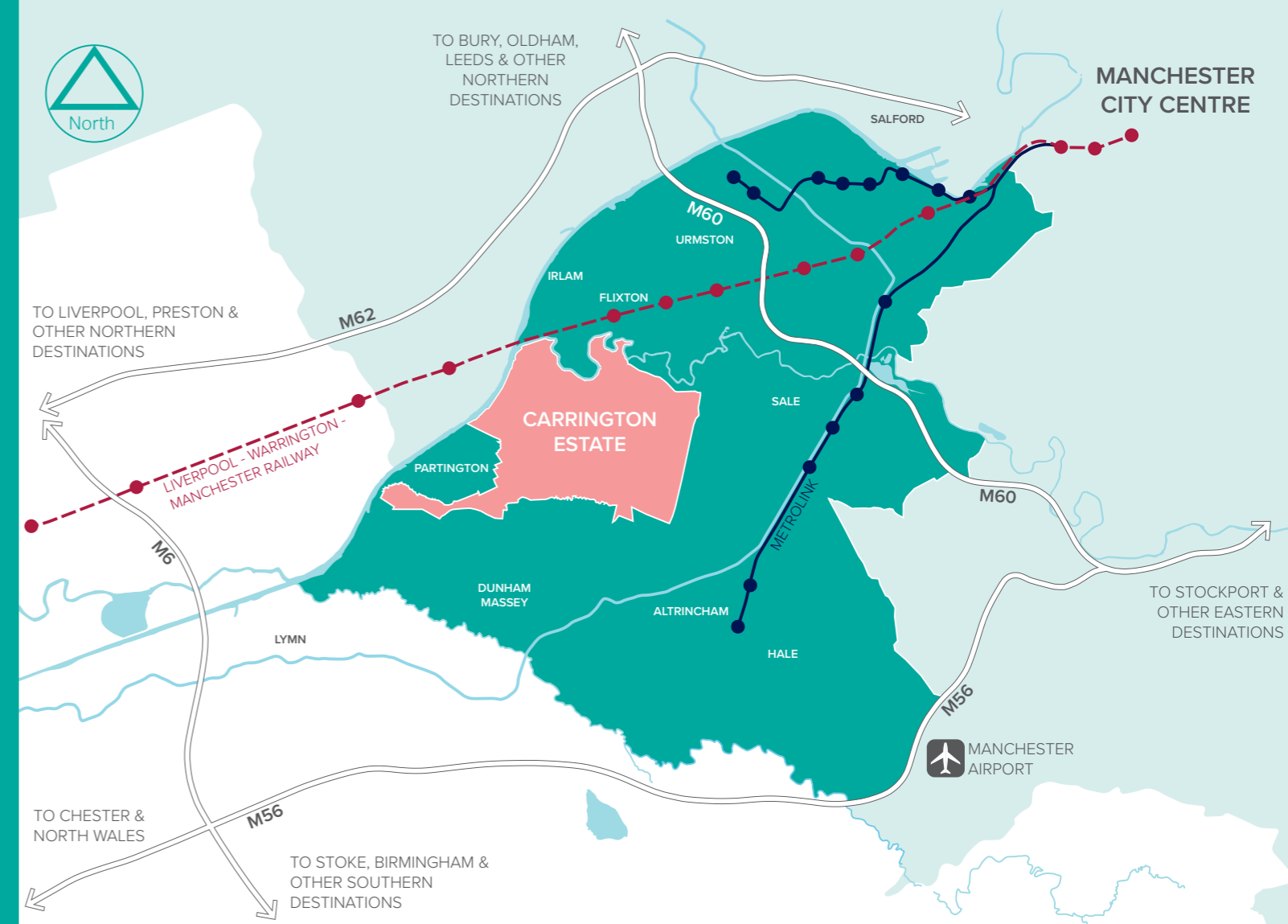


Fig 2.3: Wider context & networks

WHY CARRINGTON ESTATE?



REGENERATION BENEFITS

- The site includes the former Shell Carrington industrial estate and other industrial land, and as such the site provides an opportunity to bring previously developed land back into beneficial use and to remediate contaminated land.
- Development of the site will have transformative regeneration impacts on the neighbouring communities of Carrington, Partington and Sale West through improvements to the built and natural environment.
- The profile and image of the area will be enhanced, attracting new residents and reducing the isolation of existing communities.
- Targets for training and employment could benefit local people, particularly from more deprived communities, as a result of the Carrington Estate development.



A KEY LOCATION FOR EMPLOYMENT

- Continued delivery of high quality employment space through the Carrington Estate development.
- New employment land at Carrington Estate will make an important contribution to GM's overall employment land needs and provide a strategic employment location in the south of GM.
- Good connectivity to neighbouring communities and co-locating housing with planned employment will help to provide jobs and opportunities for local people.



SUSTAINABLY LOCATED

- Carrington Estate is well located to encourage active and shared travel, rather than relying on the use of cars.
- Surrounded by existing communities such as Partington, Flixton, Urmston, Altrincham and Sale, there are a variety of facilities such as health centres, schools and shops that will be accessible to new residents.
- Pedestrian and cycle routes, such as the proposed Trafford Greenway, the Trans Pennine Trail and 'Carrington Rides' will be exploited providing a safe and convenient network.
- Existing bus services operating along Manchester Road could be diverted into the site, providing services to Partington, Sale, Altrincham and the Trafford Centre.
- New services and infrastructure will focus on linking Carrington Estate with the Metrolink stations at Sale and Altrincham, and onwards across GM.
- These services will benefit from additional interventions, such as the provision of bus priority measures, ensuring that services to Metrolink are accessible, frequent and competitive.



ENHANCING THE HIGHWAYS NETWORK

- The site presents an opportunity to deliver the Carrington Relief Road, which is critical to resolving existing highways issues, as well as creating additional capacity.
- New vehicular routes through the Carrington Estate will forge important links between Sale West, Partington and Carrington.



Fig 3.1: Artists impression Carrington Estate



**03
OPPORTUNITIES &
INFLUENCES**



THE CARRINGTON ESTATE SITE

Incorporating the former Shell Carrington industrial estate and other industrial / former industrial areas, much of the north-western quadrant of the Carrington Estate site is brownfield land. It encompasses a substantial, central hard standing area, which will be

largely retained as a consolidation of LyondellBasell operations and future employment areas.

The Estate extends to the south and east of Partington, and along the Sale West boundary. This area is made up of two distinct development parcels, the area

around Carrington and Partington, which is the most significant development parcel, and the area adjacent to Sale West.

Parts of the northern and western boundaries are defined by two major watercourses; the River Mersey to the north and the Manchester Ship Canal to the west.

The Estate's eastern boundary is defined by the communities of Sale West.

Numerous Public Rights of Way, and a section of the Trans Pennine Trail, run through the Estate, providing access to Sale, Carrington and Partington. Several mature woodland areas along Isherwood Road provide visual screening to Public Rights of Way users and residents in the Sale West fringe. Manchester United's training complex sits within the existing Green Belt area between Carrington and Sale.

The following section provides a brief summary of the physical attributes of the Carrington Estate that have influenced the Wider Vision.

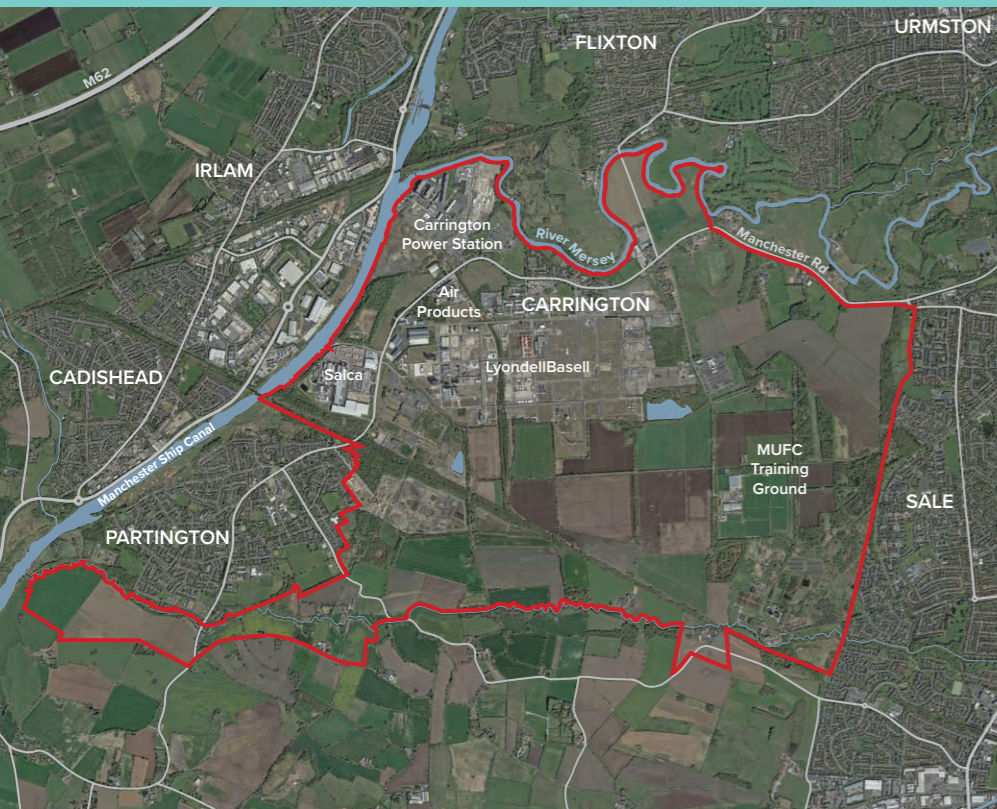


Fig 3.2: Carrington Estate Site & immediate context



Fig 3.3: Carrington Estate Site Photographs

ARCHAEOLOGY & HISTORIC LANDSCAPE

Documentary sources show that the settlement of Warburton is mentioned in the Domesday Survey (1086), whereas Carrington was not fully established until the 16th century, having developed around the original late 11th century Carrington Hall. Settlement elsewhere across the estate was mainly in the form of dispersed farmsteads fringing the uncultivated mossland. The earliest settlement, however, is believed to have comprised prehistoric settlement sites concentrated on the sands and gravels fringing Carrington Moss. This is known to have continued into the Roman period with the discovery of a probable prehistoric/Romano-British field system situated on a river terrace to the west of the River Mersey. Further archaeological investigation will focus on these areas surrounding and across the Moss.

Small-scale peat extraction began during the medieval period from Carrington Moss until it began to be carried out on an industrial scale during the mid-19th century as land was reclaimed for agricultural purposes. However, by the late 19th century, reclamation of the moss took

the form of extensive deposition of nightsoiling with half a million tons of waste deposited between 1889-1899.

As a result, the historic landscape character for the moss and its surroundings has altered dramatically since the late 19th century with extensive boundary loss across the historic agricultural landscape due to agglomeration of fields and only a small number of historic hedged field boundaries of potential importance remain. In addition, the north-eastern portion of the former medieval Warburton Deer Park falls within the Carrington Estate.

