

## TRAFFORD COUNCIL

**Report to:** Scrutiny  
**Date:** 21 September 2022  
**Report for:** Information  
**Report of:** Director of Growth & Regulatory Services

### Report Title

**Carrington Relief Road – Engagement Approach**

### Summary

**This update is provided to Scrutiny Members to provide a progress update to Scrutiny Members on the Carrington Relief Road and explain the proposals for further community and stakeholder engagement on Carrington Infrastructure and to seek the views of the Committee in helping shape future community engagement.**

### Recommendation(s)

It is recommended that Scrutiny Committee notes the report and provides comment on the form and content of the proposed future engagement approach as set in sections 4-10 of the report.

### Contact person for access to background papers and further information:

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### Appendices

Appendix 1 – Revised Programme

Background Papers: None

Implications:

Relationship to Policy Framework/Corporate Priorities	<i>Carrington Relief Road is a requirement of Trafford Core Strategy (2012) Policy SL5, 'Carrington Strategic Location' and stated component of The Local Plan and it forms the baseline of new highway infrastructure set out in the emerging Places for Everyone (P4E) New Carrington allocation policy.</i>
Relationship to GM Policy or Strategy Framework	<i>Delivery of the scheme will support the growth ambitions articulated within the Places for Everyone Plan and the GM Strategy. The scheme will be delivered in the context of the GM 2040 Transport Strategy, GM Congestion Plan, and Made to Move walking and cycling plan to identify improvements tackling traffic congestion, promote sustainable modes of travel and better integrate transport and new developments.</i>
Financial	<i>The report focuses on providing Scrutiny Members with a progress update along with setting out potential engagement activities linked to the scheme. The latest financial position is detailed within the Executive report considered on the 25.07.22.</i>
Legal Implications:	<i>There are no legal implications arising from the content of this report.</i>
Equality/Diversity Implications	<i>None as a consequence of this report</i>
Sustainability Implications	<i>The delivery of the schemes will be required to meet current policy in relation to sustainability. The Council is setting a target to exceed the current minimum legal targets for biodiversity by achieving a 10% net gain in line with the UK Habitat Classification System.</i>
Carbon Reduction	<i>In line with local and regional policy, there will be extensive provision for active travel and sustainable forms of transport embedded within the scheme with additional provision for improvements to public transport services. The environmental assessment as part of the planning submission will include an appraisal in line with DMRB LA114(Climate).</i>
Resource Implications e.g., Staffing / ICT / Assets	<i>Existing resources have been identified to support the delivery of the schemes and related activity across all the partners. Legal resources will be required to support the CPO process.</i>
Risk Management Implications	<i>The scheme is ambitious with many risks which need careful management. Key risks include failure to secure the necessary funding for the scheme and failure to achieve planning permission. Other risks include failure to acquire the requisite land, construction cost inflation and resolving engineering issues with the site.</i>
Health & Wellbeing Implications	<i>The Carrington Relief Road will include new active travel infrastructure on the route, as well as the existing A6144 encouraging residents to make healthier choices in life and thereby improving the health and wellbeing of Trafford's residents.</i>
Health and Safety Implications	<i>None as a consequence of this report.</i>

