

CQAAP CONSULTATION DOCUMENT C: UPDATED INTEGRATED ASSESSMENT

APPENDIX 3: UPDATED INTEGRATED ASSESSMENT RESULTS

Policy CQ1 – Civic Quarter Regeneration

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
4	+	+	+	This broad policy ensures future development will accord with the AAP. The AAP encourages a mix of housing so meets this IA objective.
<u>1</u> UPDATED	±	±	++	<u>This leading policy of the CQAAP refers to the regeneration of the Civic Quarter as being residential-led. The policy has been redrafted to ensure that it is as effective as possible in securing the Civic Quarter's transformation. The policy forms the foundations for the housing-based aims of this objective.</u>
<u>2</u>	+	+	+	<p>This broad policy ensures future development will accord with the AAP. The AAP does discuss the high deprivation in the area, however, at present it is unclear how the AAP will assist in addressing the inequalities. Regenerating the area may have a positive impact on the area by improving the housing and economic offer. However, this regeneration may alienate the existing communities in, and adjacent to, the AAP.</p> <p>The policy, through the inclusion of a new bullet point, now makes specific reference to development being of benefit to existing communities (by improving access to employment areas, to training and to education, offering improvements to the local environment, adding to the housing stock, including its range, and contributing to healthy lifestyle choices).</p>
<u>2</u> UPDATED	±	±	±	<u>The policy has been redrafted to ensure that it is as effective as possible in securing the Civic Quarter's transformation. Social, environmental and economic regeneration is expected to be achieved through the aims of the CQAAP, as spearheaded by this policy (and with the impacts</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
				<u>benefiting existing as well as new communities). In turn, the aims of this objective (regarding promoting equality of opportunity and reducing deprivation levels) will be achieved.</u>
3	+	+	+	Whilst the AAP does not improve access to community services and facilities it does promote sustainable transport routes and improved green infrastructure which will support healthier lifestyles and improve health.
<u>3</u> UPDATED	±	±	++	<u>The Improved Permeability and Greenspace Parameter Plan as well as the CQAAP Policies Map, which support Policy CQ1, promote improved green infrastructure which will support healthier lifestyles and improve health.</u>
4	++	++	++	The main focus of the AAP is improving the economy of the Civic Quarter and the wider area which will have a positive effect on sustainable economic growth.
<u>4</u> UPDATED	++	++	++	<u>Sustainable economic regeneration is expected to be achieved through the aims of the CQAAP, as spearheaded by this policy (which has been redrafted to maximise these aims). The allowance for phasing in the delivery of major sites may support improved viability and deliverability. The aims of this objective regarding economic growth and job creation will be achieved.</u>
5	n	+	++	The AAP supports the growth of sustainable routes through the Civic Quarter and the rationalisation of car parking. However, this involves a change in habits so the effect will not be immediate.
<u>5</u> UPDATED	n	++	++	<u>Policy CQ1, as redrafted, refers to the Civic Quarter as being one of Trafford's most sustainable and accessible locations. The CQAAP is predicated on exploiting these (and other) characteristics in order to achieve a new high density neighbourhood supported by new pedestrian/cycling movement corridors and with ease of access to public transport options. The aims of this objective will be achieved. However, as this involves a change in habits, the effects may not be immediate.</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
6	n	+	+	The AAP supports the growth of sustainable routes through the Civic Quarter which will improve opportunities to walk and use public transport. However, this involves a change in habits so the effect will not be immediate.
<u>6</u> UPDATED	n	+	++	<u>Policy CQ1, as redrafted, refers to the Civic Quarter as being one of Trafford's most sustainable and accessible locations. The CQAAP is predicated on exploiting these (and other) characteristics in order to achieve a new high density neighbourhood supported by new pedestrian/cycling movement corridors and with ease of access to public transport options. The policy will assist with improving the accessibility of the borough by equitable means.</u>
7 NO CHANGE	++	++	++	The AAP is a very positive document for the improvement of townscape and the character of the Civic Quarter. It has a very direct, positive impact on this IA objective.
8	u	u	u	Whilst the AAP document does discuss and celebrate the heritage of the Civic Quarter without detail of the eventual design of proposals it is uncertain what the eventual impact on Heritage Assets will be.
<u>8</u> UPDATED	n	+	+	<u>The redrafted policy places emphasis on new development which would reinforce the Civic Quarter's heritage. This could serve to enhance the historic environment.</u>
9 NO CHANGE	+	+	+	The AAP and its policies require development to make a positive contribution to air quality. In combination with proposals to increase sustainable transport options this should have a wide spread positive impact on this IA objective.
10 NO CHANGE	+	+	+	The AAP focuses development on brownfield sites that are either derelict or under used at present. This has a positive impact on preserving land and protecting further areas outside of the AAP from development.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
11 NO CHANGE	+	+	+	Policies within the AAP look to conserve water and consider sustainable water management. This will have a generally positive impact on this IA objective.
12 NO CHANGE	n	+	+	At present there is little biodiversity in the Civic Quarter area. Policy and proposals in the AAP look to increase this. Over time this will have a positive impact on this IA objective.
13 NO CHANGE	n	n	n	The AAP will have little impact on the implementation of the waste hierarchy and the use of resources.
14 NO CHANGE	++	++	++	The AAP requires development to demonstrate an actionable zero carbon plan. When combined with the proposals for reducing car usage the AAP will have a very positive impact on this IA objective.
15 NO CHANGE	+	+	+	The Civic Quarter area is at low risk of flooding and as such the AAP policies make little mention of flooding. However, policy does exist to incorporate sustainable water management which will reduce any risk from surface water flooding.
16 NO CHANGE	++	++	++	The AAP requires development to demonstrate an actionable zero carbon plan. When combined with the proposals for reducing car usage the AAP will have a very positive impact on this IA objective.