BUILT HERITAGE

There is currently, one Grade II* and three Grade II structures within Carrington Estate, alongside three designated heritage assets within 250m. A further, twenty-two undesignated buildings / structures are identified as having some degree of heritage significance. Enhancement and protection of built heritage is recommended and steps should also be taken to consider the proximity and setting of historic assets to create a positive relationship with proposed development.

GROUND CONDITIONS



























Approximately three quarters of the Estate has not previously been developed and is today used for agriculture. The remaining Carrington Estate includes a substantial amount of brownfield land, presenting an opportunity to prioritise development and bring previously developed land back into beneficial use.

As illustrated within Figure 3.4, Carrington Moss was once used for the disposal of sewage waste (nightsoil), originating from Manchester. In addition, there are several smaller landfills within the Estate and around the periphery.

These landfills vary in composition and include industrial and domestic wastes. 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. Investigation and assessment conclude the ground contamination can be treated to enable commercial and residential development.

ECOLOGY

Due to the existing condition and nature of habitats, hydrology and land available, large scale restoration of raised bog will not be

- | | | | |
|---|-----------------------------|---|------------------------------------|
|  | Carrington Estate |  | Petrol Depot |
|  | Developed Land / Settlement |  | Munitions Dump |
|  | Watercourses / Waterbodies |  | Sewage Works |
|  | Green Belt |  | Gas Works |
|  | National Cycle Route |  | Petrochemical site |
|  | Motorways |  | Night Soil Deposit |
|  | Roads |  | Site of Biological Importance |
|  | Railway Line |  | SSSI |
|  | Metrolink Line |  | Sinderland Brook Wildlife Corridor |
|  | Metrolink Station |  | Ancient Woodland |
|  | Railway Station |  | Priority Habitats |
|  | Listed Building |  | Woodland |
|  | Landfills |  | Scrub |

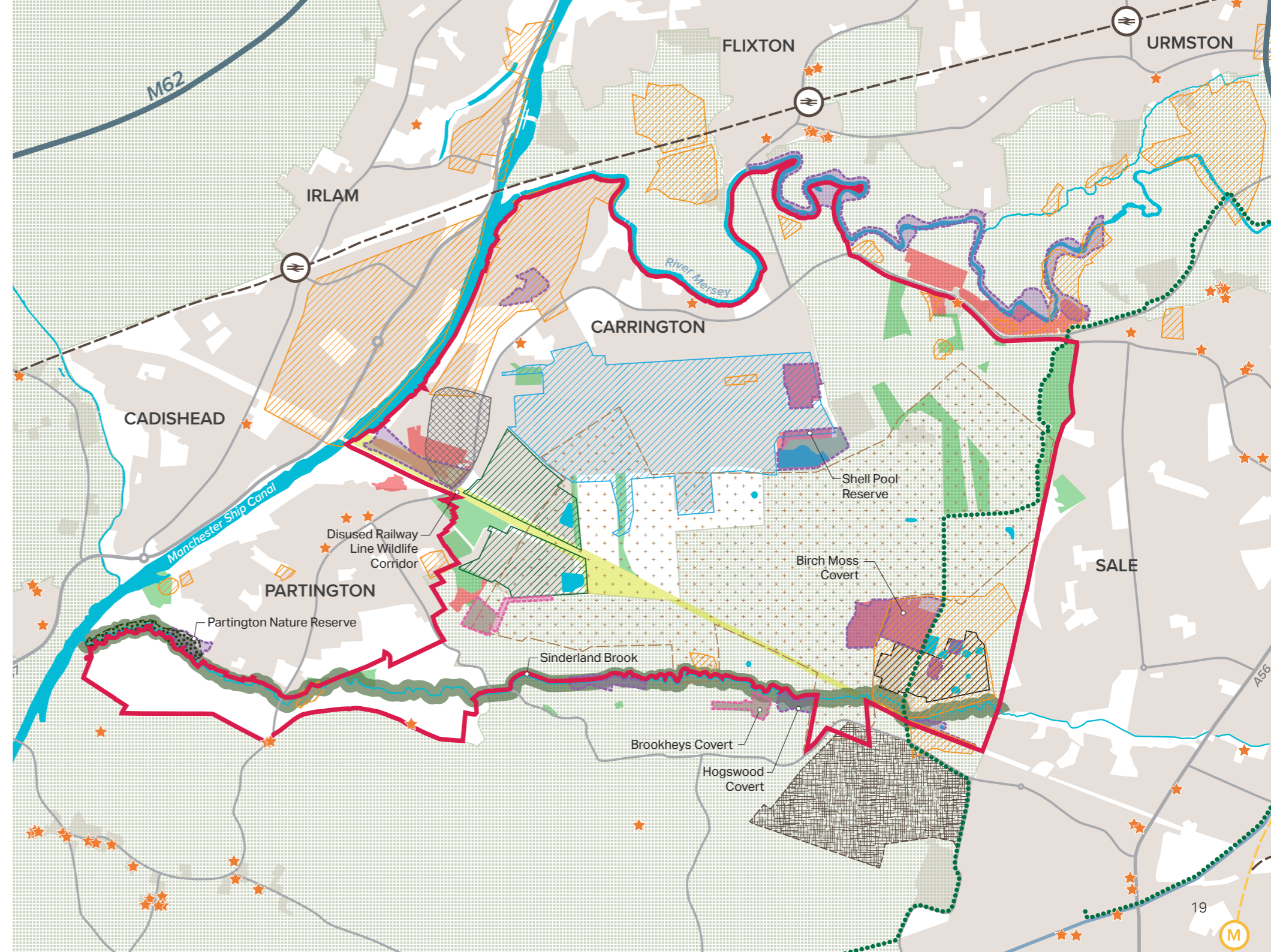


Fig 3.4: Overview of ground conditions, ecology, connectivity, landscape & heritage



Fig 3.5: Aerial view looking east

possible. However, there is potential to create habitat linkages between raised bogs and other habitats typical of mossland fringes.

In addition, most of the original mossland habitat is now arable farmland, but some former mossland remnants continue as wet woodland. Wetland and wet woodland habitats consistent with those previously found on and around Carrington Moss can be created to link existing mossland remnants together.

Prior modification of the land for agriculture poses constraints on

the extent and type of habitats that can be restored. However, these modifications will contribute towards the overall green infrastructure framework, and as part of a strategy to deliver Biodiversity Net Gain.

There are a number of European designated sites within 10km of Carrington Estate, whilst the site itself includes a Site of Special Scientific Interest (SSSI) plus twelve Sites of Biological Interest (SBI).

Comprising a number of habitats, there are also several protected species recorded in the area. In addition, there are three areas of ancient woodlands and a number of wildlife corridors within and adjacent to the Estate.

The existence of these features, provides opportunities to retain, link and enhance; creating and enriching new linear parkland, woodland, hedgerows and wetland. This will help to preserve existing landscape features and deliver biodiversity net gain.

LANDSCAPE & GREEN BELT

Carrington Estate incorporates five landscape character types set out within the 'Trafford Landscape Strategy (2022)': Mossland; Settled

Sandlands; River Meadowlands; the Urban River Valley; and Sinderland Brook Valley.

As shown within Figure 3.4, parts of Carrington Estate fall within the Green Belt. However, it has been established that to deliver the scale of growth required to meet the needs of Greater Manchester, for employment and housing, the release of Green Belt land will be required.

In response the masterplan proposes new Green Belt boundaries which retain a strategic Green Belt wedge between Sale and Carrington and utilise strong, defensible features. This provides a careful balance between the need to accommodate new development and retaining the role and purpose of the Green Belt in this location.

FLOOD RISK & DRAINAGE

The majority of the Carrington Estate sits outside the Environment Agency's Moderate and High Flood Risk areas (Flood Zones 2 and 3). However, there are some low-lying areas adjacent to the Sinderland Brook and north of Manchester Road (River Mersey), that are at higher risk of flooding. Consequently, there are no proposals to develop

within these locations. To prevent increasing flood risk elsewhere, future development at the Estate will need to restrict surface water runoff and design new drainage systems to respond to the future impact of changing weather patterns due to climate change and improve drainage routing within the allocation where practical.

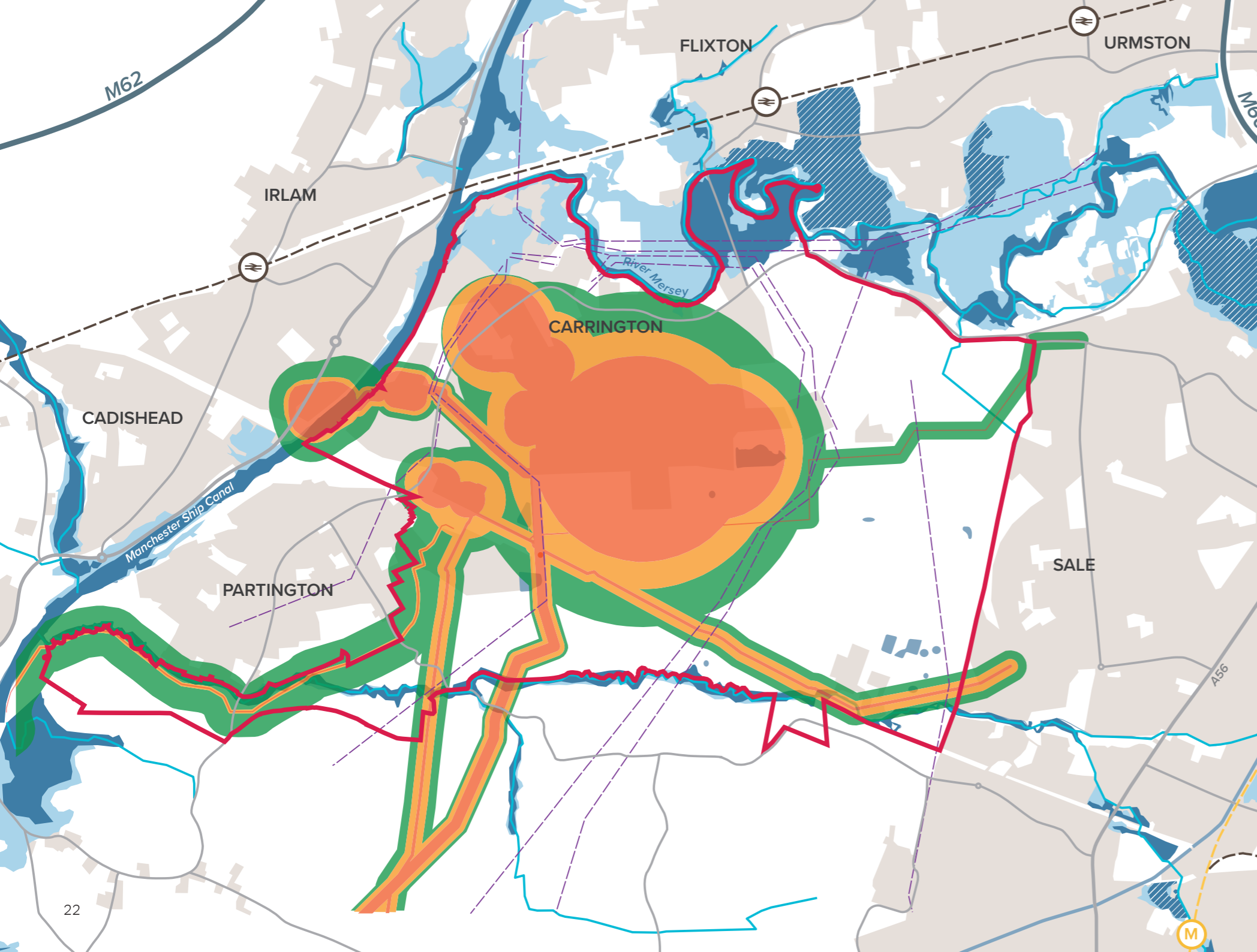
Surface water runoff from developable areas that are currently either greenfield or brownfield land will need to follow good practice by incorporating the use of Sustainable Drainage (SuDS) measures and may comprise swales, traditional buried sewers and incorporate attenuation.

