

Appendix G

Gypsies and Travellers

GT1 - Gypsy Roma and Traveller Community Sites	
Option 1	Allocate the existing Stones Meadow site, Carrington, which provides accommodation for 17 caravan pitches for Gypsy and Traveller use and support an extension on the land to the east of the site. The site is within Carrington Strategic Location
Option 2	Do not identify a site for Gypsy and Traveller pitches

GT1 - Gypsy Roma and Traveller Community Sites									
SA Objective	Option	Timescale			Nature of Effect			Mitigation	
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence		Secondary, cumulative, synergistic
Social									
S1. Achieve a better balance and mix in the housing market between availability and demand	Option 1	+	+	+	Medium	Borough wide	Long term		
	Option 2	-	-	-	High	Borough wide	Long term		
	As documented in the supporting text to Core Strategy policy L2, research conducted in relation to the Partial Review of the RSS identified the need for 25 pitches to meet the current need to year 2016. By identifying a site for this pitch provision, Option 1 has the potential to have a positive impact on the objective by contributing to meeting the housing needs of all sections of the community. By not identifying a site, Option 2 could potentially reduce the likelihood of the required number of pitches being provided. Option 2 therefore has the potential to have a negative impact on the objective.								
S2. Improve accessibility for all to essential services and facilities	Option 1	-	-	-	Low	Local	Long term		Secure enhancements to the public transport network
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site is not particularly well-served by public transport and there are relatively few services and facilities within convenient walking distance of the site. As a result, Option 1 would have the potential to have some negative impact on the objective. However the certainty is only low because it is located within the Carrington Strategic Location which will benefit from a significantly improved and new public transport network and an active travel route network. The alternative option of not identifying a Gypsy and Traveller site is unlikely to have any significant impact on the objective.								
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	Option 1	-	-	-	Low	Local	Long term		Secure enhancements to the public transport network
	Option 2	0	0	0	Medium	N/A	N/A		
	Option 1 would direct gypsy and traveller pitches to a location that is not particularly well served by public transport and where there are relatively few services and facilities within convenient walking distance of the site. As such, this option would have the potential to have some negative impact on the objective. However the certainty is only low because it is located within the Carrington Strategic Location which will benefit from a significantly improved and new public transport network and an active travel route network. The alternative option of not identifying a Gypsy and Traveller site is unlikely to have any significant impact on the objective.								
S4. Reduce crime, disorder and the fear of crime	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		

GT1 - Gypsy Roma and Traveller Community Sites									
SA Objective	Option	Timescale			Nature of Effect			Mitigation	
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence		Secondary, cumulative, synergistic
	Neither of the proposed options is likely to have a significant impact on crime. As such, neither option is likely to have a significant impact on the objective.								
S5. Reduce poverty and social exclusion	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on poverty and deprivation. As such, neither option is likely to have a significant impact on the objective.								
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on community facilities. As such, neither option is likely to have a significant impact on the objective.								
S7. Improve qualifications and skills of the resident population	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on education and skills. As such, neither option is likely to have a significant impact on the objective. However the identification of a site (Option 1) will allow for school capacity to be properly planned.								
S8. Improve the health and, inequalities in health of the population	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on health. As such, neither option is likely to have a significant impact on the objective.								
S9. Protect and improve local neighbourhood quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to result in the redevelopment of a neglected site. As such, neither option is likely to have a significant impact on the objective.								
Environment									
E1. Reduce the effect of traffic on the environment	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site is not particularly well-served by public transport and there are relatively few services and facilities within convenient walking distance of the site. Nevertheless, the policy confirms the existing use of the site, with new development limited to the area to the east of the site. As a result, it is considered that the policy is unlikely to have a significant impact on the objective. The alternative option of not identifying a Gypsy and Traveller site is unlikely to have any significant impact on the objective.								
E2. Protect, enhance and restore open space,	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		

GT1 - Gypsy Roma and Traveller Community Sites									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
biodiversity, flora and fauna, geological and geomorphological features	Neither option is likely to result in a loss of open space but there is also likely to be limited scope to create new or extend existing open space. Both options are therefore unlikely to have a significant impact on the objective.								
E3. Reduce contributions to climate change	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site is not particularly well-served by public transport and there are relatively few services and facilities within convenient walking distance of the site. Nevertheless, it is located within the Carrington Strategic Location which will benefit from a significantly improved and new public transport network and an active travel route network. Furthermore, the policy confirms the existing use of the site, with new development limited to the area to the east of the site. As a result, it is considered that any impact on carbon emissions resulting from the policy is likely to be minimal and is unlikely to have a significant impact on the objective. The alternative option of not identifying a Gypsy and Traveller site is unlikely to have any significant impact on the objective.								
E4. Reduce impact of climate change	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site and the land to the east of this site are within Flood Zone 1. Consequently, Option 1 has the potential to have a positive impact on the objective. The alternative option is unlikely to have a significant impact on the objective.								
E5. Reduce the environmental impacts of consumption and production	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Given the scale of demand for pitches for Gypsy, Roma and Traveller use, both options are unlikely to have a significant impact on the objective.								
E6. Conserve land resources and reduce land contamination	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site and the adjoining land to the east comprise of previously developed land and the Trafford Contaminated Land Prioritisation Mapping identifies these sites as potentially being medium risk contaminated land. Consequently, Option 1 would have the potential to have some positive impact on the objective and its sub-objective of increasing the percentage of development built on previously developed land. The alternative option is unlikely to have any significant impact on the objective.								
E7. Protect and improve water quality	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on biodiversity	
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site and the adjoining land to the east are identified in the Trafford Contaminated Land Prioritisation Mapping as potentially medium risk contaminated land. The site is within 250m of a watercourse and, as such, Option 1 could have a positive impact on water quality by eliminating a potential source of contaminants. There is however only a low level of certainty about this impact as it is unclear whether any contamination on the site is having an impact on the quality of nearby watercourses. The alternative option is unlikely to have any significant impact on the objective.								

GT1 - Gypsy Roma and Traveller Community Sites									
SA Objective	Option	Timescale			Nature of Effect			Mitigation	
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence		Secondary, cumulative, synergistic
E8. Protect and improve air quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site is situated partly within an AQMA. The Stones Meadow site is not particularly well-served by public transport and there are relatively few services and facilities within convenient walking distance of the site. Nevertheless, it is located within the Carrington Strategic Location which will benefit from a significantly improved and new public transport network and an active travel route network. Furthermore, the policy confirms the existing use of the site, with new development limited to the area to the east of the site. As a result, it is considered that any impact on air quality resulting from the policy is likely to be minimal and is unlikely to have a significant impact on the objective. The alternative option of not identifying a Gypsy and Traveller site is also unlikely to have any significant impact on the objective.								
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The Stones Meadow site is located within the urban area and is not in close proximity to any designated heritage assets. As a result, neither of the proposed options is likely to have a significant impact on the landscape or townscapes. As such, neither option is likely to have a significant impact on the objective.								
Economic									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on the economic performance of Trafford. As such, neither option is likely to have a significant impact on the objective.								
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on economic disparities. As such, neither option is likely to have a significant impact on the objective.								
EC3. Enhance Trafford's image as a tourism destination	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Although the Stones Meadow site is within Bucklow St Martin's which is identified in Core Strategy policy R6 as a key area where appropriate proposal to support the culture and tourism offer will be supported, neither of the proposed options is likely to have a significant impact on Trafford's image as a tourism destination.								
EC4. Encourage the long term sustainability of	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		

GT1 - Gypsy Roma and Traveller Community Sites									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Trafford's Town Centres	The Stones Meadow site is not located in close proximity to any of Trafford's town centres. Consequently, and taking into account the number of pitches that would be provided at the site, it is considered that Option 1 would be unlikely to have any significant impact on the objective. The alternative option is also unlikely to have a significant impact on the objective.								
EC5. Improve the social and environmental performance of the economy	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on the social or the environmental performance of the economy. As such, neither option is likely to have a significant impact on the objective.								
Sustainability Summary									
<p>The option of allocating the existing Stones Meadow site for Gypsy and Traveller use to provide accommodation for 17 caravan pitches and providing support for an extension on the land to the east of the site has the potential to have a positive impact on a number of objectives. In particular, this option would contribute towards meeting the housing needs of all sections of the community and could therefore have a positive impact on the objective of achieving a better balance and mix in the housing market. The option could also support the remediation of a site that is identified in the Trafford Contaminated Land Prioritisation Mapping as potentially medium risk contaminated land and could therefore have a positive impact on the objectives relating to land contamination and water quality. In addition, the site is at a low risk of flooding and the policy could therefore have some positive effect on the objective of reducing the impacts of climate change.</p> <p>Option 1 would however direct Gypsy and Traveller pitches to a location that is not particularly well served by public transport and where there are few local facilities within convenient walking distance. The option therefore has the potential to have some negative impact on the objectives of improving accessibility to services and facilities and choice of transport mode. Nevertheless, it is located within the Carrington Strategic Location which will benefit from a significantly improved and new public transport network and an active travel route network. Furthermore, the policy confirms the existing use of the site, with new development limited to the area to the east of the site.</p> <p>By contrast, Option 2 would have no significant impact on the vast majority of the sustainability objectives. However, by potentially reducing the likelihood of the required number of pitches being provided, Option 2 could have some negative impact on the objective of achieving a better balance and mix in the housing market.</p>									

Key for effects					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

Appendix H

Regeneration

Priority Regeneration Area Boundary Options	
Option 1	All the LSOA which have a multiple IMD criteria in the top 10% most deprived
Option 2	All the LSOA which have a multiple IMD criteria in the top 10% most deprived and widened to include an established neighbourhood

Priority Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social									
S1. Achieve a better balance and mix in the housing market between availability and demand	Option 1	++	++	++	Low	Borough wide	Long term	Cumulative impact on securing a more balanced housing market.	
	Option 2	++	++	++	Medium	Borough wide	Long term		
	Both options would support the objective by identifying appropriate areas to accommodate housing. Although there is presently limited information on the type and tenure of housing that would be delivered, Core Strategy policy L3 states that housing in the PRAs should contribute towards improving the quality and diversity of the Borough's housing stock. Both options therefore have the potential to make a long term contribution to the need for family and affordable housing, as identified in the Greater Manchester Strategic Housing Market Assessment (SHMA) (2008) and update report (2010), and could have a major positive impact on the objective. Nevertheless, as Option 1 would limit the amount of land available within the PRAs, there is a lower level of certainty that this option would deliver the 1,950 units envisaged in these areas by Core Strategy policy L3.								
S2. Improve accessibility for all to essential services and facilities	Option 1	++	++	++	Medium	Local	Long term	Cumulative impact with other development on the maintenance and improvement of public transport services.	
	Option 2	++	++	++	High	Local	Long term		
	Both options would direct development to locations that are served by public transport and where there are a number of services and facilities either within the PRA itself or a convenient walking distance from it. As such, both options have the potential to have a major positive impact on the objective. There is however a greater level of certainty that Option 2 would have a major positive impact on the objective as this option would support the delivery of a greater quantum of development and, as such, could support further improvement to public transport services.								
S3. Enhance transport infrastructure, improve	Option 1	++	++	++	Medium	Local	Long term		
	Option 2	++	++	++	High	Local	Long term		

Priority Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
choice of travel mode and quality of life to all communities.	Both options would result in development being directed to a location that is well served by public transport and where there are a number of services and facilities either within the PRA itself or a convenient walking distance from it. As such, both options would have a positive impact on choice of travel mode and the sub-objective of improving participation in walking and cycling. However, as Option 1 would potentially result in less development coming forward in the area due to land limitations, there is a lower level of certainty that this option would deliver the quantum of development required to secure further enhancements to transport infrastructure.								
S4. Reduce crime, disorder and the fear of crime	Option 1	++	++	++	Low	Local	Long term	Secondary impacts on quality of life	Use of the development management process to ensure development complies with Core Strategy policy L7.4
	Option 2	++	++	++	Low	Local	Long term		
	Under both options new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy. As such, both options would have the potential to have a major positive impact on the objective. There is however only a low level of certainty over this impact due to it being uncertain whether any housing delivered on the site would be in accordance with Core Strategy policy L7.4.								
S5. Reduce poverty and social exclusion	Option 1	++	++	++	Medium	More than local	Long term	Secondary impacts on quality of life.	
	Option 2	++	++	++	Medium		Long term		
	Both options would result in development taking place within the most deprived parts of Trafford and would have the potential to generate employment opportunities for local residents and would contribute to the regeneration of the local area. As such, both options have the potential to have a major positive impact on the objective and its sub-objectives of reducing multiple deprivations and improving the financial position of low income families.								
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	+	+	+	Medium	Local	Long term		
	Both options could improve access to community facilities and could thereby have a positive impact on the objective.								
S7. Improve qualifications and skills of the resident population	Option 1	+	+	+	Medium	Local	Long term	Increased opportunities and quality of life.	
	Option 2	+	+	+	Medium	Local	Long term		
	Both options could potentially provide support for existing schools with surplus capacity. Both options could also support improved access to education and training. Both boundary options would therefore have a positive impact on the objective.								
S8. Improve the health and, inequalities in health of the population	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life.	
	Option 2	+	+	+	Medium	Local	Long term		
	Both options could potentially provide support for existing health and sports facilities. Both boundary options would therefore have a positive impact on the objective.								
S9. Protect and improve local neighbourhood	Option 1	+	+	+	Medium	Local	Long term	Improved perceptions of the area.	
	Option 2	++	++	++	Medium	Local	Long term		

