Trafford Local Plan 2022–2039

Publication Version, July 2026

Representations from Dunham Massey Parish Council

This is a summary of the representations input into the online feedback system by the Parish Council. Please note this is a Regulation 19 Local Plan consultation which required comments to focus on the legal compliance and soundness of the plan rather than a list of concerns/objections to the content of the plan.

Representation (1)

Dairyhouse Lane Development, Parish Boundary Accuracy and Infrastructure Implications

Policy/ section reference: Allocation AS4 Land at Dairyhouse Lane

We wish to raise a specific concern regarding the Local Plan's reference to proposed development on Dairyhouse Lane, which is incorrectly described as being within Broadheath. Dairyhouse Lane is not located in Broadheath; it lies within the Parish of Dunham Massey. This is a factual and material distinction that must be corrected within the Local Plan.

Accurate identification of parish boundaries is essential because any development on Dairyhouse Lane would directly affect Dunham Massey's rural environment, road network and community. It also has important implications for Community Infrastructure Levy (CIL) allocation. Should this development proceed, it is imperative that Trafford Council formally recognises the site as being within Dunham Massey Parish, ensuring that appropriate CIL monies are directed to the parish to mitigate the impacts of development and support necessary infrastructure improvements.

I. Construction-phase impacts on rural roads

The Local Plan does not sufficiently address the significant construction traffic that would accompany development on Dairyhouse Lane and other nearby sites. Dunham Massey's rural lanes are narrow, historic and not designed for sustained HGV movements or high volume contractor traffic.

Construction activity is likely to generate:

• Heavy Goods Vehicles transporting materials

• Construction plant and machinery movements

• Daily workforce traffic

• Increased deliveries and service vehicles

• Temporary closures, diversions and traffic management measures

These impacts would place considerable strain on the rural road network, leading to:

• Damage to road surfaces, verges and drainage systems

• Increased collision risk for pedestrians, cyclists, horse riders and visitors

• Noise, vibration and air quality impacts over extended construction periods

• Restricted access for residents and visitors to the National Trust estate

Without targeted mitigation and funding, construction traffic alone could cause long term degradation of Dunham Massey's roads.

II. Post-development traffic and cut-through behaviour

Once occupied, development on Dairyhouse Lane would further increase daily traffic movements. Given congestion on the A56, A556 and other strategic routes, there is a high likelihood that drivers will use Dunham Massey's rural lanes as cut through routes to avoid delays.

This would result in:

• Higher traffic volumes on roads not designed for commuter use

• Accelerated wear and tear on already fragile rural lanes

• Greater maintenance burdens for the parish and local authority

• Loss of rural tranquillity and landscape character

• Increased safety risks at existing pinch points and junctions

These cumulative impacts must be recognised and addressed within the Local Plan.

The Parish Council believes that the development Dairyhouse Lane employment area does not fit with the strategic direction of balancing the growth of the city region and rebalancing investment to the north ensuring the south of Trafford continue to perform strongly.

The policies and the evidence supporting the plan are incomplete and some of the assessments are weak and/or contain errors or omissions. There is no Green/Grey Belt Assessment, despite a landowner indicating that it will utilise this designation in proposing its "entire landholding as a future allocation". The 'Vision' and some of the policies are undeliverable as documented.

There also appears to be bias against the rural economy, some of the borough's natural capital assets and PfE allocation areas.

In addition, the Plan allocates this site which is non-compliant with NPPF paragraph 188, which requires that plans allocate land with the least environmental or amenity value, and PfE policies, including JP-G4 (Lowland Wetlands and Mosslands) and PfE Policy JP-G7 (Trees and Woodland).

This is a very small, environmentally and ecologically rich site, which the plan indicates will not be delivered until 2040 or beyond. It will, therefore, deliver no benefits during the plan period, so should not be allocated.

There is a need for correct parish identification and appropriate infrastructure funding.