UTILITIES, EASEMENTS & COMAH

Several public utilities, pipelines and private services pass through or above the Carrington Estate. Some have associated easements and no-build zones, are strategic in nature and consequently are difficult to relocate. A phased strategy to either retain, abandon or divert these assets will need to be developed as appropriate. There are opportunities to maintain key strategic routes to avoid disruption and associated works that in several instances



Fig 3.6: Aerial view looking north



would be un-economic to deliver or have long programme implications. Redevelopment at Carrington Estate will require new utility infrastructure to be provided for electricity, gas, water, sewers and high-speed broadband communications, which will include local network provision and some strategic offsite network reinforcement.

The extent and nature of proposed development at Carrington Estate will be shaped by some installations

- Carrington Estate
- Developed Land / Settlement
- Motorways
- Roads
- Railway Line
- Metrolink Line
- Metrolink Station
- Railway Station
- Main River
- Flood Zone 3
- Flood Zone 2
- Areas benefitting from flood defences
- HSE Pipelines & COMAH Zones
- Overhead Electrical Transmission Lines

in the vicinity that are considered by their owners as being potentially hazardous to their neighbours.

Each owner of a hazardous installation has agreed COMAH Zones (Control of Major Accident Hazards) with the HSE, after assessing the risks and likely effects of major accidents at the installation or pipeline.

The COMAH Zones affecting the Estate have been consolidated into a plan (illustrated in Figure 3.7) and this has been used in conjunction with the “PADHI” land use planning methodology guidance (from the HSE) and ongoing discussions with the HSE to determine the deliverable development extent.

Generally, housing is precluded from the Inner Zone (edged dark orange) on the plan and it is highly restricted within the Middle Zone (edged light orange). Employment uses can be developed within the Inner and Middle Zones, however the size and configuration of employment units is restricted.

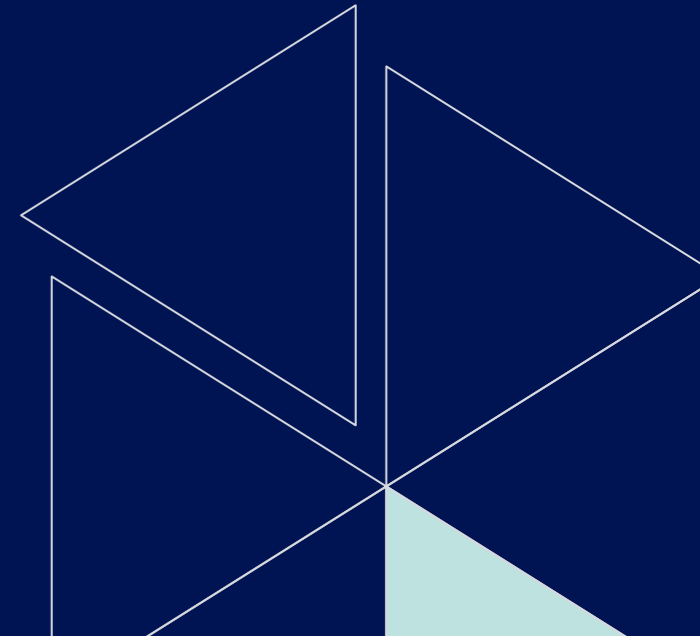
The Estate’s physical attributes summarised in this section have all been assessed in the vision and masterplan for Carrington Estate described in the following sections.

Fig 3.7: Overview of COMAH Zones, Utilities & Flood Risk



Fig 4.1: Artists impression Carrington Estate

04 CARRINGTON ESTATE VISION





AN AMBITIOUS AND SUSTAINABLE VISION FOR CARRINGTON ESTATE THAT WILL DELIVER HOLISTIC EMPLOYMENT, RESIDENTIAL AND STRATEGIC INFRASTRUCTURE REGENERATION FOR PARTINGTON, CARRINGTON AND SALE WEST.

“THE CARRINGTON ESTATE VISION IS TO TRANSFORM CARRINGTON, SALE WEST & SOUTH PARTINGTON INTO A SUSTAINABLE & ATTRACTIVE, MIXED USE RESIDENTIAL & EMPLOYMENT NEIGHBOURHOOD ACHIEVED THROUGH A HOLISTIC REVITALISATION STRATEGY. THE ESTATE WILL INCORPORATE NEW RESIDENTIAL COMMUNITIES, INDUSTRY, WAREHOUSING, MANUFACTURING, COMMUNITY FACILITIES, & STRATEGIC GREEN & ROAD INFRASTRUCTURE IMPROVEMENTS, ENHANCING & CAPITALISING ON EXISTING ASSETS”

Envisaging a sustainable and inspiring place to live, work and enjoy - Carrington Estate will respond to the needs of the wider community and achieve:

- The regeneration of previously developed land, which forms part of Carrington Estate;
- Market facing employment land, which meets a full range of work-based requirements;
- An enhanced critical mass of housing, employment and support services as a catalyst for the renaissance of Carrington village;
- Urban extensions to both Partington and Sale West which deliver new residential communities, that meet both aspirational and affordable housing requirements, and provide community facilities;
- Critical infrastructure to enhance connectivity and linkage, both between the communities of Partington, Carrington and Sale, and for the employment occupiers to link back to the strategic road network;
- Complementary sports and recreation facilities that can support existing assets in the locality;
- A series of linked communities with an enhanced service base, road improvements and green infrastructure;
- Biodiversity net gain enhancements as part of a cohesive green infrastructure strategy;
- An exemplar, sustainable mixed-use development which combats climate change and responds to the Trafford Climate Emergency and protects the identity of surrounding communities; and
- A series of connected and enhanced spaces, linked through a sequence of strategic ecology corridors, contributing to a wider green infrastructure healthy network.



Fig 4.2: Example precedents



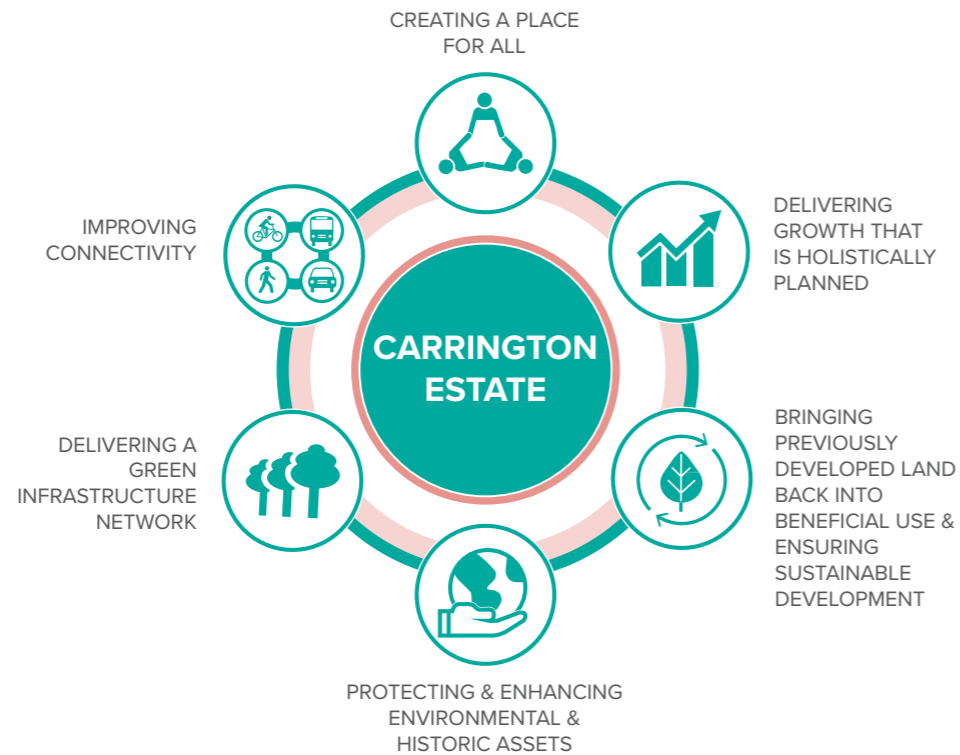
Fig 4.3: Example precedents



THE RESULT WILL BE A TRUE
COMMUNITY WITH A REAL
AND BINDING IDENTITY
FROM ITS EARLIEST DAYS.



VISION PRINCIPLES



The vision for Carrington Estate foresees a holistically planned place for all, reflected in a variety of housing and employment types and tenures. Homes and businesses will be linked via new infrastructure (such as the Carrington Relief Road) and an interconnected framework of green spaces to shops, schools, sports, jobs. Streets will be safe and attractive, so people choose to walk and cycle between these destinations, and not rely on cars. The whole place will be united by high standards of urban and landscape design and construction.

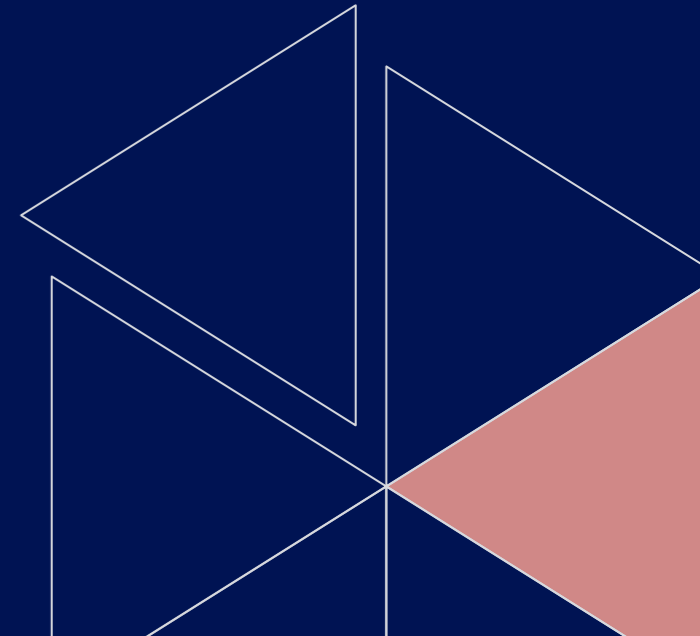
Carrington Estate will support amenities and activities that will bring established communities together – from the Village Centres flexible enough to host a diversity of activities; playgroups to farmers’ markets, to the amenities of the retained landscape that will incorporate enhanced connections and amenities; greatly improving the ability of the wider community to benefit from this significant asset. Meanwhile, offices, employment space and shops, will stimulate economic growth and bring a greater diversity of people into the area consequently supporting services and infrastructure investment.