Priority Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
quality	Both options would provide opportunities to improve local neighbourhood quality by supporting the redevelopment of neglected or untidy sites. As such, both options would have a positive impact on the objective. However, the wider boundary proposed by Option 2 could result in a greater number of neglected buildings/sites being included within the PRAs and, as such, this option has the potential to have a greater positive impact on the objective.								
Environment									
E1. Reduce the effect of traffic on the environment	Option 1	-	-	-	Low	Local	Long term	Secondary impacts on air quality and greenhouse gas emissions.	Secure enhancements to public transport services.
	Option 2	-	-	-	Medium	Local	Long term		
	Both options would focus development in areas that are served by public transport and where there are a number of services and facilities either within the PRA itself or a convenient walking distance from it. Nevertheless, both options could result in development taking place within close proximity to roads that have been identified by the LDF Transport Modelling as experiencing congestion and the development that would take place within the PRAs, particularly new family housing, has the potential to generate some additional vehicular movements in these areas. As Option 1 would limit the amount of land available within the PRAs, there is a lower level of certainty that this option would deliver the 1,950 units envisaged in these areas by Core Strategy policy L3 and, as a result, there is a lower level of certainty that this option would have a negative impact on the objective.								
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	Option 1	?	?	?	Low	Local	Long term		
	Option 2	?	?	?	Low	Local	Long term		
	Both boundary options would direct development to a location that comprises predominantly of previously developed land. Both options could however result in some development taking place within close proximity of designated natural assets. As such, both options would have an uncertain impact on the objective.								
E3. Reduce contributions to climate change	Option 1	?	?	?	Low	Local	Long term		Use of the development management process to ensure development complies with Core Strategy policy L5
	Option 2	?	?	?	Low	Local	Long term		
	Under both options new development would have the potential to incorporate on-site microgeneration technologies and/or other low carbon, renewable and energy efficiency measures. There is however only a low level of certainty over this impact due to it being uncertain whether or not any development delivered on the site would incorporate these measures. In addition, although both options would result in development being directed to locations that are well-served by public transport, particularly the Old Trafford PRA, the scale of development that would be delivered by each option could result in some additional vehicular traffic and associated emissions. As such, both options would have an uncertain impact on the objective.								
E4. Reduce impact of climate change	Option 1	-	-	-	Medium	Local	Long term		Implementation of appropriate measures to minimise flood risk and surface water run-off.
	Option 2	-	-	-	Medium	Local	Long term		
	Both boundary options would direct development to locations that are principally within Flood Zone 1. However, both options would include some land that is at a greater risk of flooding, particularly within the options for the Old Trafford and Partington PRAs. Consequently, both options have the potential to have some negative impact on the objective.								

Priority Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E5. Reduce the environmental impacts of consumption and production	Option 1	?	?	?	Low	Local	Long term		
	Option 2	?	?	?	Low	Local	Long term		
	Both options are likely to result in waste being managed off site. However, at present there is insufficient information to determine the impacts of development on the objective.								
E6. Conserve land resources and reduce land contamination	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	+	+	+	Medium	Local	Long term		
	Both boundary options would direct development to locations that comprise predominantly of previously developed land and would provide the opportunity to remediate a number of sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as potentially being contaminated. Consequently, both options would have the potential to have some positive impact on the objective and its sub-objective of increasing the percentage of development built on previously developed land.								
E7. Protect and improve water quality	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on biodiversity	
	Option 2	+	+	+	Medium	Local	Long term		
	Both boundary options would provide the opportunity to remediate a number of sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as potentially being contaminated and which are in relatively close proximity of a watercourse. Consequently, both options would have the potential to have some positive impact on the objective by eliminating a potential source of pollutants to nearby watercourses. There is however only a low level of certainty over this impact as it is not certain whether these sites are a current source of pollutants for nearby watercourses.								
E8. Protect and improve air quality	Option 1	-	-	-	Low	Local	Long term	Secondary impacts on health, particularly among those who suffer from respiratory illnesses	Secure enhancements to public transport services.
	Option 2	-	-	-	Low	Local	Long term		Application of maximum car parking standards to encourage sustainable transport choices.
	Both options would focus development in areas that are served by public transport and where there are a number of services and facilities either within the PRA itself or a convenient walking distance from it. Nevertheless, both options could result in development taking place within/adjacent to AQMAs in Old Trafford and Partington. New development, particularly family housing, has the potential to generate some additional vehicular movements in these areas and could therefore have an adverse impact on air quality. There is however only a low level of certainty over this impact due to the fact that the PRAs are served by public transport and well-connected to local services and facilities and also because a detailed air quality management assessment has not been undertaken.								
E9. Protect and enhance the diversity and	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		

Priority Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
distinctiveness of landscape and townscape character and cultural facilities	Both boundary options would be unlikely to have a significant impact on the objective.								
Economic									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	Option 1	+	+	+	Low	Local	Long term	Secondary economic impacts through the creation of jobs in the construction process.	
	Option 2	+	+	+	Medium	Local	Long term		
	Core Strategy L3 does not seek to direct a significant amount of employment development to the Priority Regeneration Areas. Both options could however support the delivery of development that contributes to economic growth and, as such, could have a positive impact on the objective. Nevertheless, as Option 1 would limit the amount of land available within the PRAs, there is a lower level of certainty that this option would have a positive impact on the objective.								
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	Option 1	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	
	Option 2	+	+	+	Medium		Long term		
	Core Strategy L3 does not seek to direct a significant amount of employment development to the Priority Regeneration Areas. Both options would however result in development taking place within the most deprived parts of Trafford and would have the potential to generate some employment opportunities for local residents. As such, both options have the potential to have a positive impact on the objective.								
EC3. Enhance Trafford's image as a tourism destination	Option 1	+	+	+	Medium	Borough wide	Long term	Secondary impacts on job creation and prosperity.	
	Option 2	+	+	+	Medium	Borough wide	Long term		
	Both boundary options would result in investment being directed to an Old Trafford PRA which is located in close proximity to established tourist attractions in Trafford, including the LCCC stadium and Manchester United's football ground. Accordingly, by resulting in improvements to the image of the areas surrounding these established tourism destinations, both options could have some positive effect on the image of Trafford as a tourism destination.								
EC4. Encourage the long term sustainability of Trafford's Town Centres	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	+	+	+	Medium	Local	Long term		
	Both options would result in development being directed to locations that are in close proximity to designated local centres and could have a positive impact on the vitality and viability of these centres. As such, both options could have some positive impact on the objective.								
EC5. Improve the social and environmental	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		

Priority Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
performance of the economy	Neither of the proposed options is likely to have a significant impact on the social or the environmental performance of the economy. As such, neither option is likely to have a significant impact on the objective.								
Sustainability Summary									
<p>Both of the proposed boundary options would have a positive impact on a wide range of sustainability objectives. Both options would result in development being directed to locations that are served by public transport and which are within convenient walking distance of a range of services and facilities. Each option therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and choice of travel mode. Both options would result in development taking place within the most deprived parts of Trafford and would have the potential to contribute to the regeneration of the local area and could generate employment opportunities for local residents. Both options could therefore have a major positive impact on the objective of reducing poverty and deprivation and some positive effect on the objective of reducing economic disparities. Other social objectives that both options could have a positive impact on include those that relate to crime; community welfare; health; and education and skills.</p> <p>Both options would have a major positive impact on the objectives relating to achieving a better balance and mix in the housing market and enhancing transport infrastructure. However, as option 2 would be more likely to deliver a greater quantum of development, there is a higher level of certainty that this option would have a major positive impact on the objective. The wider boundary proposed by Option 2 could also result in a greater number of neglected buildings/sites being included within the PRA. As such, Option 2 has the potential to result in improvements to a number of neglected buildings and could therefore have a greater positive impact on the objective relating to neighbourhood quality.</p> <p>Both options would result in development being directed to an area that comprises principally of previously developed land and could also result in the remediation of areas of potentially contaminated land. Accordingly, both options could have a positive impact on the objectives that relate to conserving land resources and protecting water quality. Both options could however generate additional traffic within an AQMA and could therefore have an adverse impact on the objectives of improving air quality and reducing the effects of traffic on the environment. Both options would also have an uncertain impact on the objectives relating to reducing contributions to climate change; biodiversity; and reducing the environmental impacts of consumption and production.</p> <p>Whilst Core Strategy policy L3 does not envisage that the PRAs will be a major focus for employment development, development in this area could enhance the image of the tourism offer in Trafford and would have the potential to generate some employment opportunities. As such, each of the proposed boundary options would have some positive impact on the objectives relating to enhancing Trafford's economic performance and reducing disparities and enhancing Trafford's image as a tourism destination. Both options could also have some positive impact on the objective of encouraging the sustainability of Trafford's town centres.</p>									

Key for effects					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

RE1 – Priority Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	++	++	++	Low	Local	Long Term	Cumulative impact with other residential developments on achieving a mix and the balance in the housing market	
	The policy references Core Strategy Policy L3, which identifies the delivery of residential developments as being key to the regeneration of the PRAs and specifically states that residential developments should deliver housing that meets Trafford's housing needs. As such, the policy has the potential to have a major positive impact on the mix and balance of Trafford's housing market. As detailed in the Core Strategy, PRAs largely fall within areas that have been identified as having a 'cold' housing market and, as such, there is only a low level of certainty that the site would make a significant contribution towards affordable housing needs.							
S2. Improve accessibility for all to essential services and facilities	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	
	Transport improvements and community facilities are specifically identified as types of development which will be supported within the Priority Regeneration Areas. As such, the policy has the potential to have a major positive effect on the objective.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	
	Transport improvements are specifically identified as types of development which will be supported within the Priority Regeneration Areas and the policy references Core Strategy Policy L3 which seeks to enhance pedestrian linkages. As such, the policy has the potential to have a major positive effect on the objective.							
S4. Reduce crime, disorder and the fear of crime	++	++	++	Low	Local	Long Term	Secondary impacts on quality of life	
	The PRAs identified by the policy are the most deprived areas (top 10%) within the Borough and are identified as experiencing multiple forms of deprivation, including crime. Any new development delivered in these areas would have the potential to be designed in accordance with Core Strategy policy L7.4. It would therefore have a positive impact on the objective. There is however only a low level of certainty over this impact due to it being uncertain whether any development delivered on the site would be in accordance with Core Strategy policy L7.4. By supporting development proposals in this area, delivering enhancements to the public realm and the provision of active travel routes, the policy could increase footfall activity in these areas, creating additional natural surveillance and thereby reducing crime and fear of crime.							
S5. Reduce poverty and social exclusion	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	
	Transport improvements and community facilities are specifically identified as types of development which will be supported within the Priority Regeneration Areas and the policy references Core Strategy Policy L3.1 which states that these will lead to improved access employment, education, shopping and other facilities. As such, the policy has the potential to have a major positive effect on the objective.							
S6. Encourage a sense of	+	+	+	Medium	Local	Long Term		

RE1 – Priority Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
community identity and welfare and value diversity, improve equity and equality of opportunity	The policy references Core Strategy Policy L3.1 which encourages new development within the PRAs, including improvements to the living environment, which could assist with encouraging a sense of community identity and welfare. In addition, the policy seeks to enhance access to employment areas and education facilities which could have a positive impact on equality of opportunity.							
S7. Improve qualifications and skills of the resident population	+	+	+	Medium	Local	Long Term		
	The policy references Core Strategy Policy L3 which seeks to improve access from the PRAs to education and training facilities. The policy therefore has the potential to have a positive impact on the objective.							
S8. Improve the health and, inequalities in health of the population	+	+	+	Medium	Local	Long Term	Secondary impacts on quality of life.	
	The policy references Core Strategy Policy L3 which identifies the need to deliver public realm improvements to the walking and/or cycling network. This could potentially encourage participation in walking and cycling which could have some positive impact on health. The Core Strategy Policy L3 also seeks to improve access to open space in Old Trafford PRA and access to leisure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation in sport and recreation. The policy therefore has the potential to have a positive impact on the objective.							
S9. Protect and improve local neighbourhood quality	++	++	++	Medium	Local	Long Term	Improved perceptions of the area	
	The policy requires new development in the PRAs to achieve a high standard of design and construction and encourages proposals that enhance the public realm via landscaping and planting areas. The policy references Core Strategy policy L3 which specifically promote the redevelopment of unused, derelict land and buildings. The policy is therefore considered to have the potential to have a major positive impact on local neighbourhood quality.							
Environment								
E1. Reduce the effect of traffic on the environment	+	+	+	Medium	Local	Long Term	Secondary impacts on air quality and carbon emissions	
	The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. It also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has the potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. The policy therefore has the potential to have a positive impact on the objective							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	+	+	+	Medium	Local	Long Term	Secondary impacts on health	
	The Core Strategy supports the provision of new, and enhancement of existing, open space and community facilities in the PRAs. The policy could therefore have a positive impact on the elements of the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and planting areas in each of the PRAs and this could have some positive impact on the elements of the objective that relate to biodiversity.							