Given the scale of potential impact, it is essential that Trafford Council:

• Correctly identifies Dairyhouse Lane as part of Dunham Massey Parish

• Ensures CIL contributions from any development are allocated to Dunham Massey

• Requires construction traffic routing plans that avoid sensitive rural lanes

• Secures developer-funded road strengthening and resurfacing

• Implements traffic calming and anti rat running measures

• Monitors road conditions before, during and after construction

Accurate parish identification is not a minor administrative detail, it is fundamental to ensuring that Dunham Massey receives the infrastructure funding necessary to mitigate the impacts of development and requires an amendment to the Local Plan.

We therefore request that the Local Plan be amended to:

• Correct the parish boundary reference for Dairyhouse Lane

• Recognise the significant construction and post development traffic impacts on Dunham Massey

• Commit to funded infrastructure improvements proportionate to the scale of development

• Protect rural lanes from HGV and cut through traffic

• Safeguard the parish’s heritage, landscape and environmental quality

Dunham Massey is a unique rural and heritage landscape with a fragile road network. It is essential that the Local Plan accurately reflects parish boundaries and commits to appropriate mitigation and funding to protect the community from disproportionate harm.

The Integrated Assessment needs to be refreshed to give a more balanced and complete appraisal of the policy risks, to ensure the negative environmental and ecological effects of the plan are minimised, and to enable balanced decisions to be made that support genuinely sustainable development.

The document should be reviewed to ensure it is compliant with the regulator’s Green Claims Code.

The IA scores should be revisited to ensure they actually reflect the impact of the policies or allocations. Gaps or omissions in policy, and the associated risks, should be highlighted.

Allocation AS4 should be removed from the plan.

Representation (2)

CIL Allocation and Development Impact

Policy/ section reference: FC4: Sustainable Transport and Highways

There is a significant amount of development proposed around Dunham Massey, yet very little of it falls within the parish boundary. As a result, no Community Infrastructure Levy (CIL) payments will be directed to Dunham Massey, despite the parish being directly affected by increased traffic, construction activity and long term road degradation associated with these developments. We believe the current CIL approach should be reviewed to ensure that parishes experiencing indirect but substantial infrastructure impacts, such as road damage, congestion and safety risks receive appropriate funding to mitigate these effects. Without such a review, Dunham Massey will face increased pressures on its rural road network without any corresponding financial support.

Specifically, we object to Policy FC4: Sustainable Transport and Highways on the basis that it fails to address the inequity created by significant development occurring around Dunham Massey but outside its parish boundary. Under current arrangements, Community Infrastructure Levy (CIL) payments are only made to the parish in which development physically takes place. As a result, Dunham Massey will receive no CIL funding, despite being directly affected by increased construction traffic, long term traffic growth and the associated deterioration of rural roads and infrastructure.

The allocation of CIL funds needs to take consideration impacted areas that surround the development and therefore the policy needs to be revised in line with development specified in this local plan. We would request Trafford to review allocation of CIL monies to neighbouring areas to the development i.e. the Parish of Dunham Massey, to support the degradation of local infrastructure which is likely to occur.

Representation (3)

Strategic Role of the A56 and Impacts on Surrounding Areas

Policy/ section reference: TM1S, TM1C, TM3, TC2N, Policy BE3, AN5, AC2, TM1N

We wish to comment on the repeated identification of the A56 corridor as a key strategic route within the Trafford Local Plan. Across multiple sections of the Plan, the A56 is described as a major north–south arterial route supporting town centres, regeneration areas, public transport corridors and higher density development

zones. The Plan also acknowledges existing issues of congestion, severance and pressure on movement along the A56. Given this strategic emphasis, it is important to recognise the wider implications for surrounding communities.

The concentration of growth, intensification and transport activity along the A56 will inevitably increase traffic volumes on this already constrained corridor. When congestion rises on a primary route, drivers commonly seek alternative paths to avoid delays. In Trafford, this will mean adjacent residential areas are at heightened risk of becoming informal cut through routes, particularly where local streets offer direct or indirect access back to the A56.