Wain Estates are committed to working with the Estates legacy of constraints to bring forward development that will significantly enhance the biodiversity of flora and fauna to enhance the natural capital of the land. Energy-positive technology will be embraced to support environmental resilience.

Fig 5.1: Artists impression Carrington Estate



**05
BELONGING TO
TRAFFORD**



SENSE OF BELONGING



VARIEGATED
& WARM RED
BRICKWORK

BRICK QUOINS

RENDERED PANELS

CONTIGUOUS
PORCH ENTRANCES

SLATE AND CLAY
ROOF TILES



It is important that Carrington Estate embraces the character of the local and immediate context in order to be rooted in the place. The Wider Vision takes inspiration from a series of local settlements that provide vernacular and structural inspiration to the masterplan and should inform design development going forward.

Places such as Partington, Altrincham, Ashton-on-Mersey, Flixton, Oldfield Brow and Dunham Massey have inspired this approach, meaning that Carrington Estate will be embedded in its context. The buildings, streets, spaces and relationships will sensitively respond to the setting by using best practice

contemporary design that is rooted in local character whilst avoiding a clumsy pastiche of architectural styles.

The photographs in this section highlight some of the material use and architectural features that should be considered for inspiration as the project evolves.

Two basic categories of place have been considered – established communities with architectural features that should be used as inspiration to future designers and more contemporary development that provides an understanding of the built form context in the wider locality.

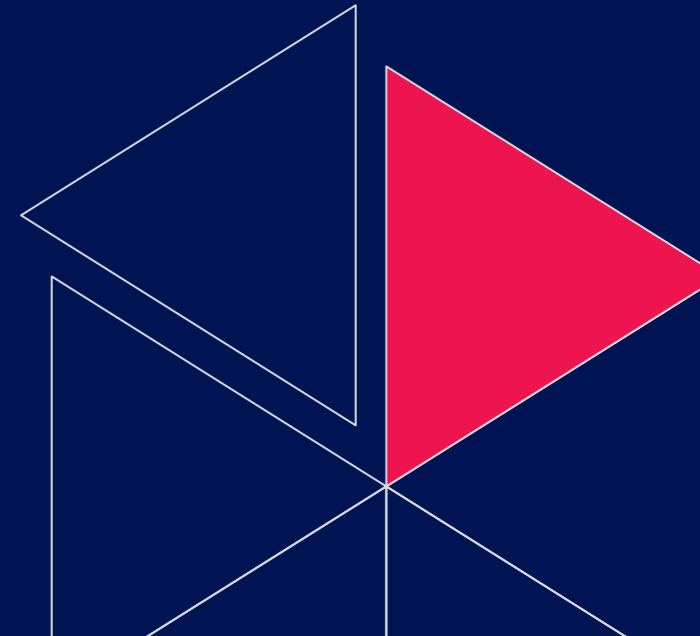


Fig 5.2: Architectural details and materiality within the local context

Fig 6.1: Artists impression Carrington Estate



06
STRATEGIC
FRAMEWORK



CARRINGTON ESTATE MASTERPLAN

- ① Employment - around 135Ha (NDA) of employment land that could deliver over 360,000sqm of accommodation.
- ② Residential - Over 5,000 new homes, including a range of house types across four distinct neighbourhoods.
- ③ Plus an additional 1,150 new homes or 115,000sqm of employment space depending upon the development mix.
- ④ Local facilities - including two new primary schools and three village centres, providing community facilities for new and established residents.
- ⑤ An interconnected green network of pedestrian, cycle (enhancement of The Carrington Rides) and active travel routes.
- ⑥ The strategic green belt wedge maintaining the gap between Sale and Carrington, incorporating ecological enhancement and significant public open space and sports provision.
- ⑦ Enhanced open space and habitat provision circa 94 hectares.
- ⑧ Biodiversity net gain across the Estate.
- ⑨ Delivery of the Carrington Relief Road.

	Indicative residential buildings		Hard surface in employment area
	Indicative employment buildings		Public Rights of Way
	New trees		Existing rides to be retained and enhanced as foot/cycle routes
	Village centre buildings		Proposed foot/cycle linkages
	Public open space		Trans Pennine Trail
	Private gardens (front)		Water body
	Private gardens (rear)		Proposed Trafford Greenway
	Shared surface		Potential HS2 corridor
	Road		Himor ownership boundary
	School buildings		
	Playing pitches		



Fig 6.2: Carrington Estate Strategic Framework

LAND USE & DEVELOPMENT FRAMEWORK

The plan opposite provides an over-arching spatial framework, that will help to structure and distribute the amount and extent of future development activity. It illustrates the extents of proposed development parcels, and land uses relative to green infrastructure, key access arrangements, and the established movement network. The key proposed land uses are summarised below:

EMPLOYMENT

Providing around 135Ha (NDA) of employment land that could deliver over 360,000sqm of B1/ B2/ B8 development. The majority of employment uses are located to the north of the Trafford Greenway, clustered around the established Carrington employment areas.

RESIDENTIAL

Providing over 5,000 new homes across a total area of approximately 140Ha (NDA).

In addition, parcel CE3B provides a mixed use area that could accommodate either employment (around 115,000sqm) or residential uses (around 1,150 homes) and is subject to further development evolution.

OPEN SPACE

Approximately 50% of the Estate will be maintained as green space (590Ha), with approximately 94Ha of this given over to public open space. This will be focused on providing a permeable network which links into wider green infrastructure beyond the Carrington Estate boundary, reinforcing an interactive relationship between development and open space.

LOCAL FACILITIES

Providing two new primary schools (Partington and Sale West) and three Village Centres located in Carrington Village, Sale West and Partington East, establishing important social infrastructure for new and established communities.

STRATEGIC ROUTES

A network of new strategic routes, incorporating provision for pedestrians, cyclists and landscape screening alongside the formal carriageway will be provided as part of the masterplan. The total area of land required to accommodate these routes is up to 21Ha. The routes will include an upgraded A1 road (Carrington Relief Road) connecting Sale and Carrington Village, together with a series of lower order roads providing a permeable access network to future development parcels.

EXISTING SETTLEMENTS

Several areas within the Carrington Estate will be unaffected by development. These include some employment and residential areas in Carrington (170Ha) and untouched established spaces wrapping around employment areas (100Ha). The majority of Manchester Road and Isherwood Road will also be retained (12Ha).

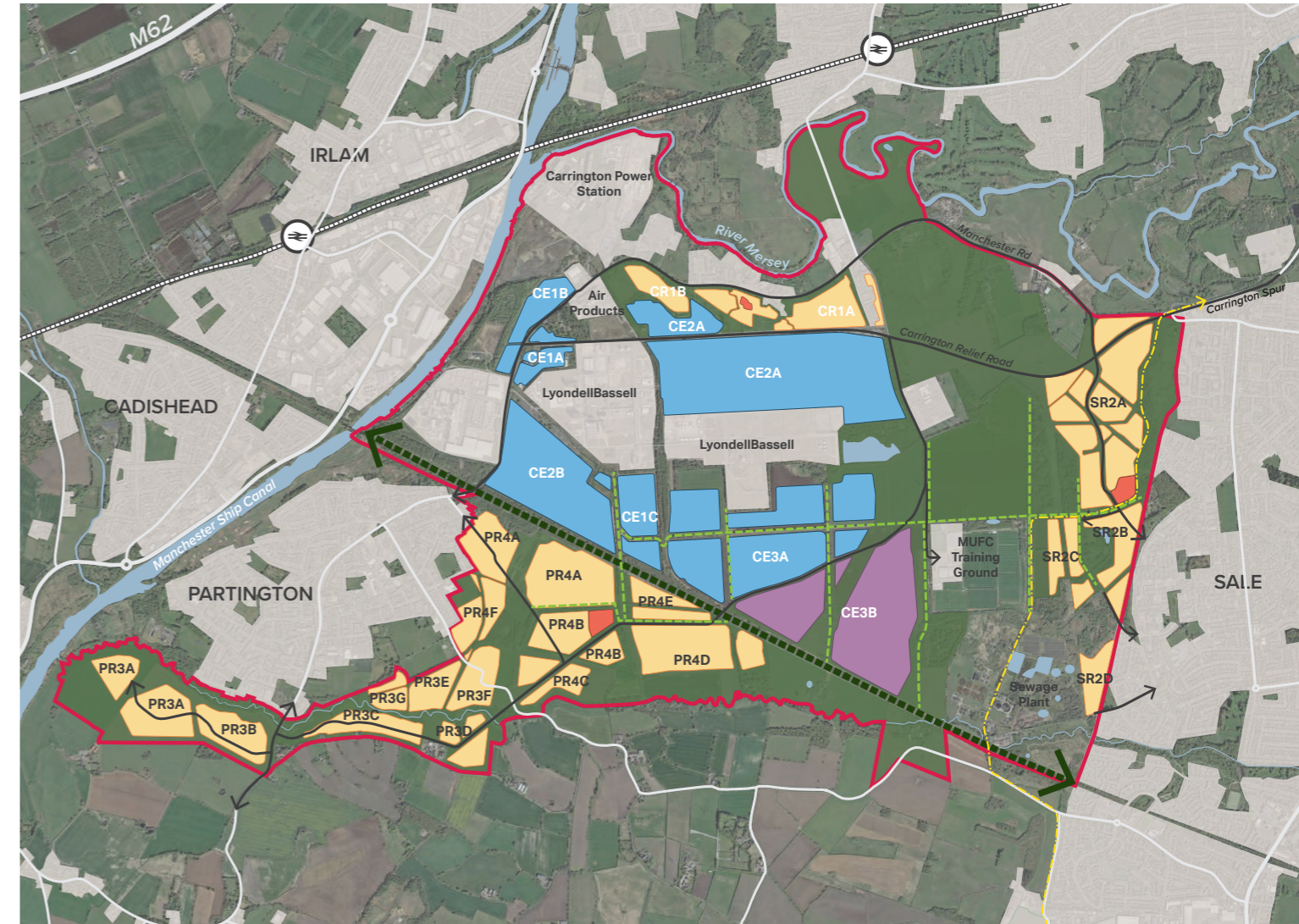
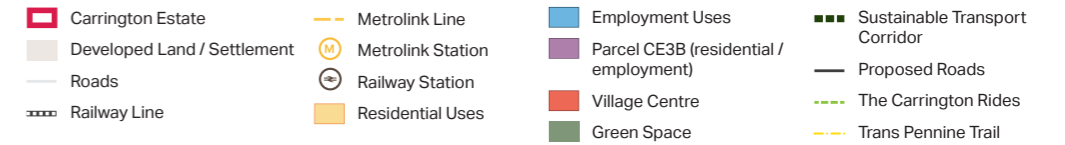
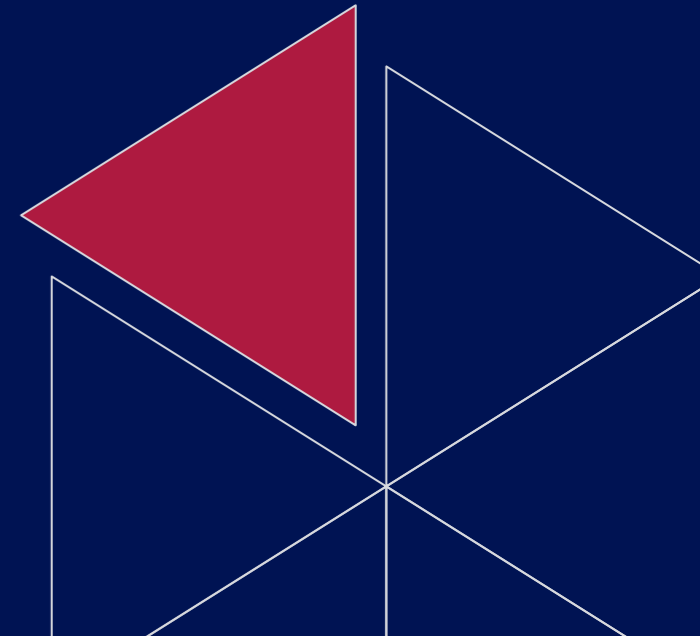