RE1 – Priority Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E3. Reduce contributions to climate change	+	+	+	Low	Local	Long Term		
	The new development promoted by the policy would have the potential to incorporate on-site microgeneration technologies and/or other low carbon, renewable and energy efficiency measures. There is however only a low level of certainty over this due to it being uncertain whether or not any development delivered would incorporate these measures. Core Strategy policy L3 promotes a number of measures to improve access to services and facilities by walking, cycling and public transport and has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car. The policy could therefore also have a positive impact on the objective by reducing carbon emissions from the transport sector.							
E4. Reduce impact of climate change	+	+	+	Medium	Local	Long term		
	The policy references Core Strategy policy L3 which supports the provision of open space in the Partington and Sale West PRAs. The provision of this open space could offer shade from the higher summer temperatures expected as a result of climate change and help mitigate the urban heat island effect. The provision of open space could also help reduce the impact of heavy rainfall by reducing surface water run-off. Policy L3 also requires more vulnerable facilities to be located outside of areas at greatest risk of flooding. The policy therefore has the potential to have a positive impact on the objective.							
E5. Reduce the environmental impacts of consumption and production	?	?	?	Low	Local	Long term		
	The development proposed by the policy is likely to result in waste being managed off site. However, at present there is insufficient information to determine the impacts of development on the objective.							
E6. Conserve land resources and reduce land contamination	+	+	+	Medium	Local	Long term		
	The policy references Core Strategy policy L3 which promotes the redevelopment of unused, derelict land or buildings in the PRAs for residential or community use. It therefore has the potential to have a positive impact on the objective and on the sub-objective of increasing the proportion of development built on previously developed land.							
E7. Protect and improve water quality	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon water quality and, as such, is unlikely to have a significant impact on the objective.							
E8. Protect and improve air quality	+	+	+	Medium	Local	Long Term	Secondary impacts on health, particularly amongst those who suffer from respiratory illnesses.	
	The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. The policy also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. It therefore has the potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. The policy therefore has the potential to have a positive impact on air quality by resulting in a reduction of vehicular based emissions.							
E9. Protect and enhance the diversity and	+	+	+	Medium	Local	Long Term	Secondary impacts on perceptions of the area	

RE1 – Priority Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
distinctiveness of landscape and townscape character and cultural facilities	The policy references Core Strategy policy L3 which encourages a range of measures to improve townscapes in the PRAs, the requirement for new development to achieve an improved quality of design. The policy therefore has the potential to have some positive impact on the objective.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	0	0	0	Medium	N/A	N/A		
	The policy does not specifically promote employment development in the PRAs and is unlikely to have a significant impact Trafford's economic performance. As such, the policy is unlikely to have a significant impact on the objective.							
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	
	Transport improvements are specifically identified as types of development which will be supported within the Priority Regeneration Areas. The policy could therefore lead to improved access to employment and other facilities. As such, the policy has the potential to have a major positive effect on the objective.							
EC3. Enhance Trafford's image as a tourism destination	+	+	+	Medium	Local	Long term	Secondary impacts on job creation	
	The policy has the potential to improve the image of each of the PRAs. The Old Trafford PRA is located in close proximity to established tourist attractions in Trafford, including the LCCC stadium and Manchester United's football ground. Accordingly, by resulting in improvements to the image of the areas surrounding these established tourism destinations, the policy could have some positive effect on the image of Trafford as a tourism destination.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the vitality and viability of Trafford's town centres and, as such, is unlikely to have a significant impact on the objective.							
EC5. Improve the social and environmental performance of the economy	+	+	+	Medium	Local	Long term		
	By improving access to employment opportunities from the most deprived areas in Trafford, the policy could have some positive impact on the social performance of the economy.							
Sustainability Summary								

RE1 – Priority Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<p>The policy has the potential to have a positive effect on a wide range of sustainability objectives. It identifies transport improvements and community facilities as types of development which will be supported within the Priority Regeneration Areas and the policy could therefore have a major positive effect on the objectives that relate to improving access to services and facilities; improving choice of travel mode; reducing poverty and social exclusion; and reducing economic disparities. The promotion of these measures to improve access to services and facilities mean that the policy also has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car. Consequently, the policy could have some positive effect on the objectives that relate to reducing the effects of traffic on the environment; protecting air quality; and reducing contributions to climate change.</p> <p>The policy identifies the delivery of residential developments as being key to the regeneration of the PRAs and makes reference to Core Strategy policy L3 which requires residential developments to deliver housing that meets Trafford's housing needs. As such, the policy could also have a major positive effect on the objective of achieving a better balance and mix in the housing market.</p> <p>The policy makes reference to Core Strategy policy L3 which requires new development in the PRAs to achieve a high standard of design and construction and encourages proposals that enhance the public realm via landscaping and planting areas. Policy L3 also specifically promotes the redevelopment of unused, derelict land and buildings. As such, the policy has the potential to have a major positive impact on the objective of improving local neighbourhood quality and could have some positive effect on the objectives that relate to townscape character and conserving land resources.</p> <p>Other objectives that the policy could have a positive impact on include those that relate to crime; Trafford's image as a tourism destination; qualifications and skills; health; open space; reducing the impacts of climate change; and improving the social performance of the economy. The policy would not have a negative impact on any of the objectives. The impact of the policy on the objective that relates to the environmental impacts of consumption and production is however uncertain.</p>								

Key for effects

++ major positive; + minor positive; 0 neutral; – minor negative; – – major negative; ? uncertain

Regeneration Area Boundary Options	
Option 1	All the LSOA which have a multiple IMD criteria in the top 20% most deprived
Option 2	All the LSOA which have a multiple IMD criteria in the top 20% most deprived and widened to include an established neighbourhood

Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social									
S1. Achieve a better balance and mix in the housing market between availability and demand	Option 1	+	+	+	Low	More than local	Long term	Cumulative impact on securing a more balanced housing market.	
	Option 2	+	+	+	Medium		Long term		
	Both options would support the objective by identifying appropriate areas to accommodate housing. Although there is presently limited information on the type and tenure of housing that would be delivered, Core Strategy policy L3 states that housing in the RAs should contribute towards improving the quality and diversity of the Borough's housing stock. Both options therefore have the potential to make a long term contribution to the need for family and affordable housing, as identified in the Greater Manchester Strategic Housing Market Assessment (SHMA) (2008) and update report (2010), and could have a positive impact on the objective. Nevertheless, as Option 1 would limit the amount of land available within the RAs, there is a lower level of certainty that this option would deliver the same quantum of development.								
S2. Improve accessibility for all to essential services and facilities	Option 1	++	++	++	Medium	Local	Long term	Cumulative impact with other development on the maintenance and improvement of public transport services.	
	Option 2	++	++	++	High	Local	Long term		
	Both options would direct development to locations that are largely well-served by public transport and where there are a number of services and facilities either within the RA itself or a convenient walking distance from it. As such, both options have the potential to have a major positive impact on the objective. There is however a greater level of certainty that Option 2 would have a major positive impact on the objective as this option would support the delivery of a greater quantum of development and, as such, could support further improvement to public transport services.								
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	Option 1	++	++	++	Medium	Local	Long term		
	Option 2	++	++	++	High	Local	Long term		
	Both options would result in development being directed to locations that are largely well served by public transport and where there are a number of services and facilities either within the RA itself or a convenient walking distance from it. As such, both options would have a positive impact on choice of travel mode and the sub-objective of improving participation in walking and cycling. However, as Option 1 would potentially result in less development coming forward in the area due to land limitations, there is a lower level of certainty that this option would deliver the quantum of development required to secure further enhancements to transport infrastructure.								
S4. Reduce crime, disorder	Option 1	++	++	++	Low	Local	Long term	Secondary impacts on quality	Use of the development management process

Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
and the fear of crime	Option 2	++	++	++	Low	Local	Long term	of life	to ensure development complies with Core Strategy policy L7.4
	Under both options new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy. As such, both options would have the potential to have a major positive impact on the objective. There is however only a low level of certainty over this impact due to it being uncertain whether any housing delivered on the site would be in accordance with Core Strategy policy L7.4.								
S5. Reduce poverty and social exclusion	Option 1	++	++	++	Medium	More than local	Long term	Secondary impacts on quality of life.	
	Option 2	++	++	++	Medium		Long term		
Both options would result in development taking place within some of the most deprived parts of Trafford and could contribute to the regeneration of these areas and generate employment opportunities for local residents. As such, both options have the potential to have a major positive impact on the objective and its sub-objectives of reducing multiple deprivations and improving the financial position of low income families.									
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	+	+	+	Medium	Local	Long term		
Both options could improve access to community facilities and could thereby have a positive impact on the objective.									
S7. Improve qualifications and skills of the resident population	Option 1	+	+	+	Medium	Local	Long term	Increased opportunities and quality of life.	
	Option 2	+	+	+	Medium	Local	Long term		
Both options could potentially provide support for existing schools with surplus capacity. Both options could also help improve access to education and training. Both boundary options would therefore have a positive impact on the objective.									
S8. Improve the health and, inequalities in health of the population	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life.	
	Option 2	+	+	+	Medium	Local	Long term		
Both options could potentially provide support for existing health and sports facilities and could therefore have a positive impact on the objective.									
S9. Protect and improve local neighbourhood quality	Option 1	+	+	+	Medium	Local	Long term	Improved perceptions of the area.	
	Option 2	++	++	++	Medium	Local	Long term		
Both options would provide opportunities to improve local neighbourhood quality by supporting the redevelopment of neglected or untidy sites. As such, both options would have a positive impact on the objective. However, the wider boundary proposed by Option 2 could result in a greater number of neglected buildings/sites being included within the PRAs and, as such, this option has the potential to have a greater positive impact on the objective.									
Environment									
E1. Reduce the effect of	Option 1	-	-	-	Low	Local	Long term	Secondary impacts on air	Secure enhancements to public transport

Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
traffic on the environment	Option 2	-	-	-	Medium	Local	Long term	quality and greenhouse gas emissions.	services.
	Both options would focus development in areas that are largely well served by public transport and where there are a number of services and facilities either within the RA itself or a convenient walking distance from it. Nevertheless, both options could result in development taking place within close proximity to roads that have been identified by the LDF Transport Modelling as experiencing congestion and the development that would take place within the RAs has the potential to generate some additional vehicular movements in these areas. As Option 1 would limit the amount of land available within the RAs, there is a lower level of certainty that this option would deliver a quantum of development that would have a significant impact on the objective.								
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	Option 1	?	?	?	Low	Local	Long term		
	Option 2	?	?	?	Low	Local	Long term		
Both boundary options would direct development to locations that comprises predominantly of previously developed land. Both options could however result in some development taking place within close proximity of designated natural assets. As such, both options would have an uncertain impact on the objective.									
E3. Reduce contributions to climate change	Option 1	?	?	?	Low	Local	Long term		Use of the development management process to ensure development complies with Core Strategy policy L5
	Option 2	?	?	?	Low	Local	Long term		
Under both options new development would have the potential to incorporate on-site microgeneration technologies and/or other low carbon, renewable and energy efficiency measures. There is however only a low level of certainty over this impact due to it being uncertain whether or not any development delivered on the site would incorporate these measures. In addition, although both options would result in development being directed to locations that are largely well-served by public transport, the development that would be delivered under each option could generate some additional vehicular traffic and associated emissions. As such, both options would have an uncertain impact on the objective.									
E4. Reduce impact of climate change	Option 1	+	+	+	Medium	Local	Long term		Implementation of appropriate measures to minimise flood risk and surface water run-off.
	Option 2	+	+	+	Medium	Local	Long term		
Both boundary options would direct development to locations that are principally within Flood Zone 1. Consequently, both options have the potential to have some positive impact on the objective.									
E5. Reduce the environmental impacts of consumption and production	Option 1	?	?	?	Low	Local	Long term		
	Option 2	?	?	?	Low	Local	Long term		
Both options are likely to result in waste being managed off site. However, at present there is insufficient information to determine the impacts of development on the objective.									
E6. Conserve land resources and reduce land	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	+	+	+	Medium	Local	Long term		

Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
contamination	Both boundary options would direct development to locations that comprise predominantly of previously developed land and would provide the opportunity to remediate a number of sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as potentially being contaminated. Consequently, both options would have the potential to have some positive impact on the objective and its sub-objective of increasing the percentage of development built on previously developed land.								
E7. Protect and improve water quality	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on biodiversity	
	Option 2	+	+	+	Medium	Local	Long term		
Both boundary options would provide the opportunity to remediate a number of sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as potentially being contaminated and which are in relatively close proximity of a watercourse. Consequently, both options would have the potential to have some positive impact on the objective by eliminating a potential source of pollutants to nearby watercourses. There is however only a low level of certainty over this impact as it is not certain whether these sites are a current source of pollutants for nearby watercourses.									
E8. Protect and improve air quality	Option 1	-	-	-	Low	Local	Long term	Secondary impacts on health, particularly among those who suffer from respiratory illnesses	Secure enhancements to public transport services.
	Option 2	-	-	-	Low	Local	Long term		Application of maximum car parking standards to encourage sustainable transport choices. Secure tree planting and other green infrastructure provision
Both options would focus development in areas that are served by public transport and where there are a number of services and facilities either within the RA itself or a convenient walking distance from it. Nevertheless, both options could result in development taking place within/adjacent to AQMAs. New development has the potential to generate some additional vehicular movements in these areas and could therefore have an adverse impact on air quality. There is however only a low level of certainty over this impact due to the fact that the PRAs are served by public transport and well-connected to local services and facilities and also because a detailed air quality management assessment has not been undertaken.									
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
Both boundary options would be unlikely to have a significant impact on the objective.									
Economic									
EC1. Enhance Trafford's	Option 1	+	+	+	Low	Local	Long term	Secondary economic impacts	

Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
high performance and sustainable economy to provide a powerful contribution to regional growth	Option 2	+	+	+	Medium	Local	Long term	through the creation of jobs in the construction process.	
	Core Strategy L3 does not seek to direct a significant amount of employment development to the Regeneration Areas. Both options could however support the delivery of development that contributes to economic growth and, as such, could have a positive impact on the objective. Nevertheless, as Option 1 would limit the amount of land available within the PRAs, there is a lower level of certainty that this option would have a positive impact on the objective.								
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	Option 1	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	
	Option 2	+	+	+	Medium		Long term		
	Core Strategy L3 does not seek to direct a significant amount of employment development to the Regeneration Areas. Both options would however result in development taking place within some of the most deprived parts of Trafford and would have the potential to generate some employment opportunities for local residents. As such, both options have the potential to have a positive impact on the objective.								
EC3. Enhance Trafford's image as a tourism destination	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on the image of Trafford as a tourism destination. As such, neither option is likely to have a significant impact on the objective.								
EC4. Encourage the long term sustainability of Trafford's Town Centres	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	+	+	+	Medium	Local	Long term		
	Both options would result in development being directed to locations that are in close proximity to designated town, district or local centres and could have a positive impact on the vitality and viability of these centres. As such, both options could have some positive impact on the objective.								
EC5. Improve the social and environmental performance of the economy	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Neither of the proposed options is likely to have a significant impact on the social or the environmental performance of the economy. As such, neither option is likely to have a significant impact on the objective.								
Sustainability Summary									