This displacement of traffic has several potential consequences:

• Increased vehicle movements on streets not designed for through traffic

• Reduced road safety, especially for pedestrians, cyclists and children

• Higher noise and air pollution levels within quiet neighbourhoods

• Erosion of residential character due to heavier traffic flows

• Greater pressure on local junctions and minor roads

It should be noted that most of the roads through Dunham Massey are rural roads that already have multiple issues with poor road surfaces, accessibility and speeding and are not fit for purpose for any for current level of traffic and this proposal plan will only exacerbate the issues outlined.

Also worth noting that in the Trafford Local Plan 2012, one item identified for implementation was AL021: To manage the high levels of congestion and improve the quality of public transport, particularly along the A56, A560 and the A538. It could be argued that this didn't happen and the new plan will only make congestion worse.

For these reasons, it is essential that the Local Plan does not treat the A56 corridor in isolation. Any strategy that intensifies development or transport reliance along this route must be accompanied by robust mitigation measures to protect surrounding communities including Dunham Massey. These should include:

• Traffic calming and management schemes in adjacent neighbourhoods

• Measures to prevent rat running and discourage cut through behaviour

• Improvements to active travel routes that genuinely reduce car dependency

• Monitoring of traffic displacement effects as development comes forward

• Early engagement with affected communities to identify local risks

Without such measures, the cumulative impact of growth along the A56 will not be contained to the corridor itself. It will be felt across a much wider area, with significant implications for residential amenity, safety and environmental quality.

We therefore request that the Council strengthens the Local Plan by explicitly recognising these risks and committing to appropriate mitigation and monitoring

Representation (4)

Development Around Dunham Massey, Construction Traffic and Infrastructure Impacts

Policy/ section reference: TM1, TM3 - The Highway Network

We wish to raise significant concerns regarding the cumulative impact of extensive development proposed in areas surrounding Dunham Massey, including Broadheath, Altrincham, Carrington, Partington and the wider rural fringe including potential data centres near the Bowdon roundabout. While each site may be assessed individually, the combined scale of construction and long term occupation will have substantial implications for the parish's rural road network, environmental quality and community safety.

I. Construction traffic during development phases

The Local Plan does not sufficiently acknowledge the intensity of construction traffic that will accompany major development sites. Large scale housing, employment and infrastructure projects typically generate:

• Heavy Goods Vehicles (HGVs) transporting materials

• Construction plant movements

• Workforce vehicles accessing sites daily

• Increased deliveries and service vehicles

• Temporary road closures, diversions and traffic management

Given the limited number of strategic access routes in this part of Trafford, it is highly likely that construction traffic will spill into rural lanes around Dunham Massey, including Sinderland Lane, School Lane, Charcoal Road, Dunham Road, Black Moss Road and routes connecting to the A56 and A6144. These roads are narrow, historic and not designed to accommodate sustained HGV movements. This presents clear risks:

• Damage to road surfaces, verges and drainage systems

• Increased collision risk on roads used by walkers, cyclists, horse riders and visitors

• Noise, vibration and air quality impacts during multi year construction programmes

• Disruption to access for residents and the National Trust estate

Without strict controls, construction traffic alone could cause long term degradation of the rural road network.

II. Post-development traffic and road degradation

Once developments are completed, the increased population and vehicle numbers will place further pressure on the surrounding roads. Dunham Massey's rural lanes already experience seasonal congestion linked to visitor numbers; additional daily traffic from new developments will exacerbate this.

There is a high likelihood of:

• Cut through traffic as drivers avoid congestion on the A56, A556 and other strategic routes

• Accelerated wear and tear on roads not designed for commuter volumes

• Greater maintenance burdens on Trafford Council and neighbouring authorities

• Increased issues with and danger to vulnerable road users such as cyclists, horse riders and walkers

• Loss of rural tranquillity and landscape character

TM1 - iv states to facilitate the safety for those walking, wheeling and cycling from vehicle movement and yet there is nothing specific as to how this will be managed in Dunham Massey with the anticipated increase in traffic.