Fig 6.3: Land use distribution plan

Fig 71: Artists impression Carrington Estate Village Centre



**07
THE
NEIGHBOURHOODS**



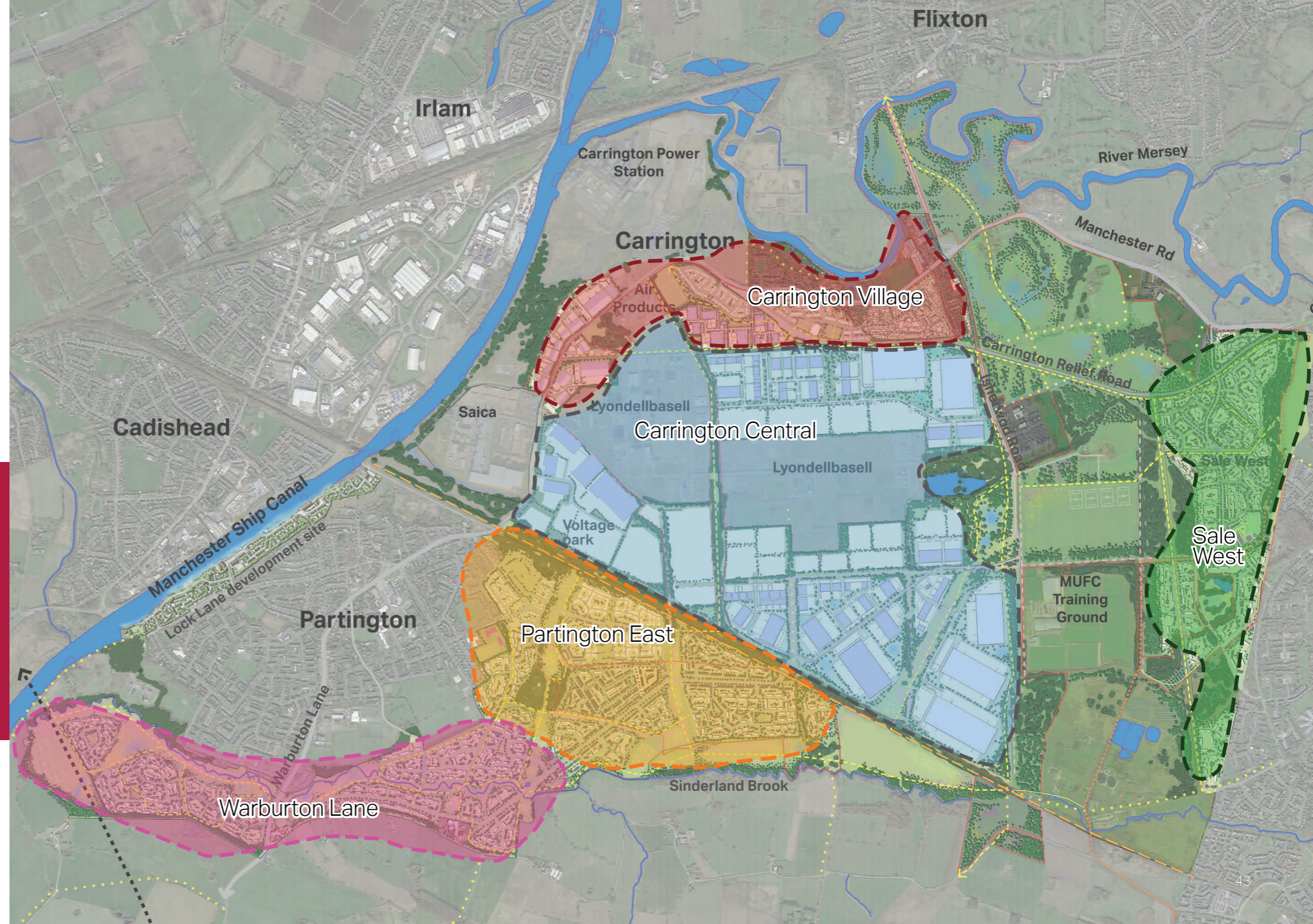
CARRINGTON ESTATE WILL BE ATTRACTIVE, CHARACTERFUL & SIT HARMONIOUSLY WITHIN ITS SURROUNDINGS. TO ASSIST THIS, A NUMBER OF DISTINCT NEIGHBOURHOODS WILL BE ESTABLISHED WHICH HAVE THEIR OWN IDENTITY - ENHANCING LEGIBILITY, WHILST CREATING A COHESIVE WHOLE.

Carrington Estate will integrate well with neighbouring communities, increasing access to a wide range of new movement opportunities and facilities, including the Carrington Relief Road (CRR), Trafford Greenway, The Trans Pennine Trail and existing Carrington Rides.

Within Carrington Estate, walkable neighbourhoods will be connected by a route network that ambitiously manages car use and promotes space for walking and cycling - ensuring Carrington Estate remains sustainable into the long term.

There will be a dominant use for certain areas but the overarching placemaking principles will be formulated around the following five neighbourhoods:

- Carrington Village
- Sale West
- Partington East
- Warburton Lane
- Carrington Central



CARRINGTON VILLAGE

Fig 7.3: Illustrative key plan

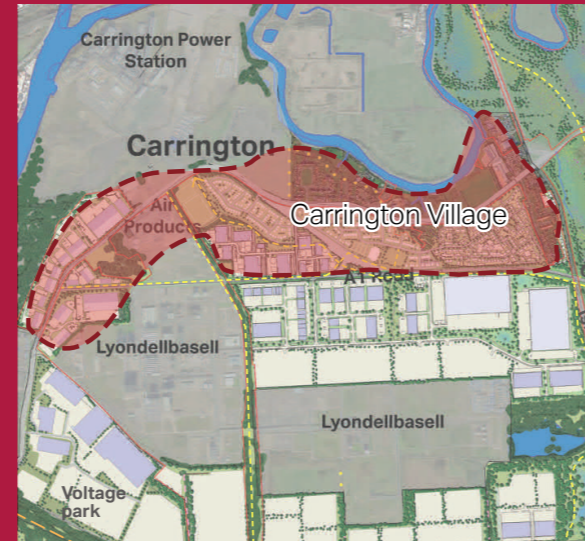


Fig 7.4: Artists impression & example precedents



Fig 7.5: The completed Carrington Gateway

The proposed Carrington Village area already has outline planning permission for around 597 residential units and 19.97Ha of employment uses.

Carrington Gateway which forms the first phase of employment at Carrington Village has already been constructed.

The area will focus on the provision of medium density family housing (average 40 dph) incorporating a higher proportion of smaller housing units at the Village Centre.

In summary this neighbourhood will incorporate the following principles:

- A mixture of housing types applied to different phases, creating a diverse and characterful environment.
- Vernacular association with the existing, established community and its relationship with the Manchester Road corridor, the CRR and River Mersey to the north.
- Retained woodland and trees and landscape treatments to reflect the existing context.
- Proposed areas of open space will accommodate a new rugby pitch, training pitch and a clubhouse.
- A formal/semi-formal urban landscape environment; the accessible open spaces should be well overlooked by surrounding uses and easily identified from the adjacent strategic route.
- Business destinations will be created as natural extensions to the established Carrington Gateway scheme, and will link to proposed later phases located to the south of the A1.



SALE WEST

Fig 7.6: Illustrative key plan



The Sale West area has opportunity to provide over 1,600 new homes. It is envisaged it will comprise slightly higher density housing, compared to Carrington Village (average 41 dph), with urban housing forms and a primary amenity open space reflecting the relationship with existing communities, namely Sale West and Ashton upon Mersey.

In summary this neighbourhood will incorporate the following principles:

- A Village Centre to the south of the new neighbourhood will provide additional social facilities and a primary school to serve both new and existing communities.

- Streets, cycle routes and footpaths that are well defined and follow clear desire lines around the Village Centre and connect to the Trans Pennine Trail and existing community to the east.
- Aesthetic character will take reference from areas such as Oldfield Brow and Ashton-on-Mersey as well as more contemporary development in Altrincham.
- Formal to semi-formal landscaping will be used throughout the neighbourhood to create areas of amenity and interest and to ensure

connectivity to the wider community. Reinforced green infrastructure will operate as a transitional buffer between Sale and the retained Green Belt. It will encourage sustainable travel and maximise opportunities for ecological enhancement.

- Existing ditches will be integrated into a proposed SuDS system.
- Sale West will also incorporate significant GI areas within the parcels which are not available for development, and where there is an opportunity to improve existing habitats and permeability with new footpaths that will connect to the established Carrington Rides to the west.

Fig 7.7: Example precedents



PARTINGTON EAST

Fig 7.9: Illustrative key plan

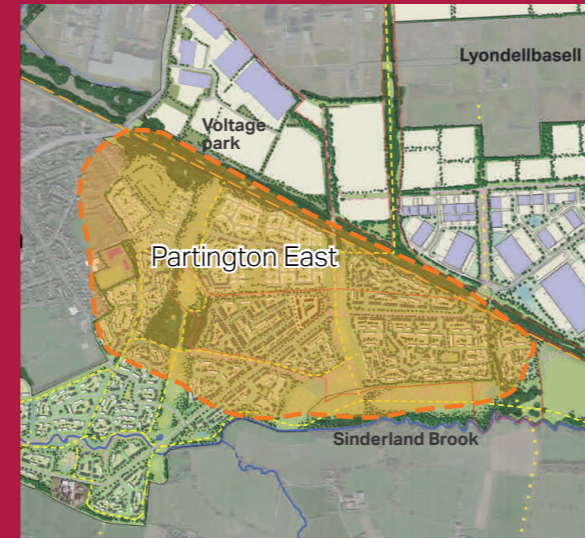


Fig 7.8: Example precedents



Partington East has the potential to provide over 1,900 new homes. It is envisaged that these homes will be of a lower density when compared to Carrington Village (average 37dph), with higher densities concentrated near the existing centre.

In summary this neighbourhood will incorporate the following principles:

- New links to the Trafford Greenway and informally arranged streets and lanes in a space which forms an attractive and integrated extension to Partington.
- Recognising its position on the Site and settlement edge, buildings will be sensitively

located around retained woodland areas to create a countryside character. The northern part of the area is currently well screened with mature vegetation, which will be retained.