Regeneration Area Boundary Options									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<p>Both of the proposed boundary options would have a positive impact on a wide range of sustainability objectives. Both options would result in development being directed to locations that are largely well served by public transport and which are within convenient walking distance of a range of services and facilities. Each option therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and choice of travel mode. Both options would result in development taking place within some of the more deprived parts of Trafford and would have the potential to contribute to the regeneration of the local area and could generate employment opportunities for local residents. Both options could therefore have a major positive impact on the objective of reducing poverty and deprivation and some positive effect on the objective of reducing economic disparities. Other social objectives that both options could have a positive impact on include those that relate to crime; community welfare; health; and education and skills.</p> <p>Both options would have a positive impact on the objectives relating to achieving a better balance and mix in the housing market and enhancing transport infrastructure. However, as option 2 would be more likely to deliver a greater quantum of development, there is a higher level of certainty that this option would have a major positive impact on the objective. The wider boundary proposed by Option 2 could also result in a greater number of neglected buildings/sites being included within the Regeneration Area. As such, Option 2 has the potential to result in improvements to a number of neglected buildings and could therefore have a greater positive impact on the objective relating to neighbourhood quality.</p> <p>Both options would result in development being directed to an area that comprises principally of previously developed land and could also result in the remediation of areas of potentially contaminated land. Accordingly, both options could have a positive impact on the objectives that relate to conserving land resources and protecting water quality. Both options could however generate additional traffic within an AQMA and could therefore have an adverse impact on the objectives of improving air quality and reducing the effects of traffic on the environment. Both options would also have an uncertain impact on the objectives relating to reducing contributions to climate change; biodiversity; and reducing the environmental impacts of consumption and production.</p> <p>Whilst Core Strategy policy L3 does not envisage that the RAs will be a major focus for employment development, development in this area could generate some employment opportunities. As such, each of the proposed boundary options would have some positive impact on the objectives relating to enhancing Trafford's economic performance. Both options could also have some positive impact on the objective of encouraging the sustainability of Trafford's town centres.</p>									

Key for effects					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

RE2 – Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	++	++	++	Medium	Local	Long Term	Cumulative impact with other residential developments on achieving a mix and the balance in the housing market	
	The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, encourages development that broadens the range of housing stock on offer to residents within Regeneration Areas. The policy therefore has the potential to have a major positive impact on the mix and balance of Trafford's housing market.							
S2. Improve accessibility for all to essential services and facilities	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	
	The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, seeks to deliver public transport improvements and enhance access to community facilities. As such, the policy has the potential to have a major positive effect on the objective.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	
	The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, seeks to deliver public transport improvements. As such, the policy has the potential to have a major positive effect on the objective.							
S4. Reduce crime, disorder and the fear of crime	++	++	++	Low	Local	Long Term	Secondary impacts on quality of life	
	Any new development delivered in these areas would have the potential to be designed in accordance with Core Strategy policy L7.4. It would therefore have a positive impact on the objective. There is however only a low level of certainty over this impact due to it being uncertain whether any development delivered on the site would be in accordance with Core Strategy policy L7.4. In addition, by supporting development proposals in this area, the policy could increase footfall activity in these areas, creating additional natural surveillance and thereby reducing crime and fear of crime.							
S5. Reduce poverty and social exclusion	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	
	The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, seeks to deliver public transport improvements and enhance access to community facilities. As such, the policy has the potential to have a major positive effect on the objective.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	+	+	+	Medium	Local	Long Term		
	The policy references Core Strategy policy L3 which encourages new development within the RAs, including improvements to the living environment, which could assist with encouraging a sense of community identity and welfare. In addition, the policy seeks to enhance access to employment areas and education facilities which could have a positive impact on equality of opportunity.							

RE2 – Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S7. Improve qualifications and skills of the resident population	+	+	+	Medium	Local	Long Term		
	The policy supports the implementation of Core Strategy policy L3 which seeks to improve access from the RAs to education and training facilities. The policy therefore has the potential to have a positive impact on the objective.							
S8. Improve the health and, inequalities in health of the population	+	+	+	Medium	Local	Long Term	Secondary impacts on quality of life.	
	The policy supports the implementation of Core Strategy policy L3 which seeks to deliver public realm improvements and enhancements to the walking and/or cycling network. This has the potential to encourage participation in walking and cycling which could have some positive impact on health.							
S9. Protect and improve local neighbourhood quality	+	+	+	Medium	Local	Long Term	Improved perceptions of the area	
	The policy supports the implementation of Core Strategy policy L3.1 which requires new development in the RAs to achieve a high standard of design and construction and encourages proposals that enhance the public realm via landscaping and planting areas. The policy is therefore considered to have the potential to have a positive impact on local neighbourhood quality.							
Environment								
E1. Reduce the effect of traffic on the environment	+	+	+	Medium	Local	Long Term	Secondary impacts on air quality and carbon emissions	
	The policy references Core Strategy Policy L3.1 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. The policy therefore has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car and could therefore have a positive impact on the objective							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon open space or biodiversity and, as such, is unlikely to have a significant impact on the objective.							
E3. Reduce contributions to climate change	+	+	+	Low	Local	Long Term		
	The new development promoted by the policy would have the potential to incorporate on-site microgeneration technologies and/or other low carbon, renewable and energy efficiency measures. There is however only a low level of certainty over this due to it being uncertain whether or not any development delivered would incorporate these measures. The policy references Core Strategy Policy L3.1 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. The policy therefore has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car and could therefore also have a positive impact on the objective by reducing carbon emissions from the transport sector.							
E4. Reduce impact of climate change	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon reducing the impacts of climate change and, as such, is unlikely to have a significant impact on the objective.							

RE2 – Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E5. Reduce the environmental impacts of consumption and production	?	?	?	Low	Local	Long term		
	The development proposed by the policy is likely to result in waste being managed off site. However, at present there is insufficient information to determine the impacts of development on the objective.							
E6. Conserve land resources and reduce land contamination	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon land resources and contamination and, as such, is unlikely to have a significant impact on the objective.							
E7. Protect and improve water quality	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon water quality and, as such, is unlikely to have a significant impact on the objective.							
E8. Protect and improve air quality	+	+	+	Medium	Local	Long Term	Secondary impacts on health, particularly amongst those who suffer from respiratory illnesses.	
	The policy references Core Strategy Policy L3.1 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. The policy therefore has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car and could have a positive impact on the objective by resulting in a reduction of vehicular based emissions.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	Medium	Local	Long Term	Secondary impacts on perceptions of the area	
	The policy references Core Strategy Policy L3.1 which encourages a range of measures to improve townscapes in the RAs, including public realm enhancements and the requirement for new development to achieve an improved quality of design. The policy therefore has the potential to have some positive impact on the objective.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	0	0	0	Medium	N/A	N/A		
	The policy does not specifically promote employment development in the RAs and is unlikely to have a significant impact Trafford's economic performance. As such, the policy is unlikely to have a significant impact on the objective.							
EC2. Reducing disparities	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life	

RE2 – Regeneration Areas								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
by releasing the potential of all residents particularly in areas of disadvantage	The Policy references Core Strategy Policy L3.1 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. The policy could therefore improve access to employment opportunities and have a major positive effect on the objective.							
EC3. Enhance Trafford's image as a tourism destination	+	+	+	Medium	Local	Long term	Secondary impacts on job creation	
	The policy has the potential to improve the image of each of the RAs. A number of these RAs are located in relatively close proximity to established tourist attractions in Trafford. Accordingly, by resulting in improvements to the image of the areas surrounding these established tourism destinations, the policy could have some positive effect on the image of Trafford as a tourism destination.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the vitality and viability of Trafford's town centres and, as such, is unlikely to have a significant impact on the objective.							
EC5. Improve the social and environmental performance of the economy	+	+	+	Medium	Local	Long term		
	By improving access to employment opportunities from the more deprived areas in Trafford, the policy could have some positive impact on the social performance of the economy.							
Sustainability Summary								
<p>The policy has the potential to have a positive effect on a wide range of sustainability objectives. The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, seeks to deliver public transport improvements and enhance access to community facilities. As such, the policy has the potential to have a major positive effect on the objectives that relate to improving access to services and facilities; improving choice of travel mode; reducing poverty and social exclusion; and reducing economic disparities. The promotion of these measures to improve access to services and facilities mean that the policy has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car. Consequently, the policy could have also some positive effect on the objectives that relate to reducing the effects of traffic on the environment; protecting air quality; and reducing contributions to climate change.</p> <p>The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, encourages development that broadens the range of housing stock on offer to residents within Regeneration Areas. The policy therefore has the potential to have a major positive impact on the mix and balance of Trafford's housing market. Other objectives that the policy could have a positive impact on include those that relate to crime; Trafford's image as a tourism destination; qualifications and skills; health; improving local neighbourhood quality; enhancing townscape character; and the social performance of the economy.</p> <p>The policy would not have a negative impact on any of the objectives. The impact of the policy on the objective that relates to the environmental impacts of consumption and production is however uncertain.</p>								

Key for effects

++ major positive; + minor positive; 0 neutral; – minor negative; – – major negative; ? uncertain

Appendix I

Transport

TR1 – Active Travel Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact on the objective.							
S2. Improve accessibility for all to essential services and facilities	+	+	+	Medium	Local	Long term		
	The policy promotes a range of measures that could help improve access to services. In particular, it identifies that a pedestrian link across Trafford Boulevard would be created to provide direct access from the proposed residential community at Trafford Quays to the Trafford Centre Bus Station. This proposed link could have a positive impact on improving access to services and facilities.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	++	++	++	Medium	Local	Long term	Secondary impacts on health	
	The policy promotes a range of measures that will enhance Trafford's transport infrastructure. For instance, the policy seeks to create a high quality route for pedestrians and cyclists along the Bridgewater Canal and create a continuous recreational route from Old Trafford Metrolink stop to the Wharfside Promenade Park at Clippers Quay. The policy therefore has the potential to have a major positive effect on the objective and also on its sub-objective of improving participation in walking and cycling.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon crime, disorder and fear of crime. As such, it is unlikely to have a significant impact on the objective.							
S5. Reduce poverty and social exclusion	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact poverty and deprivation. As such, it is unlikely to have a significant impact on the objective.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon community identity and welfare. As such, it is unlikely to have a significant impact on the objective.							
S7. Improve qualifications and skills of the resident population	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon qualifications and skills. As such, it is unlikely to have a significant impact on the objective.							
S8. Improve the health	++	++	++	Medium	Local	Long term	Secondary impacts on quality of life	

TR1 – Active Travel Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
and, inequalities in health of the population	The policy identifies a series of routes that will be promoted for recreation and promotes a range of measures that will encourage participation in walking and cycling. The policy therefore has the potential to have a major positive impact on the objective. However, there is not a high level of certainty about this impact as the retention of open spaces does not guarantee that people will choose to participate in sport or recreation.							
S9. Protect and improve local neighbourhood quality	0	0	0	Medium	N/A	N/A		
The proposed policy is unlikely to result in the improvement of any neglected sites/land. As such, it is unlikely to have a significant impact on the objective.								
Environment								
E1. Reduce the effect of traffic on the environment	+	+	+	Medium	Local	Long term	Secondary impacts on air quality and greenhouse gas emissions.	
The policy incorporates a range of measures to promote walking and cycling. Whilst many of the proposed measures are intended to promote these modes of travel for recreational purposes, the policy does have the potential to reduce the effect of traffic on the environment by promoting walking and cycling as an alternative to travelling by private car. In addition, the proposed pedestrian link across Trafford Boulevard would provide direct access from the proposed residential community at Trafford Quays to the Trafford Centre Bus Station which could encourage the use of sustainable modes of travel. The policy therefore has the potential to have some positive impact on the objective.								
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	0	0	Medium	N/A	N/A		
The policy is unlikely to have a significant impact upon biodiversity and open space. As such, it is unlikely to have a significant impact on the objective.								
E3. Reduce contributions to climate change	+	+	+	Medium	Local	Long term	Secondary impacts associated with climate change	
The policy incorporates a range of measures to promote walking and cycling. Whilst many of the proposed measures are intended to promote these modes of travel for recreational purposes, the policy does have the potential to have some positive impact on carbon emissions associated with transport by promoting walking and cycling as an alternative to travelling by private car. In addition, the proposed pedestrian link across Trafford Boulevard would provide direct access from the proposed residential community at Trafford Quays to the Trafford Centre Bus Station which could encourage the use of sustainable modes of travel. The policy therefore has the potential to have some positive impact on the objective.								
E4. Reduce impact of climate change	0	0	0	Medium	N/A	N/A		
The policy is unlikely to have a significant impact upon reducing the impacts of climate change. As such, it is unlikely to have a significant impact on the objective.								
E5. Reduce the	0	0	0	Medium	N/A	N/A		