If infrastructure funding is not secured and ring fenced, the parish will face ongoing deterioration of its roads and public realm.

There is a need for funded mitigation and infrastructure improvements. To ensure Dunham Massey is not disproportionately affected, the Local Plan must commit to:

• Dedicated funding for rural road strengthening and resurfacing

• Construction traffic routing plans that explicitly avoid sensitive rural lanes

• Developer contributions (Section 106 / CIL) earmarked for road improvements and safety measures

• Traffic calming and anti rat running interventions in adjacent neighbourhoods

• Monitoring of road conditions before, during and after construction

• Protection of heritage assets, landscape character and visitor experience

Without these safeguards, the cumulative impact of development around Dunham Massey will result in significant and lasting harm to the parish's roads, environment and community.

We request for strengthening the local plan and that Trafford Council:

I. Explicitly recognise the construction phase impacts of surrounding development

II. Assess the cumulative traffic effects on Dunham Massey, not just primary routes

III. Require developers to fund infrastructure improvements proportionate to the scale of impact

IV. Protect rural lanes from HGV and cut through traffic

V. Commit to long term monitoring and mitigation

Dunham Massey is a unique rural and heritage landscape. Its road network is fragile, limited and highly sensitive to change. The Local Plan must ensure that development in neighbouring areas does not compromise the parish's safety, character, or environmental quality.

Representation (5)

Dunham Massey's Conservation Role and Surrounding Development

Policy/ section reference: NE8, BE3, NE1-3, H4, H1, FC4

The Trafford Local Plan makes clear through several policies, including NE8: Landscape Character Areas, BE3: Historic Environment and NE1–NE3: Natural Environment that Dunham Massey is not expected to accommodate growth. Its designated role is one of conservation, heritage protection and rural landscape stewardship, reflecting its unique historic estate, rural setting and sensitive environmental assets.

However, the extensive development proposed in surrounding areas, including allocations in Altrincham, Broadheath, Timperley, Carrington and Partington, raises serious concerns about how this protective role can realistically be maintained. Policies such as H1: Housing Allocations, H4: Affordable Housing and FC4: Sustainable Transport and Highways all direct significant growth and infrastructure change to areas immediately adjacent to Dunham Massey.

The cumulative impacts of these developments, including increased construction traffic, higher long term vehicle movements, pressure on rural lanes, noise, air pollution and potential environmental risks directly conflict with the objectives set out in NE8 and BE3 which seek to preserve rural character, tranquillity and heritage assets.

As an example, major brownfield developments identified in the Trafford Local Plan, particularly the New Carrington allocation, carry inherent risks relating to contaminated land, polluted soils and construction related environmental impacts. Given Dunham Massey's proximity to these sites and the likelihood of construction traffic passing through or near the parish, it is reasonable to highlight the potential for pollution or contaminated soil to be transported, dispersed, or inadvertently deposited within Dunham Massey.

The Plan does not clearly explain how contamination risks will be managed beyond the development boundary, nor does it address how rural areas such as Dunham Massey will be protected from indirect impacts.

For this reason, the following questions must be explicitly addressed:

• Will contaminated soil from brownfield sites be prevented from being transported through, or potentially dumped within, Dunham Massey? Clear assurances and enforceable controls are required to ensure that soil handling, transport routes and disposal practices do not expose rural areas to contamination risks.

• Who will independently monitor and verify the soil testing, handling and disposal process? Independent oversight, not solely developer led reporting, is essential to ensure transparency, compliance and protection of sensitive rural environments.

If Dunham Massey is to continue fulfilling its conservation and heritage role as intended by the Plan, Trafford Council must ensure that growth in surrounding areas is accompanied by strong, enforceable mitigation measures, including:

• Protection of rural lanes in line with TM1–TM3 (Transport and Movement)

• Safeguards against landscape harm as required by NE8

• Measures to prevent indirect impacts on heritage assets under BE3

• Traffic and infrastructure mitigation consistent with FC4

• Environmental protections aligned with NE1–NE3

Without these safeguards, the scale of development planned around Dunham Massey will undermine the very policies intended to protect its rural landscape, heritage significance and environmental integrity.