Policy CQ2 – Housing

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1	++	++	++	<p>The proposed policy commits to the delivery of 4,000 homes within the AAP area, including a suitable mix of types and tenures. The policy directly supports the aims of the IA Objective.</p> <p>The effects would be beneficial to the housing market area and would be long lasting.</p>
<u>1</u> UPDATED	++	++	++	<p><u>The policy now specifically identifies that 2,500 (minimum) of the 4,000 units would be delivered in the plan period, it identifies the bed-size mix that is sought, it presents a clear statement regarding student and older persons accommodation, and it also identifies the percentage of affordable housing sought in qualifying developments. It also provides further clarity that all residential units should provide private amenity space.</u></p>
2	n	n	+	<p>The proposed policy supports the delivery of a variety of types of housing within the AAP area. Having access to a home that meets your needs plays a key role in reducing deprivation. The effects would not be immediate but would in time be positive and would have cumulative long term positive effects.</p> <p>The draft AAP explains that its next iteration will provide an affordable housing policy. This will support the positive effects of the policy.</p>
<u>2</u> UPDATED	±	±	±	<p><u>The policy now specifically identifies the percentage of affordable housing sought in qualifying developments. The securing of affordable housing is an essential component in delivering balanced and inclusive communities.</u></p>
3	+	+	+	<p>Access to a home that meets your needs is a key health determinant. The proposed policy supports a range of new housing development types that would help meet some needs, including adaptable homes. The aspiration of the AAP is to create a mixed used area with opportunities for active travel and areas of green infrastructure for recreation. The area is well connected to public transport. The AAP area would likely be an area with good access to healthcare facilities and social infrastructure. The delivery of housing in this area, along with delivering the other aspirations of the AAP, is likely to have a positive effect on the local community's health. The effects would be long lasting.</p>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
3 UPDATED	+	++	++	The policy now specifically identifies the need for onsite open space and play facilities for qualifying developments. It also refers to the Nationally Described Space Standards and it places more focus on the need to maintain and deliver high residential amenity standards. All of these additions will work towards improved health and well-being.
4 NO CHANGE	+	+	+	New housing developments facilitate economic growth and some job creation – particularly during construction phase. Delivery of housing in this area as part of the overall Borough and wider housing market area requirements will support a strong economy in the area through, for example, providing employees and a community to spend in local retail, services and facilities. The effects should be felt particularly at a local AAP area scale when considering the aspirations to develop a mixed use area with jobs, retail and leisure opportunities within the local vicinity.
5 NO CHANGE	+	+	+	Delivery of homes in this area would contribute to the aims of this IA Objective. The area is well served by public transport. The aspiration of the AAP is to create a mixed use area with opportunities for active travel. The overall effect would be one where the community have greater opportunity for work, leisure, retail and other needs to be met within the local area. For those occasions where further travel is needed, residents will be able to take advantage of the public transport and active transport links. The effect would be positive and long lasting.
6 NO CHANGE	+	+	+	Delivery of homes in this area would contribute to the aims of this IA Objective. The area is well served by public transport and has some services and facilities within the local area. The aspiration of the AAP is to create a mixed use area with opportunities for active travel. The overall effect would be one where the community have greater opportunity for work, leisure, retail and other needs to be met within the local area. For those occasions where further travel is needed, residents will be able to take advantage of the public transport and active transport links. The effect would be positive and long lasting.
7	∅	∅	∅	The proposed policy does include the need for residential development to be of excellent design quality and of appropriate scale, massing and design. The intentions of the proposed policy are positive. There are parts of the AAP area that would undoubtedly benefit from new development in