TR1 – Active Travel Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
environmental impacts of consumption and production	The policy is unlikely to have a significant impact upon the environmental impacts of consumption and production. As such, it is unlikely to have a significant impact on the objective.							
E6. Conserve land resources and reduce land contamination	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon land resources and contamination. As such, it is unlikely to have a significant impact on the objective.							
E7. Protect and improve water quality	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon water quality. As such, it is unlikely to have a significant impact on the objective.							
E8. Protect and improve air quality	+	+	+	Medium	Local	Long term	Secondary impacts on health	
	The policy incorporates a range of measures to promote walking and cycling. Whilst many of the proposed measures are intended to promote these modes of travel for recreational purposes, the policy does have the potential to have some positive impact on air quality by promoting walking and cycling as an alternative to travelling by private car. In addition, the proposed pedestrian link across Trafford Boulevard would provide direct access from the proposed residential community at Trafford Quays to the Trafford Centre Bus Station which could encourage the use of sustainable modes of travel. The policy therefore has the potential to have some positive impact on the objective.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon landscapes and townscapes. As such, it is unlikely to have a significant impact on the objective.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact on Trafford's economic performance. As such, it is unlikely to have a significant impact on the objective.							
EC2. Reducing disparities	0	0	0	Medium	N/A	N/A		

TR1 – Active Travel Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
by releasing the potential of all residents particularly in areas of disadvantage	The proposed policy is unlikely to have a significant impact on economic disparities. As such, it is unlikely to have a significant impact on the objective.							
EC3. Enhance Trafford's image as a tourism destination	+	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation	
	By promoting the development of recreational routes, including the Bridgewater Way and the Trans-Pennine Trail, the policy could have some positive impact on the tourism offer of Trafford. The policy also seeks to create a high quality processional route which will link two of Trafford's key tourist attractions – the LCCC stadium and Old Trafford football ground. The policy could help improve the setting of these tourism assets and thereby have a positive impact on the objective.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.							
EC5. Improve the social and environmental performance of the economy	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the social and economic performance of Trafford's economy. As such, it is unlikely to have a significant impact on the objective.							
Sustainability Summary								
<p>The policy has the potential to have a positive impact on a number of objectives. In particular, the policy promotes a range of measures that would enhance Trafford's transport infrastructure, especially for pedestrians and cyclists, and could therefore have a major positive impact on the objective relating to choice of transport mode and its sub-objective of improving participation in walking and cycling; and some positive effect on the objective of improving access to services and facilities. This promotion of walking and cycling should mean that the policy could also have a major positive impact on the objective relating to health.</p> <p>The policy incorporates a range of measures to promote walking and cycling. Whilst many of the proposed measures are intended to promote these modes of travel for recreational purposes, the policy does have the potential to encourage walking and cycling as an alternative to travelling by private car and could therefore have some positive effect on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality.</p> <p>The policy seeks to create a high quality processional route which will link two of Trafford's key tourist attractions – LCCC ground and Old Trafford football ground. The policy could therefore help improve the setting of these assets and thereby have a positive impact on the objective relating to enhancing Trafford's image as a tourism destination.</p> <p>The policy would not have a negative or uncertain impact on any of the objectives.</p>								

Key for effects					
++ major positive;	+ minor positive;	0 neutral;	– minor negative;	– – major negative;	? uncertain

TR2 – Public Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact on the objective.							
S2. Improve accessibility for all to essential services and facilities	++	++	++	Medium	Borough wide	Long term	Secondary impacts on social exclusion	
	The policy promotes a range of measures that could significantly enhance public transport services in Trafford. The policy could therefore have a major positive impact on improving access to services and facilities.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	++	++	++	Medium	Borough wide	Long term		
	The policy promotes a range of measures that will enhance Trafford's transport infrastructure. For instance, the policy promotes the improvement and extension of the Metrolink light rail network, improvements to Quality Bus Corridors, the expansion of the water taxi service and the safeguarding of routes for future extensions to the Metrolink line and the creation of a new railway station at Davenport Green to serve HS2. The policy could therefore have a major positive impact on transport infrastructure and the choice of travel mode and a major positive effect on the sub-objective of providing efficient, inclusive and affordable public transport.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon crime, disorder and fear of crime. As such, it is unlikely to have a significant impact on the objective.							
S5. Reduce poverty and social exclusion	++	++	++	Medium	Borough wide	Long term	Secondary impacts on quality of life	
	The policy promotes a range of measures that will enhance Trafford's transport infrastructure and improve access to employment opportunities, services and facilities. In particular, the policy seeks to improve access to Trafford Park and the Trafford Centre, both of which are major sources of employment and would support the delivery of a new railway station at Davenport Green which is also proposed as a focus for major employment development. Consequently, the policy has the potential to have a positive major impact on the objective.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon community identity and welfare. As such, it is unlikely to have a significant impact on the objective.							
S7. Improve qualifications	0	0	0	Medium	N/A	N/A		

TR2 – Public Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
and skills of the resident population	The proposed policy is unlikely to have a significant impact upon qualifications and skills. As such, it is unlikely to have a significant impact on the objective.							
S8. Improve the health and, inequalities in health of the population	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon health. As such, it is unlikely to have a significant impact on the objective.							
S9. Protect and improve local neighbourhood quality	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to result in the improvement of any neglected sites/land. As such, it is unlikely to have a significant impact on the objective.							
Environment								
E1. Reduce the effect of traffic on the environment	++	++	++	Medium	Borough wide	Long term	Secondary impacts on air quality and greenhouse gas emissions.	
	The policy promotes a range to improve the public transport network of the Borough, including the improvement and extension of the Metrolink light rail network, improvements to Quality Bus Corridors, the expansion of the water taxi service and the safeguarding of routes for future extensions to the Metrolink line and the creation of a new railway station at Davenport Green to serve HS2. The policy therefore has the potential to encourage a significant modal shift to more sustainable modes of travel and could therefore have a positive impact on the objective and its sub-objective of managing traffic flows and congestion.							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon biodiversity and open space. As such, it is unlikely to have a significant impact on the objective.							
E3. Reduce contributions to climate change	++	++	++	Medium	Borough wide	Long term	Secondary impacts associated with climate change	
	The policy promotes a range to improve the public transport network of the Borough, including the improvement and extension of the Metrolink light rail network, improvements to Quality Bus Corridors, the expansion of the water taxi service and the safeguarding of routes for future extensions to the Metrolink line and the creation of a new railway station at Davenport Green to serve HS2. The policy therefore has the potential to encourage a significant modal shift to more sustainable modes of travel and could therefore have an associated major positive impact on carbon emissions associated with transport.							
E4. Reduce impact of climate change	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon reducing the impacts of climate change. As such, it is unlikely to have a significant impact on the objective.							
E5. Reduce the	0	0	0	Medium	N/A	N/A		

TR2 – Public Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
environmental impacts of consumption and production	The policy is unlikely to have a significant impact upon the environmental impacts of consumption and production. As such, it is unlikely to have a significant impact on the objective.							
E6. Conserve land resources and reduce land contamination	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon land resources and contamination. As such, it is unlikely to have a significant impact on the objective.							
E7. Protect and improve water quality	0	0	0	Medium	N/A	N/A		
	The policy promotes the expansion of the water taxi service. It is recognised that increased usage of the Manchester Ship Canal for water taxis could have some impact on water quality. Nevertheless, it is considered that any increase in water taxi service is unlikely to be of a scale that would have a significant impact on water quality.							
E8. Protect and improve air quality	++	++	++	Medium	Borough wide	Long term	Secondary impacts on health, particularly among those who suffer from respiratory illnesses	
	The policy promotes a range to improve the public transport network of the Borough, including the improvement and extension of the Metrolink light rail network, improvements to Quality Bus Corridors, the expansion of the water taxi service and the safeguarding of routes for future extensions to the Metrolink line and the creation of a new railway station at Davenport Green to serve HS2. The policy therefore has the potential to encourage a significant modal shift to more sustainable modes of travel and could therefore have an associated major positive impact on air quality.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon landscapes and townscapes. As such, it is unlikely to have a significant impact on the objective.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	++	++	++	Medium	Borough wide	Long term	Secondary impacts on job creation and deprivation	
	By encouraging the provision of a high quality public transport network could have a major positive impact on Trafford's economic performance. In particular, the policy provides for the delivery of a new railway station for HS2 at Davenport Green, seeks to deliver improvements to the bus and Metrolink network and encourages the development of park & ride facilities. The policy could therefore reduce congestion which has an adverse impact on economic performance and deliver a series of schemes that improve connectivity within Trafford and to other locations outside of the Borough.							

TR2 – Public Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	++	++	++	Medium	Borough wide	Long term	Secondary impacts on quality of life	
	The policy promotes a range of measures that will enhance Trafford's transport infrastructure and improve access to employment opportunities. In particular, the policy seeks to improve access to Trafford Park and the Trafford Centre, both of which are major sources of employment and would support the delivery of a new railway station at Davenport Green which is also proposed as a focus for major employment development. Consequently, the policy has the potential to have a positive major impact on the objective.							
EC3. Enhance Trafford's image as a tourism destination	0	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation	
	The policy promotes a range of measures that could improve the accessibility of Trafford's key tourism assets. For instance, the policy safeguards new land for new Metrolink stops at Manchester United, Imperial War Museum, EventCity and the Trafford Centre. The policy therefore has the potential to enhance the image of Trafford as a tourism destination. Any impact on this objective is however unlikely to occur in the short term as the provision of a new Metrolink line through Trafford Park is considered to be more likely to be a medium term aspiration.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.							
EC5. Improve the social and environmental performance of the economy	+	+	+	Medium	Local	Long term		
	The policy would promote measures to improve the accessibility of key drivers of the economy by a choice of modes of transport. For instance, the policy safeguards the route of a Metrolink line to Trafford Park, encourages improvements to Quality Bus Corridors and provides for the delivery of a new railway station for HS2 at Davenport Green. The policy therefore has the potential to have a positive impact on the environmental performance of the economy.							
Sustainability Summary								
The policy has the potential to have a positive impact on a significant number of objectives. In particular, it promotes a range of measures that would enhance Trafford's public transport infrastructure and could therefore have a major positive impact on the objectives relating to choice of transport mode and to some degree on improving access to services and facilities.								
The enhancements to the public transport network that are promoted by the policy have the potential to result in some modal shift away from travelling by car and could therefore have some positive effect on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The support provided for the delivery of a high quality public transport network should also ensure that the policy has a major positive effect on the objective of enhancing Trafford's economic performance. In addition, by making employment opportunities more accessible for those who do not own a car, the policy could also have a major positive impact on the objectives of reducing poverty and social exclusion and reducing economic disparities. The policy could also have some positive impact on the environmental performance of the economy and on Trafford's image as a tourism destination.								
The policy would not have a negative or uncertain impact on any of the objectives.								

Site Address	Dane Road Metrolink Park and Ride Site		
Site Reference	CFS07-1041-45;		
Proposed Use	Park and Ride Car Park	Site Area	0.5 ha

Dane Road Park Metrolink Park and Ride Site								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieving a better balance and mix in the housing market	0	0	0	Medium	N/A	N/A		
	The use of the site as a park and ride car park would not result in the loss of a previously identified housing site and would be unlikely to have any significant impact on the objective.							
S2. Improve accessibility for all to services and facilities	0	+	+	Medium	More than local	Long term	Secondary impacts on quality of life	
	The use of the site as a park and ride car park could improve access to the Metrolink and would therefore have the potential to have some positive impact on improving access to services and facilities. As such, the proposed use of the site has the potential to have some positive impact on the objective.							
S3. Enhance transport infrastructure; improve choice of travel mode and quality of life to all communities.	0	+	+	Medium	More than local	Long term	Secondary impacts on quality of life	
	The identification of the site as a park and ride car park would enhance transport infrastructure and, as a result, could have some positive impact on the objective.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would be unlikely to have a significant impact upon crime, disorder and fear of crime. As such, it would be unlikely to have a significant impact on the objective.							
S5. Reduce poverty and social exclusion	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would be unlikely to have a significant impact upon poverty and social exclusion. As such, it would be unlikely to have a significant impact on the objective.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would be unlikely to have a significant impact upon community welfare and identity. As such, it would be unlikely to have a significant impact on the objective.							

Dane Road Park Metrolink Park and Ride Site								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S7. Improve qualifications and skills of the resident population	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would be unlikely to have a significant impact on the qualification and skills of the population. As such, it would be unlikely to have a significant impact on the objective.							
S8. Improve the health and, inequalities in health of the population	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would be unlikely to have a significant impact on health. As such, it would be unlikely to have a significant impact on the objective.							
S9. Protect and improve local neighbourhood quality	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would not result in the improvement of any neglected land/sites identified on the Trafford Derelict Property and Sites list. As such, it would be unlikely to have any significant effect on the objective.							
Environment								
E1. Reduce the effect of traffic on the environment	0	?	?	Low	More than local	Long term		
	The use of the site as a park and ride car park is likely to result in additional vehicular movements in the local area and could therefore have a detrimental impact on the objective. Nevertheless, the proposed use of the site could encourage greater use of the Metrolink and reduce the number of vehicular movements elsewhere in the Borough, particularly on radial routes towards Manchester City Centre including the A56, which is identified by the Trafford Transport Strategy (2009) as a route that experiences periods of acute and serious congestion.. As such, the impact of the proposed use on the objective is considered to be uncertain.							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	-	-	Low	Local	Long term	Secondary impacts on the image of the local area	Use of ecological surveys and the development management process to ensure any adverse impact on the wildlife corridor is avoided or mitigated.
	The site is adjacent to a designated wildlife corridor and the use of the site as a car park could have some negative impact on this designated natural asset. It is therefore considered that that the proposed use of the site the potential to have a negative impact on the objective. However, in the absence of appropriate ecological surveys and due to Core Strategy policy R2 requiring proposals to protect and enhance biodiversity, there is only a low level of certainty over this impact.							
E3. Reduce contributions to climate change	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would be unlikely to have a significant impact upon contributions to climate change. As such, it would be unlikely to have a significant impact on the objective.							
E4. Reduce impact of climate change	0	0	0	Medium	N/A	N/A		
	The identification of the site as a park and ride car park would be unlikely to have a significant impact upon reducing the impacts of climate change. As such, it would be unlikely to have a significant impact on the objective.							