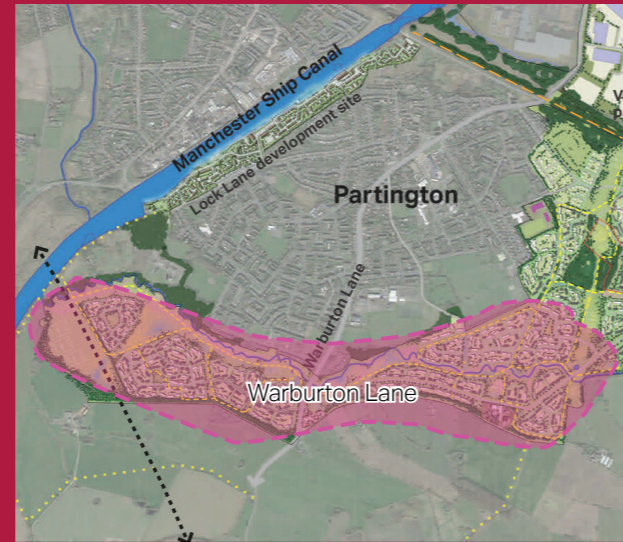
- The Red Brook valley running along the southern boundary will help to strengthen the landscaped nature of this border and establish a clear limit to the extent of development.
- The creation of additional woodland belts along existing field boundaries, which would be in keeping with local landscape character and help to further screen and integrate the area.

- In response to the open countryside beyond the Estate, proposed residential buildings along the eastern fringe will be orientated towards the eastern and southern boundaries with large landscaping gaps separating development parcels.
- Built form character will be diverse, ranging from areas of contemporary development in Partington to lower density housing areas of Flixton and more contemporary development in Partington.
- Permeability for pedestrians, cyclists, and local wildlife, creating an informal green network that connects the villages and other green spaces / corridors.



WARBURTON LANE

Fig 7.10: Illustrative key plan



Located to the southern edge of Partington, the proposed Warburton Lane area has potential to provide circa 890 new homes. It is envisaged that the area provide lower density family housing when compared to Carrington Village (average 31dph).

In summary this neighbourhood will incorporate the following principles:

- Development designed in a sensitive way, to mitigate the impact on any potential heritage assets - both built heritage and archaeological.

- Strong linkages to the existing Partington urban area to ensure integration with the wider Carrington Estate.
- Architectural character will take cues from established areas to the east and north including Oldfield Brow and Flixton as well as more contemporary development in Altrincham.
- Natural landscape features will define the visual setting and help to create a 'green neighbourhood'. Existing watercourses, i.e. Red Brook, will be retained and integrated into a proposed landscaping corridor running through the area.
- Large tree species and rural landscape treatments will reflect the existing character and will be applied along this watercourse.
- Sinderland / Red Brook valley will serve as a landscape spine that can be reinforced as a wetland corridor for habitats.
- Generous field margins will encourage tree belts and wildflower meadows, to create an effective Green Belt boundary.

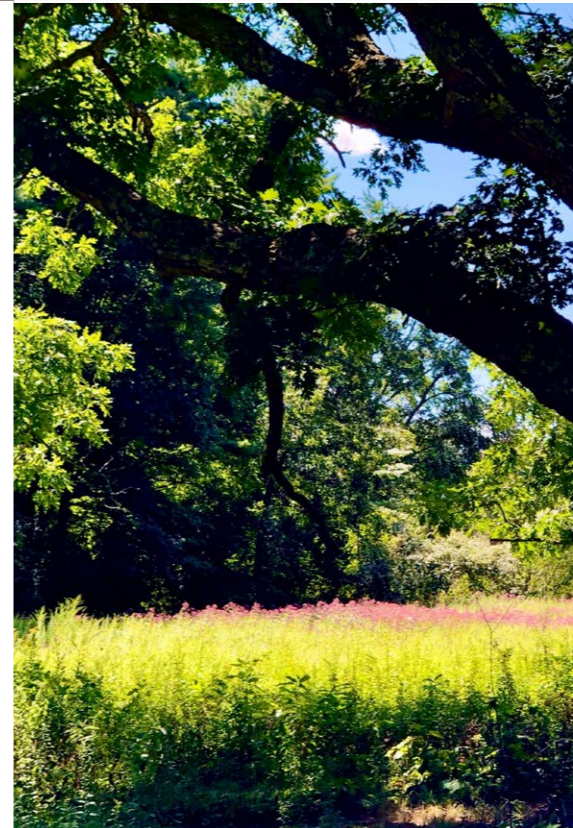


Fig 7.11: Example precedents

CARRINGTON CENTRAL

Fig 7.12: Illustrative key plan

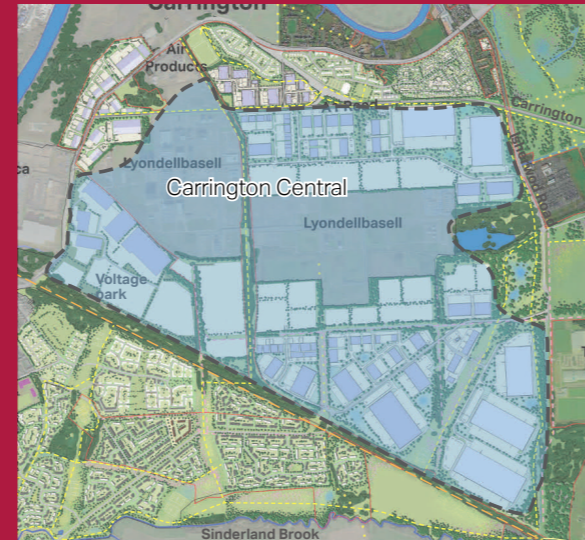


Fig 7.13: Example precedents



Carrington Central has the potential to provide around 135Ha of new employment uses.

To the south eastern end of the area, Parcel CE3B provides opportunity for a further 115,000m² of employment floorspace. Alternatively, there is flexibility for this land to be utilised for residential use, which could provide around 1,150 new homes.

Should new homes be provided here, it is envisaged that they would comprise lower density family housing (average 35 dph), which responds to existing visual and contextual considerations.

In summary this neighbourhood will incorporate the following principles:

- Additional business development to the south of Carrington Gateway further consolidating the employment offer for Carrington Estate.
- Accessible linkages to adjacent residential communities, green infrastructure and village centres.
- Amenity open spaces within the employment clusters will provide relaxation space for workers and users of the area, promote sustainable travel and expand opportunities for ecological enhancement.

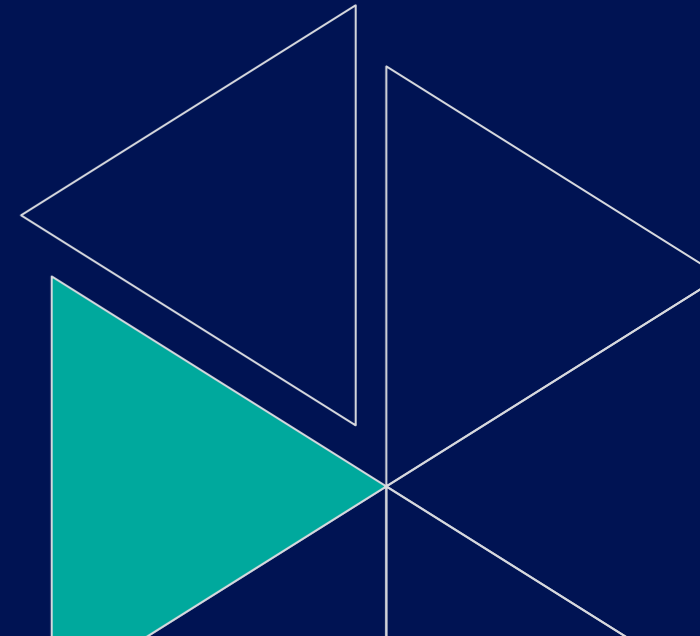
- Similar to Partington East, new residential development will take visual cues from established communities including Oldfield Brow and Flixton in order to sensitively respond to its setting, utilising best practice contemporary design that is rooted in local character whilst avoiding a clumsy pastiche of architectural styles.



Fig 8.1: Artists impression of Carrington Estate



08 INFRASTRUCTURE NETWORKS



MULTI-FUNCTIONAL GREEN & BLUE INFRASTRUCTURE



CARRINGTON ESTATE WILL BE DEFINED BY ITS DOMINANT LANDSCAPE SETTING & THE GENEROUS PROVISION OF NEW & ENHANCED GREEN INFRASTRUCTURE



Approximately 50% (590 ha) of Carrington Estate's total area will be green space, the majority of which will be publicly accessible.

The multi-functional green and blue infrastructure will incorporate the following principles.

NATURAL GREEN SPACES

Development at Carrington Estate will protect and respond to its extensive natural assets (approximately 102Ha), including Sites of Biological Interest:

- Priority will be given to protecting wildlife, enhancing habitats and ensuring that major ecological corridors are formed through the area such as the Shell Pool Reserve and Birch Moss Covert Nature Reserve.

- Established woodlands will be retained and enhanced, providing a generous natural buffer and important habitat.
- New north-south tree planting will be introduced, creating contiguous green corridors for nature and wildlife to move around the landscape more freely up to the River Mersey.

GREEN BELT

Approximately 395Ha of Carrington Estate will be retained as Green Belt, including:

- The retention of a north-south green wedge will reinforce linkages between National Trust's Dunham Massey Estate and the River Mersey Green Belt corridors.

RECREATIONAL OPEN SPACE & CONNECTIVITY

Significant areas of green space (approximately 94Ha) will be incorporated into an interconnected, multi-functional system of new parklands, sports pitches, local parks and allotments. This will put nature, open space and recreation first and within a few minutes' walk of neighbourhoods and will include:

- Substantial green infrastructure areas in Sale West will be retained and protected from development despite being removed from Green Belt. Access improvements to these areas will provide important linkages between the new neighbourhoods.



Fig 8.2: Example precedents



- A strategic east-west green infrastructure route running alongside the Sinderland Brook, will connect Sale and Manchester Ship Canal Frontage Park. This route could also provide links to the River Mersey, via the Trafford Greenway, along the disused railway line corridor.
- The Trans Pennine Trail, running through the Sale West area, will be enhanced into a strategic green infrastructure route, which will act as a recreational spine and a permeable pedestrian / cycle network for Sale West.

- Another strategic green infrastructure route is proposed between Carrington Village and Sale West, along the proposed Carrington Relief Road, enhancing connectivity between future communities and encouraging people to enjoy the countryside.

ESTABLISHING A SUSTAINABLE MOVEMENT NETWORK



CARRINGTON ESTATE SEEKS TO MINIMISE THE NEED FOR PEOPLE TO TRAVEL BY CAR; ENCOURAGING ACTIVE TRAVEL & MAXIMISING PUBLIC TRANSPORT.

WALKING & CYCLING

Through enhancements to existing networks and the establishment of new, convenient routes, the overall connectivity for active pedestrian and cycle travel modes will be made more attractive for new and established communities.

At Carrington Estate, improved walking and cycling links will reinforce connections to recognised sustainable networks including, the established 'Rides' network, the River Mersey to the north, Trans Pennine Trail, Bridgewater Canal and south into Cheshire; ensuring that new and established communities have genuine access to green spaces.