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
				terms of its appearance. Equally, there are other parts where new development has the potential to be harmful to character. On this basis, the proposed policy is likely to be neutral in its effects.
7 UPDATED	<u>n</u>	<u>n</u>	+	The policy now specifically references appropriate densities but with this being subject to a sensitive and context-led design.
8	<u>u</u>	<u>u</u>	<u>u</u>	The proposed policy does include the need for residential development to be of excellent design quality and of appropriate scale, massing and design. Whilst such considerations would include the impact upon the historic environment, the policy doesn't make specific reference. At this stage, it is unknown what that effect would be. This should be explored further on site-specific IA.
8 UPDATED	<u>u</u>	<u>u</u>	+	The policy now specifically references appropriate densities but with this being subject to a sensitive and context-led design.
9 NO CHANGE	n	+	+	The area currently suffers from poor air quality, with several areas of AQMAs. Delivery of homes in this area would contribute to the aims of the IA Objective to improve air quality, particularly in AQMAs. The area is well served by public transport. The aspiration of the AAP is to create a mixed use area with opportunities for active travel. The overall effect would be one where the community have greater opportunity for work, leisure, retail and other needs to be met within the local area. For those occasions where further travel is needed, residents will be able to take advantage of the public transport and active transport links. The effect would be positive and long lasting.
10 NO CHANGE	++	++	++	Identifying this area for housing delivery is highly positive with regards to this IA Objective due to the development sites being previously developed land. The effect would be permanent and would have wider geographical implications in that it would help to steer development away from greenfield sites in other locations within the housing market area.
11	n	n	n	The development of around 4,000 dwellings in this area could be expected to result in the loss or reduction in natural water storage capacity and demand on water resources. However, development schemes can be an opportunity to improve drainage systems and/or install new infrastructure that are

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				beneficial to the wider area. The proposed policy requires that housing is delivered in accordance with proposed policy CQ4 that relates to water efficiency. On balance, a neutral effect is envisaged.
12 NO CHANGE	u	u	u	The proposed policy seeks the delivery of homes on brownfield land, which tends to be lower in biodiversity interest. There is some priority habitat of deciduous woodland along the Metrolink line on the southern boundary of the area, and other elements of green infrastructure where biodiversity could be harmed or enhanced. Without details of proposed development sites, the potential effect is unknown.
13 NO CHANGE	n	n	n	<p>The proposed policy notes the need to deliver “servicing arrangements” alongside new development. It is not clear if this refers to recycling facilities. In any case, the provision of around 4,000 dwellings in this area would be likely to have a negative effect on waste generated, both in construction and in use. The effect would be long lasting and Borough-wide in its nature.</p> <p>The policy has been updated to make reference to the need for residential development proposals to make adequate refuse management arrangements.</p>
14 NO CHANGE	n	n	n	Development inevitably generates carbon emissions during construction, occupation and movement of residents. However, in considering the sustainable location of the proposed housing delivery and the proposed policy’s requirement for proposals to demonstrate highest levels of energy efficiency and an actionable zero carbon plan (via policy CQ4), a neutral effect is envisaged.
15 NO CHANGE	+	+	+	Directing housing development to this area of the Borough that is of low flood risk is a positive approach. The proposed policy requires that housing is delivered in accordance with proposed policy CQ4 that relates to water efficiency. The proposed policy supports the aims of this IA Objective. The effects would be long lasting and would have regional consequences.
16	n	n	n	The proposed policy is clear that high quality design should be pursued and requires that development is delivered in accordance with policy CQ4, with deals specifically with sustainable design measures. It is not clear how exactly development would be delivered to be resilient to climate change effects and may require further exploration at a site specific level. However, the proposed

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				policy provides a sound basis upon which explore those issues. A neutral effect is envisaged at this stage.