Dane Road Park Metrolink Park and Ride Site								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N/A	N/A		
	The proposed use of the site a park and ride car park would be unlikely to have any significant impact on the environmental impacts of consumption and production. As such, it is unlikely to have any significant effects on the objective.							
E6. Conserve land resources and reduce land contamination	0	0	0	Medium	N/A	N/A		
	The site comprises of previously developed land but it is not an NLUD site nor is it identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land. As such, the proposed use of the site would be unlikely to have a significant impact on the objective.							
E7. Protect and improve water quality	0	0	0	Medium	N/A	N/A		
	The site is within 250m of a watercourse. The proposed use of the site would not however result in the remediation of a site included in the NLUD sites database or the Trafford Contaminated Land Prioritisation mapping. As such, the proposed use is unlikely to have a significant impact on water quality.							
E8. Protect and improve air quality	0	?	?	Low	More than local	Long term		
	The site is not within an AQMA but the proposed use of the site as a park and ride car park is likely to result in additional vehicular movements in the local area and could therefore have a detrimental impact on local air quality. Nevertheless, the proposed use of the site could encourage greater use of the Metrolink and reduce the number of vehicular movements elsewhere in the Borough, particularly on radial routes towards Manchester City Centre including the A56. As such, the impact of the proposed use on the objective is considered to be uncertain.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	0	0	0	Medium	N/A	N/A		
	There are no designated heritage assets within 300m of the site and it is considered that the proposed use of the site is unlikely to have a significant effect on the either landscape of townscape character.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	0	0	0	Medium	N/A	N/A		
	The use of the site as a park and ride car park is a non-economic use and would not result in the loss of a previously identified employment site. As such, the proposed use of the site would be unlikely to have any significant impact on the objective.							
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	0	0	0	Medium	N/A	N/A		
	The use of the site as a park and ride car park is unlikely to create a significant number of employment opportunities or help reduce economic disparities. As such, it is unlikely to have any significant impact on the objective.							
EC3. Enhance Trafford's image	0	0	0	Medium	N/A	N/A		

Dane Road Park Metrolink Park and Ride Site								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
as a tourism destination	The use of the site as a park and ride car park is unlikely to have any significant impact on the image of Trafford as a tourism destination. As such, the proposed use of the site would be unlikely to have any significant impact on the objective.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The use of the site as a park and ride car park is unlikely to have any significant impact on the vitality or viability of Trafford's town centres. As such, it is unlikely to have any significant impact on the objective.							
EC5. Improve the social and environmental performance of the economy	0	0	0	Medium	N/A	N/A		
	The use of the site as a park and ride car park is unlikely to have a significant impact on the social or environmental performance of the economy. As such, it is unlikely to have any significant impact on the objective.							
Sustainability Summary								
<p>The proposed use of the site as a park and ride car park would be unlikely to have a significant impact on the majority of the sustainability objectives. The proposed use of the site would enhance transport infrastructure and could improve access to the Metrolink. As such, the proposed use of the site has the potential to have a positive impact on the objectives that relating to improving access to services and facilities and enhancing transport infrastructure.</p> <p>The proposed use of the site would have the potential to generate additional traffic in the local area. The proposed use of the site could however increase the use of Metrolink and reduce traffic elsewhere in the Borough. As such, the proposed use of the site would have an uncertain impact on the objectives of reducing the effects of traffic on the environment and protecting air quality. The proposed use of the site would also result in development taking place in a location that is adjacent to a wildlife corridor. As such, the proposed use of the site could have a negative impact on the objective relating to biodiversity, flora and fauna. However, in the absence of appropriate ecological surveys and due to Core Strategy policy R2 requiring proposals to protect and enhance biodiversity, there is only a low level of certainty over this impact.</p>								

Key for effects					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

TR3 – Highway Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact on the objective.							
S2. Improve accessibility for all to essential services and facilities	+	+	+	Medium	Local	Long term		
	The policy promotes a range of measures to improve the functioning of the highways network and, as such, could improve access to services and facilities. Consequently, the policy has the potential to have a positive impact on the objective.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	++	++	++	Medium	Local	Long term		
	The policy promotes a range of measures to enhance the Strategic Road Network. It also identifies a series of junction improvements that are proposed on the Primary Road Network and safeguards a number of routes to serve development at the Trafford Centre Rectangle and Carrington Strategic Locations which are proposed by policies SL4 and SL5 of the Core Strategy. Consequently, the policy could significantly enhance Trafford's transport infrastructure and therefore has the potential to have a major positive impact on the objective.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon crime, disorder and fear of crime. As such, it is unlikely to have a significant impact on the objective.							
S5. Reduce poverty and social exclusion	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life	
	The policy promotes a range of measures to improve the functioning of the highways network and, as such, could improve access to employment opportunities, services and facilities. Consequently, the policy has the potential to have a positive impact on the objective.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon community identity and welfare. As such, it is unlikely to have a significant impact on the objective.							
S7. Improve qualifications and skills of the resident population	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon qualifications and skills. As such, it is unlikely to have a significant impact on the objective.							
S8. Improve the health and, inequalities in health of the population	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon health. As such, it is unlikely to have a significant impact on the objective.							

TR3 – Highway Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S9. Protect and improve local neighbourhood quality	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to result in the improvement of any neglected sites/land. As such, it is unlikely to have a significant impact on the objective.							
Environment								
E1. Reduce the effect of traffic on the environment	?	?	?	Low	Local	Long term	Secondary impacts on air quality and greenhouse gas emissions.	
	The policy promotes a range of measures to enhance the highways network, including safeguarding the route of proposed new roads. The delivery of these measures to improve the functioning of the highways network could reduce congestion and thereby have a positive impact on the objective of reducing the effect of traffic on the environment. Nevertheless, the delivery of additional highways infrastructure is unlikely to reduce the number of vehicles on the road and could, in actual fact, have the opposite effect. The policy would therefore have an uncertain impact on the objective.							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon biodiversity and open space. As such, it is unlikely to have a significant impact on the objective.							
E3. Reduce contributions to climate change	?	?	?	Low	Local	Long term		
	The policy promotes a range of measures to enhance the highways network, including safeguarding the route of proposed new roads. The delivery of these measures to improve the functioning of the highways network could reduce congestion and thereby have a positive impact on contributions to climate change from the transport sector. Nevertheless, the delivery of additional highways infrastructure is unlikely to reduce the number of vehicles on the road and could, in actual fact, have the opposite effect. The policy would therefore have an uncertain impact on the objective.							
E4. Reduce impact of climate change	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon reducing the impacts of climate change. As such, it is unlikely to have a significant impact on the objective.							
E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the environmental impacts of consumption and production. As such, it is unlikely to have a significant impact on the objective.							
E6. Conserve land resources and reduce land contamination	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon land resources and contamination. As such, it is unlikely to have a significant impact on the objective.							
E7. Protect and improve	0	0	0	Medium	N/A	N/A		

TR3 – Highway Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
water quality	The policy promotes the expansion of the water taxi service. It is recognised that increased usage of the Manchester Ship Canal for water taxis could have some impact on water quality. Nevertheless, it is considered that any increase in water taxi service is unlikely to be of a scale that would have a significant impact on water quality.							
E8. Protect and improve air quality	?	?	?	Low	Local	Long term		
	The policy promotes a range of measures to enhance the highways network, including safeguarding the route of proposed new roads. The delivery of these measures to improve the functioning of the highways network could reduce congestion and thereby have a positive impact on air quality. Nevertheless, the delivery of additional highways infrastructure is unlikely to reduce the number of vehicles on the road and could, in actual fact, have the opposite effect. The policy would therefore have an uncertain impact on the objective.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon landscapes and townscapes. As such, it is unlikely to have a significant impact on the objective.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	++	++	++	Medium	Local	Long term	Secondary impacts on job creation and deprivation	
	By identifying a series of measures that will be implemented to support the levels of growth proposed in the Borough and/or address existing congestion, the policy has the potential to have a major positive impact on the economic performance by ensuring that economic growth and productivity are not adversely affected by congestion and an inadequate highways network. The policy could therefore have a major positive impact on the objective.							
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life	
	The policy promotes a range of measures to improve the functioning of the highways network and, as such, could improve access to employment opportunities. Consequently, the policy has the potential to have a positive impact on the objective.							
EC3. Enhance Trafford's image as a tourism destination	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the image of Trafford as a tourism destination. As such, it is unlikely to have a significant impact on the objective.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.							

TR3 – Highway Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
EC5. Improve the social and environmental performance of the economy	0	0	0	Medium	N/A	N/A		
The policy is unlikely to have a significant impact upon the social and environmental performance of Trafford's economy. As such, it is unlikely to have a significant impact on the objective.								
Sustainability Summary								
<p>The policy has the potential to have a positive impact on a number of objectives. The policy promotes a range of measures to enhance the Strategic Road Network, identifies a series of junction improvements that are proposed on the Primary Road Network and safeguards a number of routes to serve development at the Trafford Centre Rectangle and Carrington Strategic Locations which are proposed by policies SL4 and SL5 of the Core Strategy. Consequently, the policy has the potential to have a major positive impact on the objective that relates to enhancing Trafford's transport infrastructure. In addition, the highway infrastructure improvements proposed by the policy could improve physical access to services, facilities and employment opportunities and the policy could therefore have some positive impact on the objectives that relate to reducing poverty and social exclusion; reducing economic disparities; and improving access to services and facilities. By identifying a series of measures that will be implemented to support the levels of growth proposed in the Borough and/or address existing congestion, the policy also has the potential to have a major positive impact on the objective that relates to Trafford's economic performance by ensuring that economic growth and productivity are not adversely affected by congestion and an inadequate highways network.</p> <p>The policy would not have a negative impact on any of the objectives. Nevertheless, whilst the measures proposed by the policy could improve the functioning of the highways network and reduce congestion, the delivery of additional highways infrastructure is unlikely to reduce the number of vehicles on the road and could, in actual fact, have the opposite effect. Accordingly, the policy would have an uncertain impact on the objectives that relate to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality.</p>								

Key for effects

++ major positive; + minor positive; 0 neutral; – minor negative; – – major negative; ? uncertain

TR4 – Freight Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact on the objective.							
S2. Improve accessibility for all to essential services and facilities	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon access to services and facilities. As such, it is unlikely to have a significant impact on the objective.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	+	+	+	Medium	Local	Long term	Secondary impacts on health	
	The policy promotes a range of measures that will enhance Trafford's transport infrastructure. Specifically, it safeguards the freight railway routes in Trafford Park and seeks to resist development proposals that would prejudice the integrity of the Manchester Ship Canal as a freight transport route. The policy therefore has the potential to have some positive impact on the objective.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon crime, disorder and fear of crime. As such, it is unlikely to have a significant impact on the objective.							
S5. Reduce poverty and social exclusion	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have any direct impacts on poverty and deprivation. As such, the policy is unlikely to have a significant impact on the objective.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon community identity and welfare. As such, it is unlikely to have a significant impact on the objective.							
S7. Improve qualifications and skills of the resident population	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon qualifications and skills. As such, it is unlikely to have a significant impact on the objective.							
S8. Improve the health and, inequalities in health of the population	+	+	+	Medium	More than local	Long term		Require proposals for the movement of goods by other forms of transport to not prejudice residential amenity.