Providing high quality facilities and amenities on the doorstep is a fundamental priority in planning for sustainable movement. Dedicated routes for walking and cycling for both commuting and recreation will provide pedestrians and cyclists with direct links to key destinations such as schools, village and community centres, health care facilities and employment and wider area.

PUBLIC TRANSPORT SERVICES

Carrington Estate can facilitate improved bus accessibility to new neighbourhoods alongside established communities of Altrincham and Sale.

From a public transport perspective, the biggest issue to address is the

unattractiveness of public transport from Carrington and Partington when compared to the private car. The consequential ambition is that Carrington Estate will provide genuinely attractive alternatives to the private car for journeys to significant trip attractors. This is likely to include:

- Investment in bus priority (potentially including review and enhancements of the 247, 250 and 260 services);
- Increases in frequency to 'turn-up-and-go' levels; and
- A routeing strategy around Partington and Carrington which better serves the existing and proposed settlement.

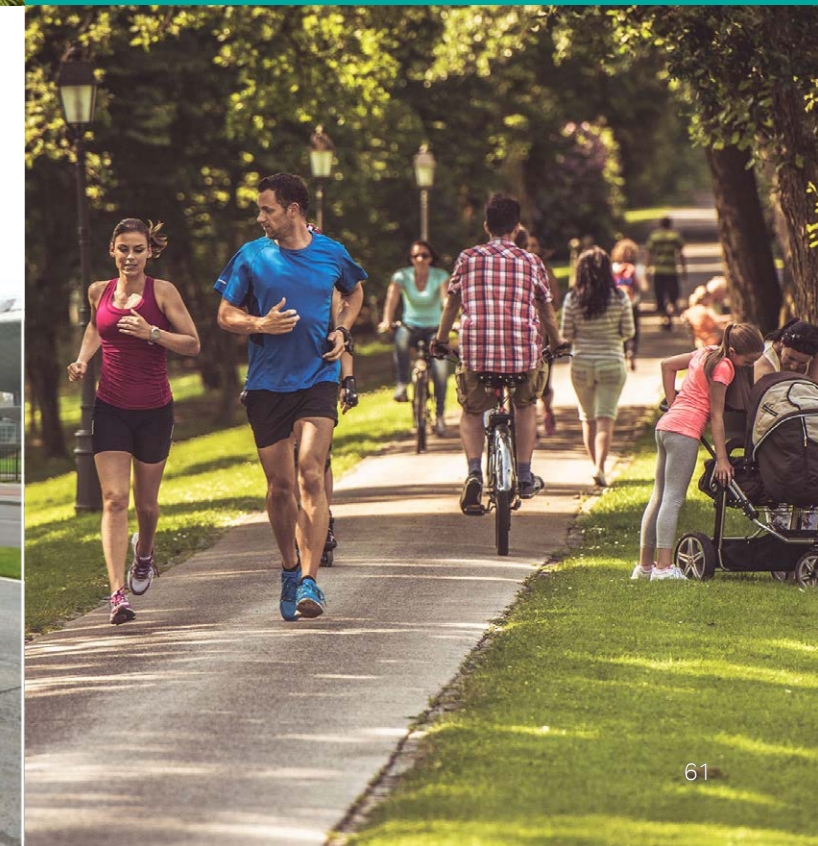


Fig 8.4: Example precedents

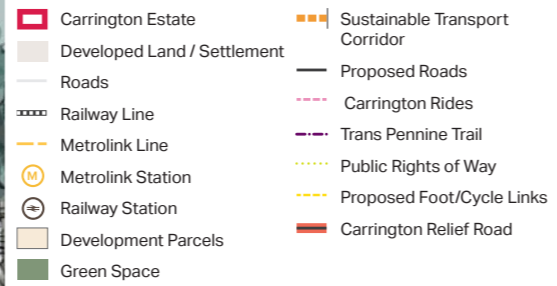


Fig 8.5: Connectivity Framework Plan



Interventions will allow bus services to get past traffic at key bottlenecks and provide connections to rapid transit services to Manchester City Centre, the most significant trip attractor. Overall, the interventions will enable a significant improvement to the accessibility of the wider Carrington Estate/ Partington area.

CARRINGTON RELIEF ROAD

Carrington Estate enjoys close proximity to strategic road infrastructure (M60), presenting an opportunity for regionally significant sustainable infrastructure to be located here.

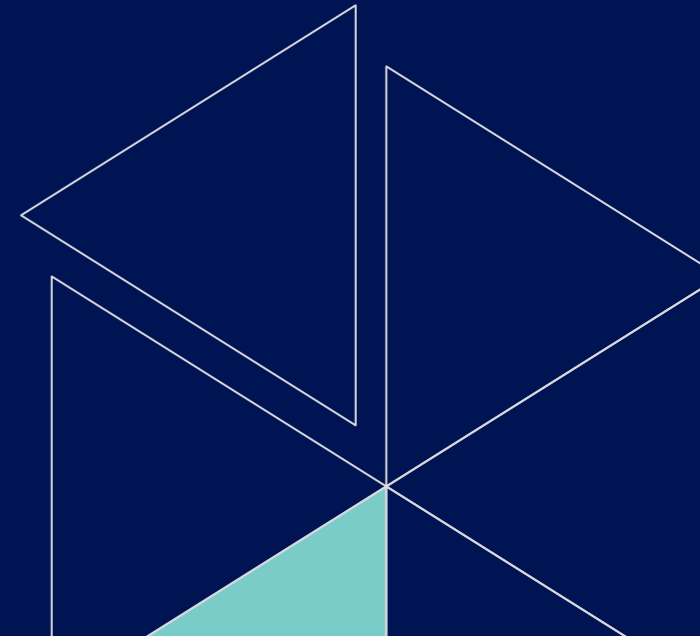
Delivery of the Carrington Relief Road will:

- Provide additional capacity and improved access to the strategic transport network;
- Reduce traffic through Carrington Village and the Isherwood Road / Manchester Road Junction;
- Improving public transport and active travel provision to existing areas which are poorly served and Carrington Estate; and
- Improve cycling connectivity, including reduced journey times and journey ambience between the Carrington Spur and Common Lane.

Fig 9.1: Artists impression of Carrington Estate



09 SUSTAINABILITY



CREATING A SUSTAINABLE NEW COMMUNITY AT CARRINGTON ESTATE

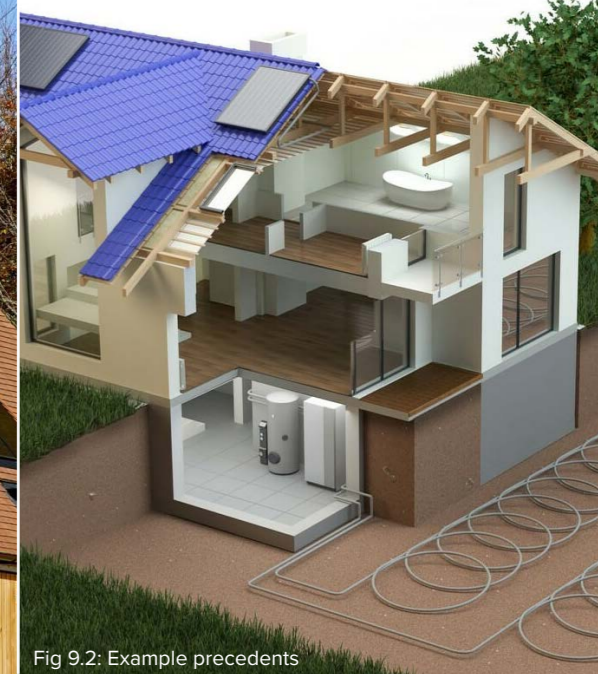


Fig 9.2: Example precedents



TRAFFORD CLIMATE EMERGENCY

As part of its role within the Greater Manchester Combined Authority (GMCA), Trafford Council declared a climate emergency in 2018 and in parallel committed to a low carbon future; setting an ambitious target to achieve net zero carbon emissions by 2038.

In this context, Trafford forms part of the Green City Region that aims to make GM a world-leading green city-region.

In part, this will be achieved through the realisation of innovative projects that demonstrate an ability to reduce carbon emissions year on year, and create low carbon infrastructure, businesses and homes.

ADDRESSING THE CLIMATE EMERGENCY

At Carrington Estate, the efficient re-use of brownfield land and proposed green infrastructure network will provide an attractive setting for new communities, which also delivers a wide range of benefits including:

- Climate change adaptation through cooling, shade and shelter;
- New and enhanced eco-systems; and
- Intelligent management of surface water to create habitats, remove pollutants and avoid flood risk to surrounding communities.

Combining this with an integrated walking and cycling network and improved public transport

services will encourage the use of sustainable transport, reducing congestion and improving air-quality.

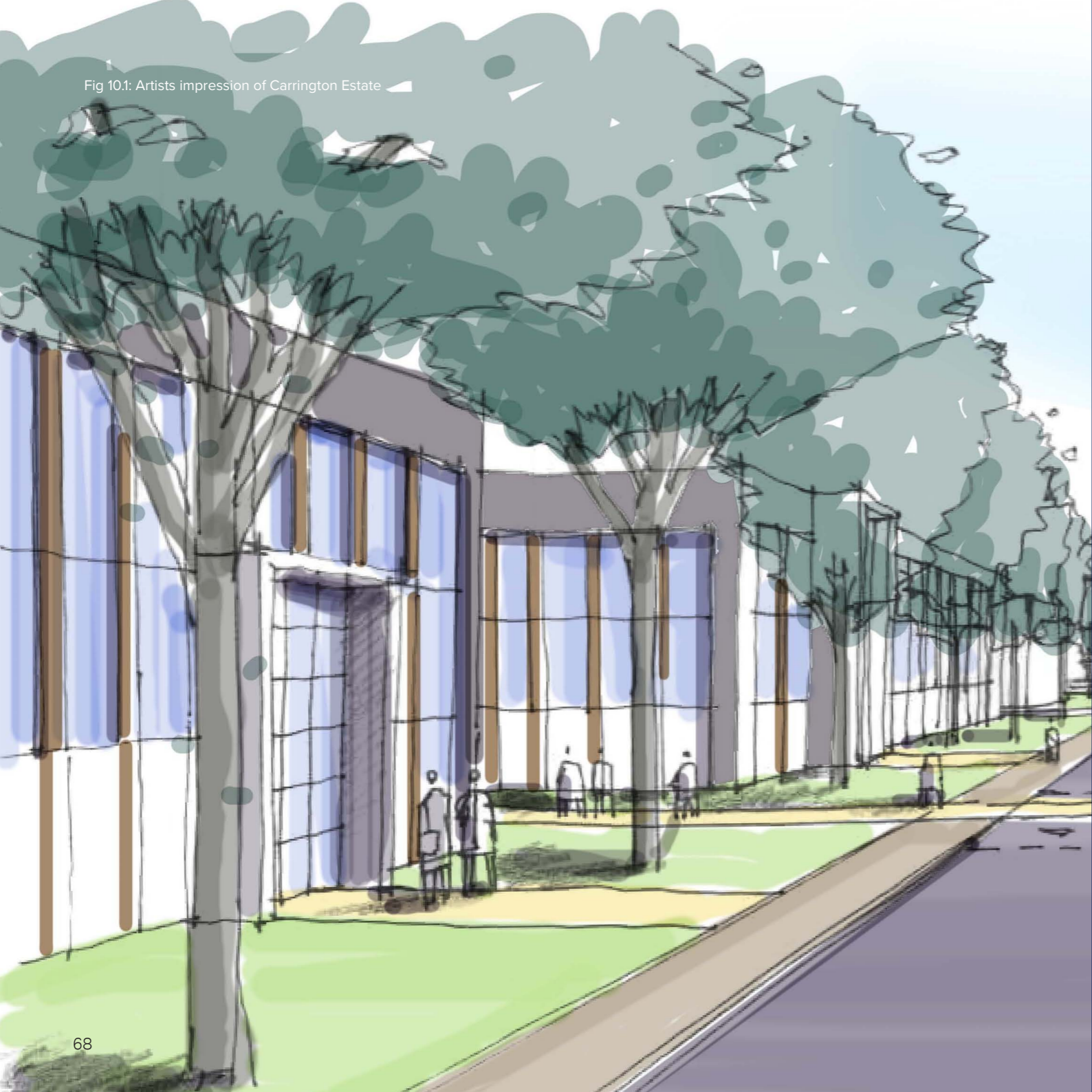
The retention and enhancement of existing woodlands, hedgerows and other important natural areas, together with the creation of new habitats and corridors will enable Carrington Estate to achieve significant environmental and Biodiversity Net Gains.