## 1.0 Background

- 1.1 The Carrington Relief Road (CRR) is but one part of a wider package of transport infrastructure and new developments in the Carrington / Partington area. Collectively they address a number of strategic needs for the area in terms of transport improvements, improving the quality of life for local residents and unlocking significant employment opportunities for the area. As well as providing for private and business traffic, the route will also include enhanced facilities for bus travel, walk and cycling. The road should therefore be viewed as an enabling activity to bring about wider benefits for the local community and those that travel through the area.
- 1.2 The improvement of transport in and around Carrington has been a key component of Council Policy since the adoption of the 2012 Core Strategy. This recognised that the opening up of the former Shell petrochemical site and related areas for development was dependent on improving access for all road users. A further objective of the Council is to improve connectivity to the outlying district of Partington which suffers from suppression of economic activity due to poor public transport penetration, road congestion on the A6144, and a lack of active travel infrastructure. A principal component of this is the Carrington Relief Road is intended to take traffic away from the narrow A6144 Carrington Lane and Manchester Road – thus alleviating existing congestion, improving overall capacity and providing a safe and more effective route for cycling and public transport.
- 1.3 The Greater Manchester Transport Strategy 2040 Delivery Plan 2021-2026 identifies the CRR as a project which can be delivered in the next five years. The route will support growth in the Carrington area and assist in creating a safe environment for walking, cycling and public transport.
- 1.4 A key benefit of the CRR will be the improvements which can be made to the A6144. Much of the traffic, particularly HGVs, will use the new route thereby allowing for traffic calming measures and improved walking, cycling and public transport access on the existing A6144 route. This will be of significant benefit to the existing Carrington / Partington community providing enhanced public transport and active travel access to the surrounding area. The Places for Everyone (PfE) New Carrington allocation policy (if approved) will require new and improved cycling and walking access to be delivered as part of the development and both the CRR and A6144 will form integral parts of the network and also link to the wider Bee Network and MCF schemes.
- 1.5 The CRR will also deliver improved bus access to the Carrington and Partington areas as part of wider improvements planned for the PfE allocation, this could include improved bus stops and improved service frequencies and routes, and improved journey time reliability. These improvements will be made in the context of the wider GM Bus Reforms programme which will lead to greater control of routes and service frequencies helping to better connect communities across GM, including at Carrington / Partington.
- 1.6 Based on this analysis the strategic objectives for the scheme will include:
  - Providing sufficient capacity within the transport network to deliver growth in housing and employment
  - Improving journey times and journey time reliability to create a network suitable for improved public transport services
  - Providing an alternative route for traffic using the A6144

- Creating the ability to introduce speed and safety measures and to encourage active travel, especially through Carrington Village
- Providing improved infrastructure and environmental enhancements which encourage active travel to and within the development area, including walking, cycling and horse riding.

## 2. Executive Report 25 July 2022

- 2.1 On the 25 July 2022, a report was presented to the Council's Executive to ensure that Members were provided with a comprehensive overview of the scheme's current position and to seek agreement on a number of recommendations. This provides the most up to date position as to the schemes progress funding and management.
- 2.2 This report deals with plans for community consultation and engagement. Rather than reporting to the Scrutiny Committee 'after the fact' this report sets out draft proposals and seeks the views and comments of the Committee in helping to guide and develop the approach to future consultation.

## 3.0 Revised Programme and Next Steps

- 3.1 In moving the scheme forwards, a key element will be to prepare all necessary information to submit a planning application for the scheme. The preparation of a planning application represents a significant body of work which will encompass all aspects of the scheme's design and planning. Set out at Table 1 are the core work areas required for the successful submission of a planning application. Set out within Table 2 is the revised programme for the entire scheme.

**Table 1: Planning Application Preparation Activities**

Activity	Objective/Approach	Resource
Developing all aspects of the design and resolving all key engineering issues and risks.	This will enable the design to be fixed to a sufficient level of detail suitable for a planning application and the identification of a red-line boundary. This will also enable a further refinement of the scheme budget and delivery programme.	Led by the lead Amey Consulting team but involving all design specialists.
Undertaking traffic modelling work.	This will enable the design of the junctions to be finalised and will take into account the aspirational active travel and public transport improvement objectives.	The project team is working with specialist consultants within Amey, and colleagues within The Council and TfGM to develop an acceptable strategy for future traffic scenarios across the whole Carrington development allocation.
Public Consultation.	The planning process requires a formal public consultation exercise and	The Council has appointed a specialist communications consultant