TR4 – Freight Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	The policy has the potential to reduce the amount of freight that is delivered by road which could have a positive impact on air quality and also reduce the amount noise and disturbance associated with transporting goods by road. The policy also seeks to route vehicles away from residential areas and stipulates that where the adjoining land use is primarily residential in nature, suitable measures will be required to ensure that the environment and amenity of the occupiers of adjoining properties is not prejudiced by the movement of goods by road. The policy therefore has the potential to have some positive effect on health. The level of certainty could however be increased by also requiring the movement of goods by other forms of transport, such as rail, to not prejudice amenity of the occupiers of adjoining properties.							
S9. Protect and improve local neighbourhood quality	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to result in the improvement of any neglected sites/land. As such, it is unlikely to have a significant impact on the objective.							
Environment								
E1. Reduce the effect of traffic on the environment	++	++	++	Medium	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions.	
	The policy promotes the movement of freight by rail and the Manchester Ship Canal as an alternative to by road. The policy therefore has the potential to help reduce the effects of traffic on the environment by encouraging a greater proportion of freight to be transported by other means of transport. The policy could therefore have a major positive impact on the objective and its sub-objective of managing traffic flows and congestion.							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon biodiversity and open space. As such, it is unlikely to have a significant impact on the objective.							
E3. Reduce contributions to climate change	++	++	++	Medium	Local	Long term	Secondary impacts associated with climate change	
	The policy promotes the movement of freight by rail and the Manchester Ship Canal as an alternative to by road. The policy therefore has the potential to reduce the level of emissions associated with the transportation of goods. The policy could therefore have a major positive impact on the objective.							
E4. Reduce impact of climate change	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon reducing the impacts of climate change. As such, it is unlikely to have a significant impact on the objective.							
E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the environmental impacts of consumption and production. As such, it is unlikely to have a significant impact on the objective.							
E6. Conserve land	0	0	0	Medium	N/A	N/A		

TR4 – Freight Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
resources and reduce land contamination	The policy is unlikely to have a significant impact upon land resources and contamination. As such, it is unlikely to have a significant impact on the objective.							
E7. Protect and improve water quality	?	?	?	Low	Local	Long term		
	The policy promotes the use of the Manchester Ship Canal for the transportation of goods. Intensifying the use of the Manchester Ship Canal for the transportation of goods has the potential to impact upon water quality. Nevertheless, given that the extent to which the policy would increase the use of the Manchester Ship Canal for freight transportation is unknown, it is uncertain whether any impact from the policy on this objective would be significant.							
E8. Protect and improve air quality	++	++	++	Medium	More than local	Long term	Secondary impacts on health, particularly among those who suffer from respiratory illnesses	
	The policy promotes the movement of freight by rail and the Manchester Ship Canal as an alternative to by road. The policy therefore has the potential to improve air quality by reducing the level of emissions associated with the transportation of goods. The policy could therefore have a major positive impact on the objective.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon landscapes and townscapes. As such, it is unlikely to have a significant impact on the objective.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation	
	By encouraging the transportation of goods by rail and water as an alternative to road, the policy could help reduce congestion which has an adverse impact on economic growth and productivity. Consequently, the policy has the potential to have some positive impact on the objective.							
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have any direct impacts on economic disparities and is therefore unlikely to have a significant impact on the objective.							
EC3. Enhance Trafford's	0	0	0	Medium	N/A	N/A		

TR4 – Freight Transport Network								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
image as a tourism destination	The policy is unlikely to have a significant impact upon Trafford's image as a tourism destination. As such, it is unlikely to have a significant impact on the objective.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.							
EC5. Improve the social and environmental performance of the economy	+	+	+	Medium	Local	Long term		
	The policy supports the transportation of goods by rail and water as an alternative to road. The policy therefore has the potential to improve the environmental performance of the economy by promoting the use of a more energy efficient means of distribution.							
Sustainability Summary								
<p>The policy has the potential to have a positive impact on a number of objectives. In particular, by promoting the use of rail and the Manchester Ship Canal as alternative to transporting goods by road, the policy has the potential to reduce the volume of traffic on the roads and could thereby have a major positive impact on the objectives concerned with reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The promotion of these more energy efficient modes of transport means that the policy could also have some positive effect on the objective of improving the environmental performance of the economy. In addition, by helping to reduce congestion on the roads, the policy also has the potential to have some positive effect on the objective of enhancing Trafford's high economic performance.</p> <p>The policy seeks to reduce the impact of freight transport on Trafford's communities by seeking to route vehicles away from residential areas and by stipulating that where the adjoining land use is primarily residential in nature, suitable measures will be required to ensure that the environment and amenity of the occupiers of adjoining properties is not prejudiced by the movement of goods by road. The policy therefore has the potential to have some positive effect on health. The policy could also have a positive effect on the objective that is concerned with enhancing Trafford's transport infrastructure.</p> <p>The policy would not have a negative impact on any of the objectives. However, the policy promotes the use of the Manchester Ship Canal for the transportation of goods and intensifying the use of this waterway could have some impact on the objective of protecting water quality. Nevertheless, given that the extent to which the policy would result in increased use of the Manchester Ship Canal for freight transportation is unknown, it is uncertain whether any impact from the policy on the objective would be significant.</p>								

Key for effects					
++ major positive;	+ minor positive;	0 neutral;	– minor negative;	– – major negative;	? uncertain

TR5 – Off Airport Car Parking								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact on the objective.							
S2. Improve accessibility for all to essential services and facilities	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon access to essential services and facilities. As such, it is unlikely to have a significant impact on the objective.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon transport infrastructure and choice of travel mode. As such, it is unlikely to have a significant impact on the objective.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon crime, disorder and fear of crime. As such, it is unlikely to have a significant impact on the objective.							
S5. Reduce poverty and social exclusion	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life	
	The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy. The policy has the potential to support the expansion of Manchester Airport which is a major source of employment that is located in relatively close proximity to areas of deprivation, including the Broomwood Regeneration Area and other areas outside of the Plan area. The policy would also prevent the provision of additional airport car parking where it would conflict with the supply of employment land. The policy therefore has the potential to have a positive impact on poverty and social exclusion.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon community identity and welfare. As such, it is unlikely to have a significant impact on the objective.							
S7. Improve qualifications and skills of the resident population	0	0	0	Medium	N/A	N/A		
	The proposed policy is unlikely to have a significant impact upon qualifications and skills. As such, it is unlikely to have a significant impact on the objective.							
S8. Improve the health	0	0	0	Medium	N/A	N/A		

TR5 – Off Airport Car Parking								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
and, inequalities in health of the population	The proposed policy is unlikely to have a significant direct impact upon health. As such, it is unlikely to have a significant impact on the objective.							
S9. Protect and improve local neighbourhood quality	0	0	0	Medium	N/A	N/A		
The proposed policy is unlikely to result in the improvement of any neglected sites/land. As such, it is unlikely to have a significant impact on the objective.								
Environment								
E1. Reduce the effect of traffic on the environment	+	+	+	Medium	Local	Long term		
Although Manchester Airport is accessible by a range of different modes of transport and will be served by the Metrolink by 2016, the provision of additional parking at the airport has the potential to encourage users of the airport to travel by unsustainable modes of travel which could have an adverse impact on congestion. Nevertheless, the policy itself does not encourage the provision of additional off-airport parking and instead lists a series of criteria that will be used to assess such proposals, which does include the level of access to the site from the primary and strategic route network. The policy could therefore have some positive impact on the objective.								
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	+	+	+	Low	Local	Long term	Secondary impacts on perceptions of the area.	Consider including the impact of the proposal on biodiversity as an additional criterion that will be taken into account when assessing proposals for off-airport parking.
The policy states that in considering applications for new off-airport car parking consideration will be given to the whether the proposals conflict with policies for the protection of open land. The policy therefore has the potential to have some positive impact on the elements of the objective that relate to protecting open space. The list of criteria that will be taken into account when considering applications for new off-airport car parking does not include the impact of the proposals on biodiversity and this reduces the level of certainty that the policy would have a positive impact on this objective.								
E3. Reduce contributions to climate change	0	0	0	Medium	N/A	N/A		
Although Manchester Airport is accessible by a range of different modes of transport and will be served by the Metrolink by 2016, the provision of additional parking at the airport could encourage users of the airport to travel by unsustainable modes of travel which could have an adverse impact on carbon emissions. Nevertheless, the policy itself does not encourage the provision of additional off-airport parking and instead lists a series of criteria that will be used to assess such proposals. The policy is therefore unlikely to have any significant impact on the objective.								
E4. Reduce impact of climate change	0	0	0	Medium	N/A	N/A		
The policy is unlikely to have a significant impact upon reducing the impacts of climate change. As such, it is unlikely to have a significant impact on the objective.								
E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N/A	N/A		
The policy is unlikely to have a significant impact upon the environmental impacts of consumption and production. As such, it is unlikely to have a significant impact on the objective.								

TR5 – Off Airport Car Parking								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E6. Conserve land resources and reduce land contamination	+	+	+	Medium	Local	Long term	Secondary impacts on perceptions of the area.	
	The policy states that in considering applications for new off-airport car parking consideration will be given to whether the proposals conflict with policies for the protection of open land. The policy therefore has the potential to have a positive impact on the objective of conserving land resources.							
E7. Protect and improve water quality	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon water quality. As such, it is unlikely to have a significant impact on the objective.							
E8. Protect and improve air quality	0	0	0	Medium	N/A	N/A		Consider including the impact of the proposal on local air quality as an additional criterion that will be taken into account when assessing proposals for off-airport parking.
	Although Manchester Airport is accessible by a range of different modes of transport and will be served by the Metrolink by 2016, the provision of additional parking at the airport could encourage users of the airport to travel by unsustainable modes of travel which could have an adverse impact on air quality, particularly as the airport is located in close proximity to a number of roads that are designated as AQMAs. Nevertheless, the policy itself does not encourage the provision of additional off-airport parking and instead lists a series of criteria that will be used to assess such proposals. The policy itself is therefore unlikely to have any significant impact on the objective. However, given the proximity of the airport to a number of AQMAs, the impact of the proposal on local air quality could potentially be included as an additional criterion that will be used to assess proposals.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	Medium	Local	Long term	Secondary impacts on perceptions of the area.	
	The policy states that in considering applications for new off-airport car parking consideration will be given to the visual impact of the proposed use on the character and appearance of the surrounding area and whether the proposals conflict with policies for the protection of areas of special landscape value. The policy therefore has the potential to have a positive impact on the objective of protecting landscape character.							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	++	++	++	Medium	More than local	Long term	Secondary impacts on deprivation.	
	The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy. It establishes that on site the airport sustains 19,000 jobs, together with a further 16,000 indirectly, and states that the airport is one of Manchester's key differentiators from other comparator cities outside London and is important in attracting investment. The policy has the potential to support the expansion of Manchester Airport and also seeks to prevent the development of off-airport parking where this would have an adverse impact on the supply of employment land in relation to Core Strategy policies R4, R2 and W1. The policy therefore has the potential to support job growth at the airport and prevent development that would result in the loss of land that is needed to sustain economic growth in Trafford. It could therefore have a major positive impact on the objective.							

TR5 – Off Airport Car Parking								
SA Objective	Timescale			Nature of Effect				Mitigation
	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life	
	The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy. The policy has the potential to support the expansion of Manchester Airport which is a major source of employment that is located in relatively close proximity to areas of disadvantage, including the Broomwood Regeneration Area and other areas outside of the Plan area. The policy would also prevent the provision of additional airport car parking where it would conflict with the supply of employment land. The policy therefore has the potential to support job growth at the airport and prevent development that would result in the loss of land that is needed to sustain economic growth in Trafford. The policy could therefore have a positive impact on reducing disparities.							
EC3. Enhance Trafford's image as a tourism destination	+	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation	
	Manchester Airport is vitally important for the tourism offer of Greater Manchester, including Trafford, and the north of England. The policy has the potential to support the expansion of Manchester Airport which could have some positive impact on the objective.							
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N/A	N/A		
	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.							
EC5. Improve the social and environmental performance of the economy	0	0	0	Medium	N/A	N/A		
	Although Manchester Airport is accessible by a range of different modes of transport and will be served by the Metrolink by 2016, the provision of additional parking at the airport could encourage users of the airport to travel by unsustainable modes of travel which could have an adverse impact on carbon emissions. Nevertheless, the policy itself does not encourage the provision of additional off-airport parking and is therefore unlikely to have a significant impact upon the social and environmental performance of Trafford's economy.							
Sustainability Summary								
<p>The policy has the potential to have a positive impact on a number of objectives, particularly those that relate to economic and environmental issues. The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy and the policy has the potential to support the expansion of Manchester Airport but would also prevent the development of off-airport parking where this would have an adverse impact on the supply of employment land in relation to Core Strategy policies R4, R2 and W1. The policy therefore has the potential to have a major positive effect on the objective that relates to enhancing Trafford's economic performance and some positive effect on the objectives that relate to reducing disparities; reducing poverty and social exclusion; and enhancing Trafford's image as a tourism destination.</p> <p>The policy includes a list of criteria that will be taken into account when assessing proposals for additional off-airport car parking. These criteria should ensure that the policy has a positive impact on the objectives that relate to the effects of traffic on the environment; protecting open space; conserving land resources; and protecting landscape character.</p> <p>The policy would not have a negative or uncertain impact on any of the objectives.</p>								

Key for effects					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

Appendix J

Low Carbon Growth Areas

LO1: Low Carbon Growth Areas	
Option 1	Define boundaries for Low Carbon Growth Areas in Altrincham, the Carrington Strategic Location and Trafford Park
Option 2	Do not define boundaries for Low Carbon Growth Areas in Altrincham, Carrington and Trafford Park

LO1: Low Carbon Growth Areas									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social									
S1. Achieve a better balance and mix in the housing market between availability and demand	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Option 1 would define Low Carbon Growth Areas where new development is encouraged to connect to any low carbon energy generating infrastructure that is delivered in the area. New development would not be required to connect to any such infrastructure and would only choose to do so if it would not have an unacceptable impact on the viability of the development. Accordingly, defining Low Carbon Growth Areas should not have any significant impact on housing delivery and the objective. The option of not defining a low carbon growth area is also unlikely to have a significant impact on the objective.								
S2. Improve accessibility for all to essential services and facilities	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon the accessibility of services and facilities and, as such, both options are unlikely to have a significant effect on the objective.								
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon transport infrastructure and choice of travel mode. As such, both options are unlikely to have a significant impact on the objective.								
S4. Reduce crime, disorder and the fear of crime	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon crime, disorder and fear of crime. As such, both options are unlikely to have a significant impact on the objective.								

LO1: Low Carbon Growth Areas									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S5. Reduce poverty and social exclusion	Option 1	+	+	+	Low	Local	Long term	Secondary impacts on quality of life.	Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	Option 2	0	0	0	Medium	N/A	N/A		
	Defining Low Carbon Growth Areas where new development is encouraged to connect to any low carbon energy generating infrastructure that is delivered in the area could help reduce energy costs and thereby decrease incidence of fuel poverty. As such, the option has the potential to have a positive effect on the objective. However, as new development would only be encouraged, rather than required, to connect to low carbon energy generating infrastructure and as it is also presently uncertain whether any such infrastructure would be delivered in these areas, there is only a low level of certainty about this impact. The option of not defining a low carbon growth area is unlikely to have any significant impact on the objective.								
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon community identity and welfare. As such, both options are unlikely to have a significant impact on the objective.								
S7. Improve qualifications and skills of the resident population	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon qualifications and skills. As such, both options are unlikely to have a significant impact on the objective.								