Policy CQ3 – Mixed Use Communities

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1 NO CHANGE	n	n	n	The proposed policy does not have a significant link with the delivery of housing.
2	n	n	+	The proposed policy encourages the delivery of a range of facilities. Whilst the policy is not able to deliver a proactive approach to reducing deprivation, over the longer term it may help to support access and equal opportunity. This may be of a benefit to those living within and just beyond the AAP area.
2 UPDATED	n	+	+	<u>The policy now is clear that the mix of uses encouraged in the Civic Quarter includes children's nurseries and creches, which may serve to increase the supply of affordable childcare provision locally.</u>
3 NO CHANGE	-	n	+	The proposed policy encourages the delivery of GPs and dentists, and a new leisure centre, which would support health in the area. However, the policy only encourages, rather than requires such facilities. It would be expected that it would take time for facilities to come forward within the area, only doing so when an established community would be in place. In this case, the short term effect may be negative with communities struggling to reach the facilities they need.
4	n	+	+	The proposed policy encourages up to 80,000sq.m. of new office and commercial floorspace within the area, along with other uses that would create jobs and encourage local spend. This supports the

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
				aims of this IA Objective. As the policy only encourages rather than requires such development, the effect may take some time to be delivered and can only be considered as minor positive rather than major positive.
4 UPDATED	n	+	++	<u>The policy now encourages an expanded mix of uses (including creches/children’s nurseries, museums and other uses with a tourism focus, small-scale retail uses, and meanwhile uses). It also seeks to resist the loss of new office floorspace. Such adjustments are expected to have a further positive effect on economic growth and job creation.</u>
5 NO CHANGE	-	n	+	The proposed policy encourages the delivery of a range of employment opportunities and facilities within the AAP area. This is a positive approach in reducing the need to travel. However, the policy only encourages, rather than requires such facilities. It would be expected that it would take time for facilities to come forward within the area, only doing so when an established community would be in place. In this case, the short term effect may be negative with communities needing to travel to reach the facilities they need.
6 NO CHANGE	-	n	+	The proposed policy encourages the delivery of facilities and services in the area. However, the policy only encourages, rather than requires such facilities. It would be expected that it would take time for facilities to come forward within the area, only doing so when an established community would be in place. In this case, the short term effect may be negative with communities struggling to reach the facilities they need.
7 NO CHANGE	n	n	n	<p>The proposed policy deals with the encouragement of uses, not their impact upon townscape and landscape character. The effect is unknown at this stage.</p> <p>The policy has been amended to ensure that proper control and management of commercial/service uses takes place in the interests of the amenities of the area, and to avoid an over-proliferation of cafes, bars and restaurants which could impact on resident health.</p>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
8 NO CHANGE	u	u	u	The proposed policy deals with the encouragement of uses, not their impact upon the historic environment. The effect is unknown at this stage.
9 NO CHANGE	n	+	+	The area currently suffers from poor air quality, with several areas of AQMAs. Delivery of new employment and other uses in this area would contribute to the aims of the IA Objective to improve air quality, particularly in AQMAs. The area is well served by public transport. The aspiration of the APP is to create a mixed use area with opportunities for active travel. The overall effect would be one where the community have greater opportunity for work, leisure, retail and other needs to be met within the local area. For those occasions where further travel is needed, residents will be able to take advantage of the public transport and active transport links. The effect would be positive and long lasting.
10 NO CHANGE	+	+	+	Encouraging employment and facility delivery in this area is positive with regards to this IA Objective due to the development sites being previously developed land. The effect would be permanent and would have wider geographical implications in that it would help to steer development away from greenfield sites in other locations within the housing market area.
11 NO CHANGE	n	n	n	The proposed policy encourages up to 80,000sq.m. of new office and commercial floorspace within the area. This could be expected to result in the loss or reduction in natural water storage capacity and demand on water resources. However, development schemes can be an opportunity to improve drainage systems and/or install new infrastructure that are beneficial to the wider area. In considering the wider AAP, on balance, a neutral effect is envisaged.
12 NO CHANGE	u	u	u	The proposed policy encourages development in this area, on brownfield land, which tends to be lower in biodiversity interest. There is some priority habitat of deciduous woodland along the Metrolink line on the southern boundary of the area, and other elements of green infrastructure where biodiversity could be harmed or enhanced. Without details of proposed development sites, the potential effect is unknown.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
13 NO CHANGE	n	n	n	<p>The provision of large scale development in this area, as encouraged in this proposed policy, would be likely to have a negative effect on waste generated, both in construction and in use. The effect would be long lasting and Borough-wide in its nature.</p> <p>The policy has been updated to make reference to the need for residential development proposals to make adequate refuse management arrangements.</p>
14 NO CHANGE	n	n	n	<p>Development inevitably generates carbon emissions during construction, occupation and movement of people. However, in considering the sustainable location of the proposed development, and the AAP's aims for proposals to demonstrate highest levels of energy efficiency and an actionable zero carbon plan (policy CQ4), a neutral effect is envisaged.</p>
15 NO CHANGE	+	+	+	<p>Encouraging development in this area of the Borough that is of low flood risk is a positive approach. The proposed policy supports the aims of this IA Objective, particularly when considering the aims of the AAP to deliver water efficient buildings. The effects would be long lasting and would have regional consequences.</p>
16 NO CHANGE	n	n	n	<p>The link between encouraging employment and facilities and climate change resilience is not significant.</p>