	<p>statement as part of the submission. This is expected to take place around November 2022. The Council also wishes to undertake preliminary consultation as design details and solutions are developed in the lead up to a design fix. This will include consultations on elements such as landscape and ecology, which had a high public interest based on previous stakeholder engagement. Issues such as affected public rights of way, the potential for improvements on the A6144, and other factors will also be subject of public engagement.</p>	<p>to assist the project team in the forthcoming consultation exercises. The identified firm has a strong track record of working on projects of a similar nature and has National Highways as one of its main clients.</p>
<p>Preparing an Environmental Impact Statement</p>	<p>This is an essential component of submitting a planning application of this magnitude. As a result, The Council will prepare an Environmental Impact statement based on an approved scoping study, covering all aspects of scheme appraisal required by the current planning legislation.</p>	<p>Led by the lead Amey Consulting Team, the Planning Consultant will work with a number of specialists who have the appropriate expertise to undertake the required survey and assessment work according to industry and legislative standards. We have instructed the team to further enhance the target parameters relating to Biodiversity Net Gain to ensure that the scheme will be compliant to anticipated future legislative obligations for increased provision.</p>
<p>Submission of the full Planning Application</p>	<p>This is expected to take place around May 2023 subject to no adverse issues affecting the delivery programme. This will be the culmination of work that is currently ongoing.</p>	<p>The process is led by the main design team and the planning consultant.</p>

**Table 2 – Revised Programme**

<b>Timescale</b>	<b>Activity</b>
Winter 2022	Formal public consultation
Spring/Summer 2023	Submission of a planning application
Spring 2024	Full business case
Winter 2024	Start of work on site (subject to securing planning permission)
Spring 2027	Completion of construction

#### **4 Public Consultation Strategy Proposals**

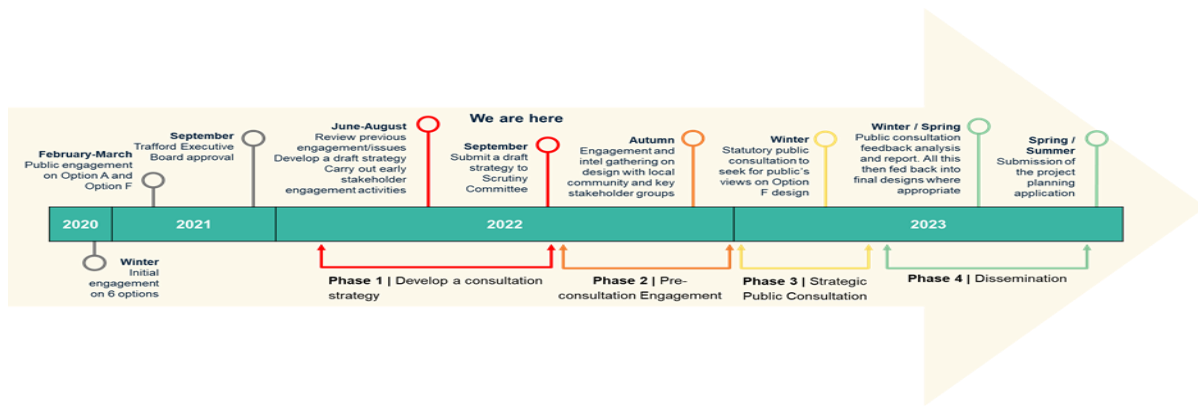
- 4.1 The Council is required by law to undertake a formal public consultation exercise as part of its application for planning consent to construct the new road. The strategy is intended to ensure that these requirements are fully met.
- 4.2 The scheme, however, is of regional significance, and it is therefore important that The Council ensures that the community and stakeholders are as fully involved in the development of the scheme as possible. This would also be a key component of the risk management strategy. As such, it is the Council's aim to undertake more public consultation and engagement than is statutorily required.
- 4.3 The project delivery team has been augmented by a specialist consultant to assist with the process of public engagement as the project moves forward. It was reported to the July Executive that Copper Consulting have a strong track record in supporting public engagement and formal consultation in major highway infrastructure schemes across the country, with their clients including National Highways, who are recognised as setting the industry standard in the quality of public engagement.
- 4.4 Copper Consulting are being tasked to develop a draft strategy which will outline anticipated requirements and this report sets out the proposed key methodologies and timescales which will lead to the project being submitted for planning consent next year.
- 4.5 The Scrutiny Committee is invited to note and comment on the proposals so that any feedback can be reflected in the strategy as it is finalised.