The provision of green infrastructure at the scale proposed at Carrington Estate will provide opportunities for community food growing, play and recreation and increased contact with and understanding of nature. Providing these natural elements will help support the health and well-being for new neighbourhoods and existing communities.

Proposed development will embrace new technologies, providing buildings that employ sustainable building materials and construction practices, conserve energy and water and reduce waste. Smart technologies will be used to monitor and improve performance and support more sustainable living.

WAIN ESTATES ARE FULLY COMMITTED TO WORKING TOWARDS ACHIEVING A CARBON NET ZERO DEVELOPMENT ACROSS THE CARRINGTON ESTATE.

Fig 10.1: Artists impression of Carrington Estate



10 DELIVERY & BENEFITS

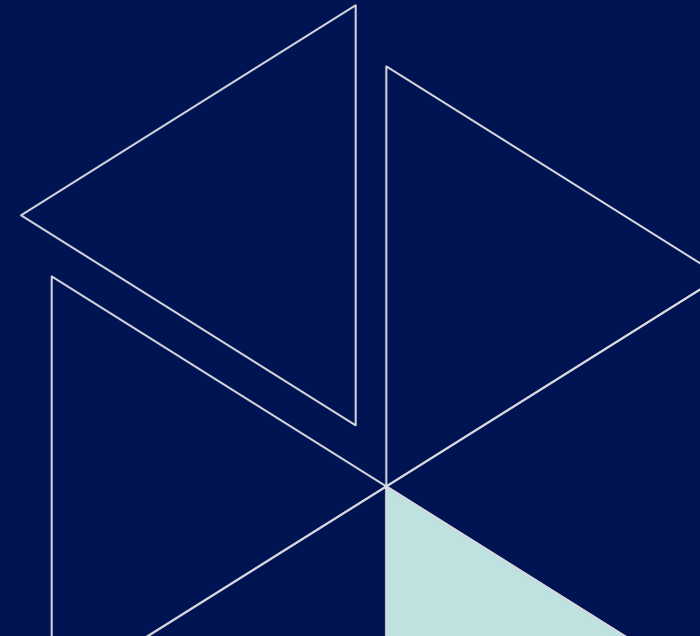


Fig 10.2: Example precedents & artists impression

DELIVERY & BENEFITS

CARRINGTON ESTATE PRESENTS A ONCE IN A GENERATION OPPORTUNITY TO DEVELOP A SERIES OF OUTSTANDING NEW NEIGHBOURHOODS THAT RISE TO THE CHALLENGES & OPPORTUNITIES OF THE 21ST CENTURY.

Wain Estates has been working closely with landowners and stakeholders for the last seven years to ensure that this significant development can be brought forward in a comprehensive way.

The scale of development supports investment in transport infrastructure, that in parallel will support business investment, ensuring all communities have access to a range of housing and employment opportunities and social infrastructure, all set within a high-quality environment.

The ambitions for Carrington Estate are anticipated to be delivered over a 20 to 25-year period. It is therefore vital to have an overall strategic plan in place from the outset that can track progress, appreciate wider relationships and promote the overarching vision to a broad audience.



The primary benefits of Carrington Estate include:

- **New facilities** for existing communities and businesses, together with **enhanced public transport** services
- Over **5,000** new homes
- Approximately **360,000m²** of employment floorspace
- Plus an additional **1,150** new homes or **115,000m²** of employment space depending upon the development mix
- **50%** of the Estate maintained as green space (590ha), including improved **green infrastructure** that contributes to biodiversity
- **2** new primary schools
- **3** new village centres
- New and enhanced **walking & cycling links** including, the established 'Rides' network and the Trans Pennine Trail
- The **Carrington Relief Road**
- **Remediation** & re-use of contaminated & previously developed land
- Contributing to the **regeneration** of Carrington, Partington and Sale West.

SOCIO-ECONOMIC BENEFITS

POPULATION & LABOUR SUPPLY BENEFITS

Carrington Estate has the potential to deliver significant new housing and be a major contributor to addressing GM's housing need. Based upon the construction of 5,000 new homes, the Estate could be home to approximately 11,700 residents; driving expenditure in the local economy through household expenditure and providing local labour supply benefits.

Being able to accommodate a large working age and economically active population at Carrington Estate will be critically important for Trafford and for GM in terms of its ambitions to further develop a strong and skilled labour supply.

A quality housing offer, in a sustainable and well-connected location, will be an important magnet in both attracting and retaining skilled workers in GM, as well as attracting occupiers and inward investors to both the Estate and wider Trafford and GM economy.

EMPLOYMENT BENEFITS

Based upon the proposed scale of employment floorspace and assumed end uses, Carrington Estate has the potential to support the creation of 7,900 full-time equivalent (FTE) jobs once fully developed and occupied.

In addition, temporary construction jobs will be a major employment benefit arising from the proposed development, providing an opportunity to maximise employment and training opportunities for local residents.

Based on an assumed development period of approximately 20 years, on average, around 1,000 temporary construction workers would be supported each year.

GROSS VALUE ADDED & FISCAL BENEFITS

It is estimated that the potential 7,900 FTE jobs will support an annual GVA contribution to the GM economy of approximately £516m.

The New Homes Bonus (NHB) is a series of payments made by government to local authorities for increasing the delivery of new houses, which can be used to fund a wide range of local services, projects and activities for the benefit of local residents and businesses.

Based upon current policy, the Estate could cumulatively generate approximately £39m for Trafford Council over the NHB 4-year payment period. This could potentially rise to approximately £48m annually if 6,150 homes were delivered should CE3B be developed for residential use.

In addition, once all new housing is occupied, annual Council Tax revenues would be of the order of £9.3m

POTENTIAL SOCIO-ECONOMIC BENEFITS

5,000
New Homes



475,000sqm
Employment
Floorspace

POPULATION & LABOUR SUPPLY BENEFITS

11,700
Total Population



8,300
Working Age



6,800
Economically Active



EMPLOYMENT BENEFITS

7,900
Jobs from employment
uses



1,000
Average construction jobs per
annum over 20 years



£91.2m
Further jobs supported by annual
household spend in GM



EMPLOYMENT GVA & FISCAL BENEFITS

£516m
GVA per annum



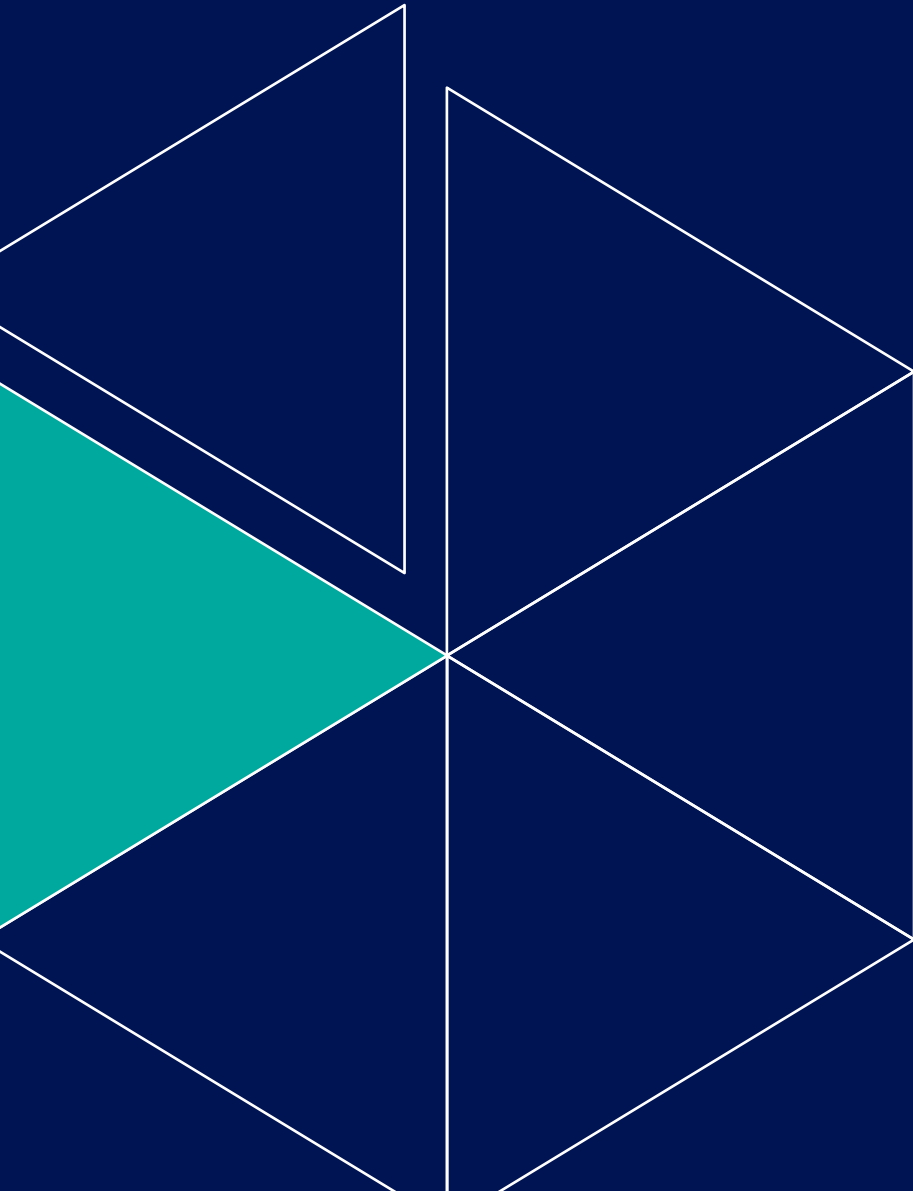
£9.3m
Annual Council Tax revenues



£39.2m
New Homes Bonus paid to
Trafford Council



Wain
ESTATES



AECOM