Policy CQ4 – Sustainability and Climate Change

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1 NO CHANGE	n	n	n	There is no significant link between the aims of the proposed policy and the IA Objective.
2 NO CHANGE	n	n	n	There is no significant link between the aims of the proposed policy and the IA Objective.
3	n	n	+	The proposed policy seeks the delivery of sustainable transport modes, opportunities for pedestrian and cycle links, and improved air quality. This represents a positive approach to this IA Objective through encouraging healthier lifestyles and reducing the potential for poor air quality-related illness. The effects would mainly affect those living and working within the AAP area and its close environs. Such effects would take some time to be realised.
<u>3</u> UPDATED	<u>n</u>	<u>+</u>	<u>+</u>	<u>The general strengthening of the policy and its tighter focus on a range of sustainability principles is likely to have greater beneficial impacts on health and well-being objectives.</u>
4	n	n	n	There is some relationship between the economic growth and the proposed policy, for example, there may be some initial impact upon cost that may discourage employment development and the benefits of a high quality, pleasant environment in attracting investment and employees. However, on balance the link between the IA Objective and the proposed policy is not significant.
<u>4</u> UPDATED	<u>n</u>	<u>n</u>	<u>+</u>	<u>The general strengthening of the policy and its greater clarity regarding expectations for developers, with greater flexibility now afforded in respect of a zero carbon plan, is likely to lead to improved deliverability outcomes which could lead to more sustained economic growth</u>
5	n	+	+	The proposed policy is clear in its intentions to support the delivery of sustainable transport modes and opportunities for pedestrian and cycle links. This supports the aim for sustainable transport within

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
				the local area. The positive effects would not be immediate as it can take time for transport modal shifts.
5 UPDATED	±	±	±	<u>The general strengthening of the policy and its tighter focus on a range of sustainability principles, including regarding sustainable transport, is likely to contribute to further public transport coverage and capacity</u>
6 NO CHANGE	n	+	+	The proposed policy is clear in its intentions to support the delivery of sustainable transport modes and opportunities for pedestrian and cycle links. This supports the aim of facility and service accessibility within the local area. The positive effects would not be immediate as it can take time for transport modal shifts.
7 NO CHANGE	n	n	n	There is no significant link between the aims of the proposed policy and the IA Objective.
8 NO CHANGE	n	n	n	There is no significant link between the aims of the proposed policy and the IA Objective.
9	n	n	+	The proposed policy seeks the delivery of sustainable transport modes, opportunities for pedestrian and cycle links, and improved air quality. This represents a positive approach to this IA Objective. The effects would mainly affect those living and working within the AAP area and its close environs but would contribute to a national agenda on improving air quality. Such effects would take some time to be realised.
9 UPDATED	±	±	±	<u>The revised policy makes a specific requirement for new development to provide mitigation for any adverse impacts on levels of air quality in the local area</u>
10	n	n	n	There is no significant link between the aims of the proposed policy and the IA Objective.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				
11 NO CHANGE	++	++	++	The proposed policy is clear that all development proposals within the AAP area will be expected to achieve the highest levels of water efficiency that is practical and viable, and that development proposals must incorporate sustainable drainage solutions. This is a highly positive approach to achieving the aims of this IA Objective. The positive effect would be felt across the water catchment area and would be long lasting.
12 NO CHANGE	++	++	++	The proposed policy requires that all developers will need to demonstrate how their proposals increase site biodiversity. This directly supports the aims of the IA Objective. The positive effects would be local and long lasting.
13 NO CHANGE	n	n	n	There is no significant link between the aims of the proposed policy and the IA Objective.
14	++	++	++	The proposed policy is clear that all development proposals within the AAP area will be expected to achieve the highest levels of energy efficiency that is practical and viable, and that development proposals must demonstrate an actionable zero carbon plan. This is a highly positive approach to achieving the aims of this IA Objective. Reducing greenhouse gases would help achieve national targets, the impact of the reduction would be long lasting and albeit on a small scale the impact would be felt globally.
<u>14</u> UPDATED	++	++	++	<u>The revised policy maintains the overall commitment to an actionable zero carbon plan and provides further detail regarding expectations placed on developers. However, some flexibility is now incorporated into the revised wording such that in circumstances where a proposal relates to a change of use or revisions to an existing consent, there would be no requirement. Overall, it is not considered that the combined adjustments downgrade the ability of Policy CQ4 to support this objective.</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
15 NO CHANGE	++	++	++	The proposed policy is clear that all development proposals within the AAP area will be expected to achieve the highest levels of water efficiency that is practical and viable, and that development proposals must incorporate sustainable drainage solutions. This is a highly positive approach to reducing flood risk and its consequences. The effects would be felt across the river basin area and be long lasting.
16	n	n	n	Whilst the proposed policy is concerned with managing climate change, it does not relate to climate change resilience.
<u>16</u> UPDATED	<u>+</u>	<u>++</u>	<u>++</u>	<u>The revised policy contains a specific requirement for development proposals to demonstrate how climate change has been considered in its design and what measures have been put in place to ensure long-term resilience to future climatic changes</u>