#### **5 Primary Objectives of Consultation and Phases**

- 5.1 There are three primary objectives in developing a strategy for the project. These are to:
- Ensure that the Council complies with its statutory planning duties
  - Ensure that all stakeholders have had an opportunity to comment on the scheme
  - Enable the local community and other stakeholders to input to the developing design
- 5.2 The table below sets out the main phases that the emerging strategy will cover, together with a brief outline of outputs.

<b>Planning Application Period</b>	
<b>Phase</b>	<b>Activities and Purpose</b>
Phase 1 – Develop a consultation strategy	<ul style="list-style-type: none"> <li>• Engage a specialist consultant to advise on best practice</li> <li>• Identify objectives, issues and messages of a consultation strategy</li> <li>• Carry out early stakeholder engagement activities</li> <li>• Review previous engagement/issues</li> </ul>
Phase 2 – Stakeholder Engagement	<ul style="list-style-type: none"> <li>• Initiate participation of the local community and stakeholders</li> <li>• Facilitate stakeholder comment on aspects of the design which are in development</li> <li>• Communicate the strategic and specific objectives of the project</li> <li>• Ensure that objectives are calibrated</li> </ul>
Phase 3 – Formal Consultation	<ul style="list-style-type: none"> <li>• Use a range of methodologies to seek comment on the scheme proposals</li> <li>• Design the formal consultation taking into account earlier engagement</li> <li>• Take into consideration feedback received in the developing design</li> </ul>
Phase 4 - Dissemination	<ul style="list-style-type: none"> <li>• Carry out analysis of the feedback given</li> <li>• Prepare a report summarising the “you said – we did” outcomes</li> <li>• Prepare a formal statement as part of the planning application</li> <li>• Continue to consider feedback in any ongoing design activity</li> </ul>
<b>Post Planning Application Period – subject to consent being given</b>	
Phase 5 – Detailed Design	<ul style="list-style-type: none"> <li>• Maintain a commitment to keep the community informed of progress of the scheme</li> <li>• Allow a suitable conduit for ongoing public questions and requests to be received and be appropriately responded to by the project team</li> <li>• Develop a construction phase strategy</li> </ul>
Phase 6 - Construction	<ul style="list-style-type: none"> <li>• Maintain a commitment to keep the community informed of progress of the scheme</li> <li>• Allow a suitable conduit for ongoing public questions and requests to be received by the project team</li> </ul>

5.3 The indicative phases of the consultation strategy are set out below within the diagram.



## 6 Phase 1 – Develop the Engagement Strategy

- 6.1 The strategy has been developed to this stage by undertaking a range of research activities including:
- Review of previous stakeholder engagement
  - Audience segmentation (review of data, information, and insights to build knowledge on how the area differs from the national picture)
  - Understanding of stakeholders including how they preferred to be engaged, their concerns and our opportunities to increase scheme advocacy
  - The link between the CRR scheme and the wider PfE objectives
- 6.2 The Council is aware of some adverse comments on previous endeavours to engage with the public. Our specialist consultant (Copper Consultancy) has reviewed previous engagement approaches and assessed the scheme to identify opportunities to address these concerns in the proposals.
- 6.3 Some of the first activities have included building on existing engagement and relationships with stakeholders, and this will lead to engagement with a much wider range of stakeholder groups, some of which may not have been previously reached.
- 6.4 Early activities have already taken place to ensure that the strategy is developed in line with wider views and that the project can remain on programme as the design work develops.
- 6.5 Three main events have occurred to date which include:
- A briefing to the three local Ward Councillors
  - A briefing to a local interest group known as Friends of Carrington Moss, plus other local stakeholders including Partington Parish Council and Peak and Northern Footpaths Society
  - A site walkover of the proposed alignment with a similar group of local stakeholders
  - The key aspects of the strategy have been developed and are set out in this report
- 6.6 We have recorded each of these activities and can confirm an overall positive outcome and a desire for all those engaged to continue to maintain interest and involvement in the scheme.
- 6.7 Appendix 1 contains a summary of public engagement and consultation activities that have been undertaken on the project up to the present date.