With reference to the example of major brownfield sites, given Dunham Massey's rural heritage, ecological sensitivity and historic landscape, the Local Plan should commit to robust contamination safeguards, independent monitoring and strict routing of construction traffic to ensure that brownfield remediation activities do not result in environmental harm to the parish.

Representation (6)

Implications for Dunham Massey Under Natural Environment & Biodiversity Policies

Policy/ section reference: NE1 - NE3, NE7-NE8, TM1 - TM3 - The Natural Environment

The Trafford Local Plan places strong emphasis on protecting the natural environment through policies NE1 (Local Nature Recovery Strategy), NE2 (Green & Blue Infrastructure), NE3 (Nature Conservation), NE7 (Trees, Woodland & Hedgerows) and NE8 (Landscape Character Areas). These policies collectively recognise Dunham Massey as a highly sensitive rural and ecological landscape, rich in biodiversity, historic woodland, wildlife corridors and heritage parkland.

However, despite these protections, the extensive development proposed in surrounding areas including New Carrington, Partington, Broadheath, Altrincham and Timperley, poses significant risks to Dunham Massey's natural environment. The Local Plan does not fully address how these policies will be upheld when the parish is exposed to indirect but substantial environmental pressures.

Key Implications for Dunham Massey:

I. Disruption of Wildlife Corridors (NE1, NE3) Major development sites will increase traffic, noise and human activity around Dunham Massey, threatening the ecological connectivity between the Bollin Valley, estate woodlands and surrounding countryside. Wildlife corridors identified under NE1 and NE3 may become fragmented or degraded due to increased road use, construction activity and habitat disturbance.

II. Pressure on Trees, Woodland and Hedgerows (NE7) Construction traffic and increased vehicle movements risk damaging roadside hedgerows, mature trees and woodland edges that form part of Dunham Massey's ecological network. These features are explicitly protected under NE7, yet the Plan does not explain how they will be safeguarded from indirect impacts caused by development elsewhere.

III. Landscape Character Harm (NE8) Dunham Massey's rural landscape character — recognised under NE8 — is vulnerable to increased traffic, noise, air pollution and visual intrusion from surrounding development. Even if no development occurs within the parish itself, the cumulative effects of nearby growth may erode the tranquillity and rural qualities that NE8 seeks to preserve.

IV. Increased Pollution and Environmental Stress (NE1–NE3) Construction sites, particularly brownfield developments such as New Carrington, pose risks of contaminated soil, dust, runoff and air pollution. Without strict controls, these pollutants could travel into Dunham Massey via construction vehicles, drainage systems, or airborne dispersal, undermining the environmental protections set out in NE1–NE3.

V. Loss of Biodiversity Through Traffic Growth (TM1–TM3 linked to NE policies) Higher traffic volumes on rural lanes increase wildlife mortality, disturb habitats and reduce the ecological quality of the area. This contradicts the aims of NE1–NE3, which require biodiversity enhancement and protection.

Although Dunham Massey is designated for conservation and environmental protection, the scale of development planned around it creates a real risk that the parish's biodiversity, landscape character and ecological networks will be harmed. The Local Plan must therefore include stronger, enforceable mitigation measures to ensure that Natural Environment & Biodiversity Policies are upheld in practice, not just in principle.

Representation (7)

Carrington Relief Road and Harm to Rural Lanes

Policy/ section reference: TM1W - Transport and Movement

The Local Plan identifies the Carrington Spur as a critical piece of strategic transport infrastructure, yet the Transport and Movement section also states that any changes to the highway network must “avoid harm to rural lanes.” This position is inconsistent. Increased traffic generated by development reliant on the Carrington Spur will inevitably divert through Dunham Massey’s rural lanes, which are already fragile, narrow and highly sensitive to change.