Policy CQ5 – Conservation and Heritage

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1 NO CHANGE	n	n	n	There is no significant link between the conservation and enhancement of the historic environment and meeting housing needs.
2 NO CHANGE	n	n	n	The historic environment can play a role in bringing communities together but the link between the proposed policy and the IA Objective is not significant.
3	n	n	n	The historic environment can play a role in enhancing mental wellbeing but the link between the proposed policy and the IA Objective is not significant.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				
4 NO CHANGE	+	+	+	The proposed policy recognises the role that the historic environment can play in strengthening local character, attractiveness and image – all of which make an area attractive to live, work, visit and invest in. The policy encourages a conservation-led approach to viable use of heritage assets. The positive effects would be local in their nature. They would be long lasting and have the potential to support cumulative positive effects.
5 NO CHANGE	n	n	n	There is no significant link between the conservation and enhancement of the historic environment and supporting sustainable transport.
6 NO CHANGE	n	n	n	The proposed policy encourages a conservation-led approach to viable use of heritage assets. This could see some heritage assets being used for community facilities and services. However, there is no significant link between the proposed policy and the IA Objective.
7	++	++	++	The historic environment is a major element of the Civic Quarter's landscape, townscape and character. The proposed policy recognises this under criterion 2, encouraging the integration of the historic environment within the wider environment. The policy's aims directly support this IA Objective. The positive effect would be felt both within and adjacent to the Civic Quarter area.
<u>7</u> UPDATED	++	++	++	<u>The revised policy introduces a further requirement to ensure that important views encompassing heritage assets would be protected. This will serve to further enhance townscape character by ensuring that new development is sufficiently sensitive to its context</u>
8	++	++	++	The proposed policy directly supports this IA Objective. The proposed policy sets out a long-term approach to the sustainable conservation of the historic environment in the area. As two of the heritage assets within the Civic Quarter area are statutory listed, the positive effects therefore range from local to national in their scale.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
8 UPDATED	++	++	++	The revised policy introduces a further requirement to ensure that important views encompassing heritage assets would be protected. This will provide further safeguards to ensure that heritage assets are their settings are adequately protected. The policy also makes reference to the first time to potential archaeological remains.
9 NO CHANGE	n	n	n	There is no significant link between the conservation and enhancement of the historic environment and improving air quality.
10 NO CHANGE	+	+	+	The conservation of the historic environment is intrinsically linked to efficient use of land and resources through supporting the reuse of derelict land and materials. The proposed policy directly encourages a conservation-led approach to viable re-use and adaptation of heritage assets. The proposed policy supports the IA Objective. The proposed policy's effects can be implemented immediately and would have long term effects. Efficient use of land at a local level could have a small effect on land demand in the wider regional area.
11 NO CHANGE	n	n	n	There is no significant link between the conservation and enhancement of the historic environment and water quality.
12 NO CHANGE	n	n	n	There is no significant link between the conservation and enhancement of the historic environment and conserving biodiversity.
13 NO CHANGE	+	+	+	The conservation of the historic environment is intrinsically linked to efficient use of resources and avoidance of waste through supporting the reuse of derelict land and historic properties and restoring historic fabric. The proposed policy directly encourages a conservation-led approach to viable re-use and adaptation of heritage assets. The proposed policy supports the IA Objective. The proposed policy's effects can be implemented immediately and would have long term local effects.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
14 NO CHANGE	n	n	n	The conservation of the historic environment advocates the use of local materials and the reuse and restoration of historic materials. This therefore requires less movement of materials. The proposed policy encourages adaptation of heritage assets. However, in considering the proposed policy and the IA Objectives, the overall effect would not be significant.
15 NO CHANGE	n	n	n	There is no significant link between the conservation and enhancement of the historic environment and flooding.
16 NO CHANGE	n	n	n	There is no significant link between the conservation and enhancement of the historic environment and climate change resilience.