## 7 Phase 2 – Stakeholder Engagement Activities

7.1 This phase of the overall strategy is key to the Council making adequate preparation for the forthcoming formal public consultation process. The main benefit to engaging with stakeholders during this phase is that significant aspects of the project design and concepts are at the early stages of development. Therefore, comments, feedback and proposals from the community can be considered and incorporated into the design options.

7.2 The table below outlines some of the activities proposed during this phase, which have been developed from industry best-practice techniques and the early engagement that has been undertaken by the team who have listened to a range of views on how consultation could be effective.

Strategies (what you are trying to achieve)	Tactic (how you are going to achieve it)	Audience
Stakeholders understand key messages around: Environment Active Travel Road Economic growth	Clear concise messaging  Tailor messaging to stakeholder groups  Newsletters / Residents Associations / Web page / Social media	Environment Natural England / FoCM / Wildlife Trusts  Active Travel Bus companies / local students / young families / ED&I groups / Equestrian centres / walking groups / Rambler groups / residents  Road Residents / businesses / road haulage / landowners  Economic growth Residents / businesses / landowners
Listen to stakeholder feedback	Resident group meetings  Teams/F2F meetings  Promote channels that encourage 2-way dialogue (scheme inbox/webpage/social media comments)	ED&I groups  Active Travel Groups Partington residents  Environment Groups  Landowners
Public understand the formal planning process and know how/when to get involved	Clear concise messaging  Newsletters / Residents Associations / Web page	Residents / businesses / active travel groups / landowners

<p>Promote the benefits of CRR</p>	<p>Communications campaign - we will transition to a pro-active communications campaign focusing on the wider benefits of the CRR (of which new road is an integral element). Designed to consistently communicate positive messages to a diverse audience across Bucklow St Martins and Trafford, whilst identifying and leveraging project advocates ready for consultation.</p>	<p>Environment Natural England / Local Env groups / Wildlife Trusts</p> <p>Active Travel Bus companies / local students / young families / ED&amp;I groups / Equestrian centres / walking groups / Rambler groups / residents</p> <p>Road Residents / businesses / road haulage / landowners</p> <p>Economic growth Residents / businesses / landowners</p>
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## 8 Phase 3 – Formal Public Consultation

- 8.1 This phase is a statutory duty of the Council as part of the process of submitting a detailed planning application for the scheme.
- 8.2 The strategy will set out the full range of activities required under the Planning Act 2008, which will include:
- Consult with pre-scribed consultees under section 42 (1) (A) (B) (C) and (D) and prescribed bodies Section 42 (1)(A)
  - Define local authorities – Section 43
  - Consulting persons with an interest in Land - Sec 42 (1) and Section 44
  - Timetable for consultation – Section 45
  - Notifying the SoS to notify them of the beginning of a consultation - Section 46
  - Consulting the local community – Section 47
  - Producing and adhering to the commitments in the Statement of Community Consultation
  - Publicising pursuant to Section 48
  - Take account of responses – Section 49
- 8.3 During consultation all materials will be available to view in different ways, to ensure the consultation is accessible for all, Including:
- deposit points at libraries including brochures, questionnaires and supporting technical documents
  - online through the scheme webpage
  - printed brochures and questionnaires to those who request them
  - face-to-face and online events across a range of times and dates

- 8.4 The project team will be accessible, and a focus will be made to target seldom heard groups (groups that are commonly hard to reach) as identified in the lead up to consultation.
- 8.5 It should be noted that between phases 2 and 3 it is not intended to publish a formal report. The engagement process is expected to be iterative with the design process to a certain extent. However, it is intended that the web pages for the scheme will hold useful information throughout the project.