It is not credible to assert that harm will be avoided when the Plan simultaneously promotes infrastructure that will increase traffic pressure on precisely these routes. This contradiction must be addressed, with explicit recognition of the likely impacts on Dunham Massey and the need for funded mitigation.

Representation (8)

Affordable Housing Allocations

Policy/ section reference: Policy R2: Affordable & Social Housing

The Trafford Local Plan (Housing Policies – particularly Policy R2: Affordable Housing) sets out requirements for affordable and social housing within new allocations across Altrincham and Timperley. However, we wish to raise concern that the definition of “affordable” used in the Plan may not reflect what is genuinely affordable for local residents. In high value areas such as Altrincham and Timperley, market linked affordability products such as Affordable Rent at up to 80% of market value or shared ownership remain far beyond the reach of many households.

If affordability is benchmarked against the borough’s elevated market prices rather than local incomes, these homes will not meet the needs of those the policy intends to support. The Plan should therefore clarify how affordability will be assessed in practice and ensure that new housing in these areas is truly affordable, not simply aligned with Trafford’s high market values.

Representation (9)

Protecting Dunham Massey’s Rural Character in Plot Rebuilds

Policy/ section reference: BE1 - Well Designed Places and Buildings

The Local Plan (Policy BE1: Well Designed Places and Buildings) states that the Council will be supportive of rebuilding individual plots where appropriate. However, given Dunham Massey’s unique rural heritage, historic landscape and highly

sensitive character, it is essential that any such support is accompanied by strong, ring fenced protections to ensure new builds remain fully in keeping with the parish's rural identity. Without explicit safeguards, the policy risks enabling redevelopment that is out of scale or character with Dunham Massey's traditional settlement pattern, historic buildings and countryside setting.

The Plan should therefore commit to strict design, scale and materials requirements for any plot rebuilds within Dunham Massey, ensuring that redevelopment enhances rather than erodes the parish's rural distinctiveness.

The Plan should also recognise that most of the land in Dunham Massey is inalienable status, i.e. the National Trust is legally forbidden from selling or building on the land.

Representation (10)

Implications for Dunham Massey from Manchester Airport Development

Policy/ section reference: TM2, TM7

The Trafford Local Plan identifies the continued growth and strategic importance of Manchester Airport as a major driver of economic activity and transport demand across the borough. However, the Plan does not fully acknowledge the indirect but significant implications this expansion may have for Dunham Massey, despite the parish's sensitive rural character and limited road infrastructure.

Increased airport related development including employment land, logistics activity and intensified transport movements will place additional pressure on the wider highway network. As congestion increases on strategic routes such as the A56, A556 and Carrington relief road, there is a clear risk that traffic will divert through Dunham Massey's rural lanes, which are narrow, historic and not designed to accommodate high volume or commercial vehicle movements.

The implications for Dunham Massey include:

• Higher traffic volumes using rural lanes as cut through routes

• Increased noise and air pollution, undermining the parish's tranquillity and environmental quality

• Greater road safety risks for pedestrians, cyclists, horse riders and visitors to the National Trust estate

• Accelerated wear and tear on fragile rural roads, with no guarantee of funding for repairs

• Pressure on landscape character, contrary to policies such as NE8 (Landscape Character Areas) and BE3 (Historic Environment)

• Cumulative impacts when combined with other major developments surrounding the parish

If Manchester Airport's expansion is to proceed in line with the Local Plan, Trafford Council must ensure that robust mitigation measures are in place to protect Dunham Massey from indirect impacts, including traffic management, rural lane protection and infrastructure funding.

Additional note:

Seeking modification to the Plan

With regard to participating in examination hearing sessions with a view to seeking a modification to the plan, the Parish Council has committed to attend.

As a Parish Council, we represent the interests of the residents of our area, many of whom may not be able to attend the hearing sessions. We consider it necessary and our duty to participate in order to ensure that the views and interests of our residents are properly represented and taken into account.