Policy CQ6 – High Quality Design

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
4	n	n	n	The proposed policy will help deliver well designed homes but would not play a role in the delivery of the homes themselves. There is no significant effect.
<u>1</u> UPDATED	<u>n</u>	<u>n</u>	<u>±</u>	<u>The policy contains a reference that all new residential proposals should ensure the provision of private amenity space (and communal space where relevant), in the interests of the establishment of desirable and functional homes across the Civic Quarter</u>
2	+	+	+	The proposed policy and associated AAP Design Principles include the need for new design to remove physical barriers, reduce the potential for/fear of crime and meet or exceed the residential Nationally Described Space Standards. These would contribute to an environment that would be useable to all members of the community. However, the proposed policy and AAP Design Principles

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				<p>do not refer to the need for development to be accessible and useable by all sections of the community. Whilst this would not necessarily lead to a negative effect, the policy does not fully support the aims of the IA Objective in reducing inequalities. A neutral effect is envisaged.</p> <p>The policy text has been modified to ensure that new development would be designed to be accessible and useable by all groups.</p>
3	+	+	+	<p>As above, the proposed policy and associated AAP Design Principles do not refer to the need for development to be accessible and useable by all sections of the community. Accessibility within homes and the public environment is essential as part of a healthy lifestyle. Whilst the lack of reference would not necessarily lead to a negative effect, the policy does not fully support the aims of the IA Objective in reducing inequalities. A neutral effect is envisaged.</p> <p>The policy text has been modified to ensure that new development would be designed to be accessible and useable by all groups.</p>
<u>3</u> <u>UPDATED</u>	+	+	++	<p><u>The requirement for private amenity space (and communal amenity space) for all residential proposals is further supportive of objectives concerning health and wellbeing, and likewise in relation to the policy's increased emphasis on residential amenity standards.</u></p>
4 NO CHANGE	n	+	+	<p>The proposed policy and Design Principles set out a clear guide to achieving a high-quality environment and properties that would attract investors, new employees and visitors. Whilst the effect wouldn't be direct and may take some time to be realised, there would be local effects that would contribute to a cumulative long-term positive effect for the area's economy.</p>
5	n	n	n	<p>The proposed policy requires that new development avoids extensive areas of new open surface car parking. This doesn't necessarily lead to improved or reduced sustainable transport coverage and capacity. Overall, the proposed policy would not have a significant effect upon the IA Objective.</p>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				
6 NO CHANGE	n	n	n	Pursuing high quality urban design would not have a significant effect upon improving the accessibility of community facilities, services and other needs.
7	++	++	++	The proposed policy directly supports the aims of this IA Objective. Buildings and spaces designed to a high standard will fit well within the character of the area and be attractive to residents and businesses and should be long-lasting.
7 UPDATED	++	++	++	<u>The policy's ability to support this objective has been further strengthened through a refocusing of key design principles and in particular through the insertion of a new sub-policy which sets out a series of design parameters for tall buildings to follow. This further corroborates the need for a context-led and sensitive design in development proposals which is likely to have beneficial impacts on townscape character.</u>
8	+	+	+	The proposed policy requires new development to be of high-quality design. This is a positive approach for development directly affecting heritage assets or their settings. The defined character areas identified within the Design Principles are derived from each area's historic environment, illustrating that the principles of conserving the historic environment are embedded within the aims of the proposed policy and its implementation. New development must be carefully considered when being delivered within the historic environment, and so considering the new development proposed in the AAP, and in particular this proposed policy's support for taller buildings, an assessed major positive effect would unlikely be appropriate. The general approach can be considered as having a minor positive effect of national scale given the area's statutory listed buildings.
8	+	++	++	<u>The policy's ability to support this objective has been further strengthened through a refocusing of key design principles and in particular through the insertion of a new sub-policy which sets out a series of</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