LO1: Low Carbon Growth Areas									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S8. Improve the health and, inequalities in health of the population	Option 1	+	+	+	Low	Local	Long term	Secondary impacts on quality of life.	Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	Option 2	0	0	0	Medium	N/A	N/A		
	Defining Low Carbon Growth Areas where new development is encouraged to connect to any low carbon energy generating infrastructure that is delivered in the area could help reduce energy costs and thereby decrease incidence of fuel poverty. As such, the option has the potential to have a positive effect on the objective. However, as new development would only be encouraged, rather than required, to connect to low carbon energy generating infrastructure and as it is also presently uncertain whether any such infrastructure would be delivered in these areas, there is only a low level of certainty about this impact. The option of not defining a low carbon growth area is unlikely to have any significant impact on the objective.								
S9. Protect and improve local neighbourhood quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon local neighbourhood quality. As such, both options are unlikely to have a significant impact on the objective.								
Environment									
E1. Reduce the effect of traffic on the environment	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon traffic and congestion. As such, both options are unlikely to have a significant impact on the objective.								
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon open space, biodiversity and geological features. As such, both options are unlikely to have a significant impact on the objective.								

LO1: Low Carbon Growth Areas									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E3. Reduce contributions to climate change	Option 1	++	++	++	Low	Local	Long term	Secondary impacts associated with climate change	Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	Option 2	0	0	0	Medium	N/A	N/A		
	Defining Low Carbon Growth Areas where new development is encouraged to connect to any low carbon energy generating infrastructure that is delivered in the area could help reduce the carbon emissions. As such, the option has the potential to have a positive effect on the objective and its sub-objectives relating to carbon emissions, energy efficiency, and the proportion of energy that is generated from renewable sources. However, as new development would only be encouraged, rather than required, to connect to low carbon energy generating infrastructure and as it is also presently uncertain whether any such infrastructure would be delivered in these areas, there is only a low level of certainty about this impact. The option of not defining a low carbon growth area is unlikely to have any significant impact on the objective.								
E4. Reduce impact of climate change	Option 1	+	+	+	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The identification of Low Carbon Growth Areas will be supported by an SPD which will provide guidance on climate change adaptation measures, and therefore has the potential to have a positive effect on the objective. The option of not defining a low carbon growth area is unlikely to have any significant impact on the objective.								
E5. Reduce the environmental impacts of consumption and production	Option 1	++	++	++	Low	Local	Long term		Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	Option 2	0	0	0	Medium	N/A	N/A		

LO1: Low Carbon Growth Areas									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
		Defining Low Carbon Growth Areas where new development is encouraged to connect to any low carbon energy generating infrastructure that is delivered in the area could help reduce the consumption of raw materials associated with energy generation. As such, the option has the potential to have a positive effect on the objective and its sub-objective of ensuring the sustainable management of mineral resources. However, as new development would only be encouraged, rather than required, to connect to low carbon energy generating infrastructure and as it is also presently uncertain whether any such infrastructure would be delivered in these areas, there is only a low level of certainty about this impact. The option of not defining a low carbon growth area is unlikely to have any significant impact on the objective.							
E6. Conserve land resources and reduce land contamination	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon land resources and land contamination. As such, both options are unlikely to have a significant impact on the objective.								
E7. Protect and improve water quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon water quality. As such, both options are unlikely to have a significant impact on the objective.								
E8. Protect and improve air quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon air quality. As such, both options are unlikely to have a significant impact on the objective.								
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon townscape and landscape character. As such, both options are unlikely to have a significant impact on the objective.								
Economic									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Option 1 would define Low Carbon Growth Areas where new development is encouraged to connect to any low carbon energy generating infrastructure that is delivered in the area. New development would not be required to connect to any such infrastructure and would only choose to do so if it would not have an unacceptable impact on the viability of the development. Accordingly, defining Low Carbon Growth Areas should not have any adverse impact on economic development and the objective. The option of not defining a low carbon growth area is also unlikely to have a significant impact on the objective.								

LO1: Low Carbon Growth Areas									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon reducing disparities. As such, both options are unlikely to have a significant impact on the objective.								
EC3. Enhance Trafford's image as a tourism destination	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon Trafford's image as a tourism destination. As such, both options are unlikely to have a significant impact on the objective.								
EC4. Encourage the long term sustainability of Trafford's Town Centres	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	Option 1 would define Altrincham town centre as a Low Carbon Growth Areas and would encourage new development in the area to connect to any low carbon energy generating infrastructure that is delivered in the area. New development would however not be required to connect to any such infrastructure and would only choose to do so if it would not have an unacceptable impact on the viability of the development. Accordingly, defining Altrincham as a Low Carbon Growth Area should not have any adverse impact on the viability of development in the town centre and is therefore also unlikely to any significant impact on the objective. The option of not defining a low carbon growth area is also unlikely to have a significant impact on the objective.								
EC5. Improve the social and environmental performance of the economy	Option 1	+	+	+	Low	More than local	Long term		Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	Option 2	0	0	0	Medium	N/A	N/A		
	Defining Low Carbon Growth Areas in Altrincham and Trafford Park would encourage new development in Trafford's main town centre and principal employment area to connect to any low carbon energy generating infrastructure that is delivered in the area. As such, the option has the potential to have a positive effect on the environmental performance of the economy. Nevertheless, as new development would only be encouraged, rather than required, to connect to low carbon energy generating infrastructure and as it is also presently uncertain whether any such infrastructure would be delivered in the area, there is only a low level of certainty about this impact. The option of not defining a low carbon growth area is unlikely to have any significant impact on the objective.								

LO1: Low Carbon Growth Areas									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Sustainability Summary									
<p>The option of defining boundaries for Low Carbon Growth Areas in Altrincham, the Carrington Strategic Location and Trafford Park would have a positive impact on a number of objectives. In particular, this option could help reduce the consumption of energy minerals and reduce carbon emissions and could thereby have a major positive effect on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production. The option could also help improve the environmental performance of the economy, have some positive effect on reducing the impacts of climate change and by having the potential to reduce incidences of fuel poverty may also have some positive impact on the objectives relating to poverty and health. There is however only a low level of certainty about the impact on all of these objectives as new development in these areas would only be encouraged, rather than required, to connect to low carbon energy generating infrastructure and it is also presently uncertain whether any such infrastructure would be delivered in the area. It is however recognised that the approach to Low Carbon Growth Areas is already set out in the Core Strategy and that requiring development to connect to low carbon energy generating infrastructure could have an adverse impact on the viability of development. As such, no mitigation measures are recommended.</p> <p>The option of not defining boundaries for Low Carbon Growth Areas in Altrincham, the Carrington Strategic Location and Trafford Park would be unlikely to have any significant impact on any of the objectives.</p>									

Key for effects

++ major positive; + minor positive; 0 neutral; – minor negative; – – major negative; ? uncertain

Appendix K

Flood Risk Management

FL1 – Safeguarding of Areas for Flood Management	
Option 1	Safeguard flood storage areas at Sale Water Park and Salisbury Road playing fields in Timperley and only permit development in these areas if it would not have an adverse impact on the functioning of these areas for flood management, will not itself be at unacceptable risk from flooding and will provide access for maintenance purposes.
Option 2	Do not identify flood storage areas

FL1 – Safeguarding of Areas for Flood Management								
SA Objective	Option	Timescale			Nature of Effect			Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	
Social								
S1. Achieve a better balance and mix in the housing market between availability and demand	Option 1	0	0	0	Medium	N/A	N/A	
	Option 2	0	0	0	Medium	N/A	N/A	
	The approach to flood storage areas is unlikely to have a significant impact upon the provision of housing, particularly given that Trafford's Strategic Housing Land Availability Assessment has demonstrated that there are sufficient suitable and developable sites in the Borough to meet its housing provision requirements without releasing either of the sites listed in Option 1. Consequently, both options are unlikely to have a significant impact on the objective.							
S2. Improve accessibility for all to essential services and facilities	Option 1	0	0	0	Medium	N/A	N/A	
	Option 2	0	0	0	Medium	N/A	N/A	
	The approach to flood storage areas is unlikely to have a significant impact upon accessibility for all to essential services and facilities. Consequently, both options are unlikely to have a significant impact on the objective.							
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.	Option 1	0	0	0	Medium	N/A	N/A	
	Option 2	0	0	0	Medium	N/A	N/A	
	The approach to flood storage areas is unlikely to have a significant impact upon transport infrastructure and choice of travel mode. As such, both options are unlikely to have a significant impact on the objective.							
S4. Reduce crime, disorder and the fear of crime	Option 1	0	0	0	Medium	N/A	N/A	
	Option 2	0	0	0	Medium	N/A	N/A	
	The approach to flood storage areas is unlikely to have a significant impact upon crime, disorder and fear of crime. As such, both options are unlikely to have a significant impact on the objective.							
S5. Reduce poverty and social exclusion	Option 1	0	0	0	Medium	N/A	N/A	
	Option 2	0	0	0	Medium	N/A	N/A	
	The approach to flood storage areas is unlikely to have a significant impact upon poverty and social exclusion. As such, both options are unlikely to have a significant impact on the objective.							

FL1 – Safeguarding of Areas for Flood Management									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon community identity and welfare. As such, both options are unlikely to have a significant impact on the objective.								
S7. Improve qualifications and skills of the resident population	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon qualifications and skills. As such, both options are unlikely to have a significant impact on the objective.								
S8. Improve the health and, inequalities in health of the population	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon health. As such, both options are unlikely to have a significant impact on the objective.								
S9. Protect and improve local neighbourhood quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon local neighbourhood quality. As such, both options are unlikely to have a significant impact on the objective.								
Environment									
E1. Reduce the effect of traffic on the environment	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon traffic generation. As such, both options are unlikely to have a significant impact on the objective.								
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on perceptions of the area.	
	Option 2	0	0	0	Medium	N/A	N/A		
	Option 1 could have some positive impact on the objective by protecting areas of open space at Sale Water Park and Timperley. The protection of these areas may also have some benefits for biodiversity, particularly given that Sale Water Park is within a wildlife corridor and is adjacent to two SBIs. Consequently, Option 1 has the potential to have some positive impact on the objective. The alternative option of not identifying these areas would be unlikely to have any significant impact on this objective.								
E3. Reduce contributions to climate change	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon carbon emissions. As such, both options are unlikely to have a significant impact on the objective.								

FL1 – Safeguarding of Areas for Flood Management									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E4. Reduce impact of climate change	Option 1	++	++	++	Medium	More than local	Long term		
	Option 2	--	--	--	Medium		Long term		
Option 1 would result in the protection of areas of open space that are required for current and future flood management. Given that climate change is expected to increase incidence of extreme weather events, including flash floods, the protection of the flood storage function of these areas is likely to have a major positive impact on the objective of reducing the impacts of climate change and its sub-objective of minimising the risk of flooding. By contrast, the alternative option of not protecting the flood management function of these areas has the potential to have a negative impact on the objective.									
E5. Reduce the environmental impacts of consumption and production	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
The approach to flood storage areas is unlikely to have a significant direct impact upon the environmental impacts of consumption and production. As such, both options are unlikely to have a significant impact on the objective.									
E6. Conserve land resources and reduce land contamination	Option 1	+	+	+	Medium	Local	Long term		
	Option 2	0	0	0	Medium	N/A	N/A		
Option 1 could have some positive impact on the objective of conserving land resources by protecting areas of open space at Sale Water Park and Timperley. Option 2 would be unlikely to have any significant impact on the objective.									
E7. Protect and improve water quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
The approach to flood storage areas is unlikely to have a significant impact upon water quality. As such, both options are unlikely to have a significant impact on the objective.									
E8. Protect and improve air quality	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
The approach to flood storage areas is unlikely to have a significant impact upon traffic generation and air quality. As such, both options are unlikely to have a significant impact on the objective.									
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
The approach to flood storage areas is unlikely to have a significant impact upon townscape and landscape character. As such, both options are unlikely to have a significant impact on the objective.									
Economic									

FL1 – Safeguarding of Areas for Flood Management									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon Trafford's economic performance. As such, both options are unlikely to have a significant impact on the objective.								
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon reducing disparities. As such, both options are unlikely to have a significant impact on the objective.								
EC3. Enhance Trafford's image as a tourism destination	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon Trafford's image as a tourism destination. As such, both options are unlikely to have a significant impact on the objective.								
EC4. Encourage the long term sustainability of Trafford's Town Centres	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, both options are unlikely to have a significant impact on the objective.								
EC5. Improve the social and environmental performance of the economy	Option 1	0	0	0	Medium	N/A	N/A		
	Option 2	0	0	0	Medium	N/A	N/A		
	The approach to flood storage areas is unlikely to have a significant impact upon the social and environmental performance of Trafford's economy. As such, both options are unlikely to have a significant impact on the objective.								
Sustainability Summary									

FL1 – Safeguarding of Areas for Flood Management									
SA Objective	Option	Timescale			Nature of Effect				Mitigation
		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<p>Both of the proposed options in relation to safeguarding areas for flood management are unlikely to have a significant impact on the majority of the sustainability objectives. The option of safeguarding flood storage areas at Sale Water Park and Salisbury Road playing fields in Timperley does however have the potential to have a major positive impact on the objective that relates to reducing the impacts of climate change and its sub-objective of minimising the risk of flooding. By contrast, the alternative option has the potential to have a major negative impact on this objective.</p> <p>Option 1 could have some positive impact on the objective relating to open space and biodiversity by resulting in the protection of areas of open space at Sale Water Park and Timperley. In addition, this option would also have a positive effect on the objective of conserving land resources. By contrast, the alternative option would be unlikely to have any significant impact on these objectives.</p> <p>Both of the options are unlikely to have a significant impact on any of the other objectives.</p>									

Key for effects

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