## **9 Phase 4 – Dissemination**

- 9.1 Following the close of consultation, attention turns towards addressing the feedback received and producing a consultation report.
- 9.2 The consultation report is a full evidence base of the consultation activity and demonstrates the applicant has complied with its legal processes. A main component of the consultation report is demonstrating how the feedback received has been taken into consideration and explaining how this has informed the development of the project. It is vital to consult meaningfully and be able to use the feedback to genuinely influence and improve the project. Once complete, the consultation report is then submitted as part of the Planning Application – Section 55 of the Act. The full application includes a number of other technical documents led by other disciplines within the project team.
- 9.3 During this period, an ‘interim consultation report’ which includes a high-level snapshot of the feedback received and its initial thoughts on how comments are being addressed will be developed and published. This is a condensed and more digestible version of the full report and is often referred to as a ‘you said, we did’ document. Publishing an interim consultation report closes the feedback loop and provides respondents an earlier opportunity to see the matters raised and applicant’s consideration.

## **10 Phases 5 and 6 – Post Planning**

- 10.1 Only essential work will take place on the project during the planning determination phase. However, this will include developing the outline of objectives and methodologies for further public engagement during the remaining project phases.
- 10.2 Should the scheme receive approval, the strategy will be updated and submitted for further comment.

## **11 Scheme objectives**

- 11.1 Scheme-specific objectives for the proposed new road have been published and adopted previously, and will form a key part of the messaging going forward. They are detailed within Section 1.6 of this report.
- 11.2 It is important that high level objectives remain flexible enough to deliver a successful scheme and which reflects community and stakeholder issues and priorities. As the design progresses in coordination with strategic regional specialist partners such as TfGM, so do various requirements develop around themes such as public transport and active travel.

- 11.3 Through engagement with the local community, it is clear that there is a desire, for example, for the scheme to ensure that Partington benefits from such a significant local investment.
- 11.4 The Council is aware of several areas of interest and concern of the local community including (but not limited to):
- Ecology and habitat
  - Traffic congestion and pollution (noise and air)
  - Road safety
- 11.5 It is the intention of the project team, therefore, to facilitate dialogue on these and other issues so that overall scheme objectives can be refined if necessary and that the design reflects consideration of stakeholder concerns and ideas.
- 11.6 The following elements of the design will soon begin to develop, and this makes them ideal themes on which to have meaningful engagement which will address the feedback or concerns received to date:
- Landscape design
  - Biodiversity solutions
  - Public Rights of way
  - A6144
  - Active Travel

## **12 Places for Everyone (PfE)**

- 12.1 It is important to note that the project is an initial component of the much wider objective of creating New Carrington which aims, over the next 15 years, to deliver:
- 4,300 homes to be delivered in the plan period to 2037, and 5,000 homes in total
  - 350,000 sqm of employment floorspace for industry and warehousing
- 12.2 PfE has already been subject to a lengthy and comprehensive process of public engagement and public consultation over many years. The proposals are currently with central government and further engagement will occur when an Independent Planning Inspector is appointed by the Secretary of State as part of the independent examination.
- 12.3 It is therefore important that the proposed public engagement and consultation strategy for the relief road project relates directly to the issues associated with its eventual construction, and issues of concern expressed about wider developmental impacts should be addressed by that strategy.

## **13 Ongoing activities spanning all phases:**

- 13.1 It is worth noting that throughout the phases listed above, there will be a continuing presence both online through the scheme web page, and a scheme inbox monitored by the project team.
- 13.2 Conversations will also continue with key internal stakeholders such as Trafford Comms Lead and key discipline leads internally in Amey and Trafford Council. This will ensure a joined up approach when delivering any communications and engagement externally.



Appendix 1 – Previous Consultation Summary

Date	Activity	Output	Reach
<b>Pre Executive 2021 report activity</b>			
2012	Trafford Core Strategy development	An adopted Local Plan	- Statutory consultation was undertaken to develop Trafford Council's Local Plan.
2016	Statutory planning consultations with regards to the formation of the PfE since 2016.	Draft PfE document development	- Development of the draft PfE was Greater Manchester wide through a variety of different consultation and engagement approaches.
Dec 20	Engagement with stakeholders pre consultation period	400 emails	<ul style="list-style-type: none"> <li>- Trafford councillors</li> <li>- Local businesses</li> <li>- Media contacts</li> <li>- Stakeholder community groups and residents etc.</li> </ul>
Feb – Mar 21	Public engagement on Option A and Option F	Poster Postcards A recorded presentation explaining the background to the scheme, the options selection process and the two options to be taken forward. Twitter posts (2 x found)	Trafford Council's website / social media channels 10,000 postcards sent to local-residents. Posters shared with local businesses.
27 Sept 21	Preferred Route Announcement (PRA)	Press release Trafford Council Executive approved 'Route F' following a two-stage options appraisal exercise	
<b>Post Executive 2021 report activity</b>			
22 June 22	Replied to Natural England	Around Peat, environmental risks. Route options and Option F, priority habitat identified in section 41 of the Natural Environment and Rural Communities (NERC) Act 2006, damage to Carrington Moss Site of Biological interest (SBI) and relic bog habitat	
29 Jun 22	1-2-1 meeting with Councillors c	Teams meeting to gain views and strengthen the support for the scheme.	Cllr Adele New and Cllr Aidan Williams

July 2022	1-2-1 meetings with Friends of Carrington Moss (FoCM)	Teams meeting with FoCM to better understand their views and agree further engagement approach to acknowledge their concerns.	Resident Representatives: Marj Powner (Friends of Carrington Moss). Paul Beckman (Warburton Parish Council) Jean Booth (Carrington Parish Council) Jo Fogarty (Positive Partington/Partington PPC) Martin Hampar (Peak and Northern Footpaths Society)
July 22	<a href="#">Press release of Exec Report</a>	Press release	
July 22	Press article – Trafford.Gov	<a href="#">Council continue efforts to bring relief to Carrington residents (trafford.gov.uk)</a>	
Jan 22	Press article – Manchester Evening News	<a href="#">Controversial Carrington Relief Road could be here in next five years - Manchester Evening News</a>	
August 22	Walk-over with FoCM	Face-to-face meeting with FoCM to gather insight, listen to priorities, opportunity to do this via a walk over of the scheme	Resident Representatives: Marj Powner (Friends of Carrington Moss). Paul Beckman (Warburton Parish Council) Jean Booth (Carrington Parish Council) Jo Fogarty (Positive Partington/Partington PPC) Martin Hampar (Peak and Northern Footpaths Society)
August 22	Meeting with Trafford with Communications Team	Teams meeting to understand local interest, Trafford policy on comms and engagement, building insight on previous engagement undertaken	Martin Dillon, Communications and Marketing Manager at Trafford Council

Appendix 2 -Outline Programme for Future Engagement and Consultation Events

Activity	Delivery month												
	Aug 22	Sept 22	Oct 22	Nov 22	Dec 22	Jan 23	Feb 23	Mar 23	April 23	May 23	June 23	July 23	August 23
FoCM walk over (24 Aug 10-2pm)	X												
Advocacy campaign/comms	x	X	X					X	X				
Speak with Trafford Comms Lead	X	X	X	X	X	X	X	X	X	X			
Education piece		X	X					X	X				
Web page update		X			X	X			X				
Internal collaborative workshop		X											
Focus groups		X	X	X									
Scrutiny committee meeting		X											
Ecology surveys (identify potential comms opportunities)	X	X											
Engagement with TfGM / Landowners / utility companies	X	X	X	X	X	X	X	X	X	X			
STEM - primary / secondary			X										
Social Value		X	X				X	X					
Resident Association update		X	X		X			X					
Prep for consultation Comms collateral (brochure/questionnaire) /		X	X	X	X								



GIFs / video / briefing packs / maps / visuals													
Post consultation engagement							X	X					
Pre-Planning Application engagement										X			