UPDATED				<u>design parameters for tall buildings to follow. This further corroborates the need for a context-led and sensitive design in development proposals, especially within the setting of heritage assets</u>
9 NO CHANGE	n	n	n	The link between the proposed policy and air quality is not significant.
10 NO CHANGE	n	n	n	The link between the proposed policy and soil and land contamination is not significant.
11 NO CHANGE	n	n	n	The proposed policy encourages the provision of new areas of open space, which would have a positive effect on drainage and water quality. However, the policy also supports built development without specific reference to the need for water quality measures to be introduced so overall the proposed policy's effect against this IA Objective would be neutral.
12 NO CHANGE	n	n	n	The proposed policy does include the need to provide green infrastructure within new development but does not make reference to the biodiversity; however, this does not mean the policy would have a negative effect.
13	n	n	n	<p>The proposed policy and associated Design Principles could be the place in which to support use of locally sourced and/or recycled materials in development, and for development to incorporate sustainable waste management systems. The proposed policy does not include these requirements and so does not promote sustainable consumption of resources and does not support the implementation of the waste hierarchy. The effects would be negative and on a regional scale.</p> <p>The policy has been updated to make reference to the need for residential development proposals to make adequate refuse management arrangements.</p>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
13 UPDATED	<u>n</u>	<u>n</u>	<u>+</u>	<u>The policy as amended further reinforces the need to ensure that development proposals are designed such that servicing, deliveries and refuse arrangements are adequately catered for.</u>
14 NO CHANGE	+	+	+	<p>The proposed policy and associated Design Principles do not cover requirements relating to reduction of greenhouse gas emissions.</p> <p>The policy has been altered to cross-refer to the sustainability objectives of Policy CQ4.</p>
15 NO CHANGE	+	+	+	<p>Design of new development would play a major role on managing surface water run-off and including flood mitigation measures. The proposed policy and associated Design Principles do not cover requirements relating to reduction of flood risk.</p> <p>The policy has been altered to cross-refer to the sustainability objectives of Policy CQ4.</p>
16 NO CHANGE	+	+	+	The proposed policy and Design Principles take a positive approach to design that would provide resilience to climate change, notably provision of green infrastructure and consideration of the effects of wind. The effects would be local in their scale and long lasting.

Policy CQ7 – Public Realm Principles

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1 NO CHANGE	n	n	n	The proposed policy would not play a role in the delivery of the homes themselves. There is no significant effect.
2	n	n	n	The proposed policy and associated AAP Public Realm Principles include the need for new public realm design to be clear, convenient and safe. These would contribute to an environment that would be useable to all members of the community. However, they do not refer to the need for development to be accessible and useable by all sections of the community. Whilst this would not necessarily lead to a negative effect, the policy does not fully support the aims of the IA Objective in reducing inequalities. A neutral effect is envisaged.
<u>2</u> UPDATED	n	n	±	<u>The policy refers to the need to deliver accessible public realm. In providing support for pedestrian and cycle movements, and seeking to reduce the dominance of the highway and reduce vehicle movements, the policy would promote equality of opportunity through its support for inclusive movement</u>
3	+	+	+	As above, the proposed policy and associated AAP Public Realm Principles do not refer to the need for development to be accessible and useable by all sections of the community. Accessibility within the public environment is essential as part of a healthy lifestyle. Whilst the lack of reference would not necessarily lead to a negative effect, the policy does not fully support the aims of the IA Objective in reducing inequalities. A neutral effect is envisaged. The policy text has been modified to ensure that new public realm would be designed to be accessible and useable by all groups.
<u>3</u> UPDATED	±	++	++	<u>The policy as amended makes specific reference to public realm being designed to support the principles of Active Design to promote health and wellbeing and to encourage physical activity</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
4 NO CHANGE	n	+	+	The proposed policy and Public Realm Principles set out a clear guide to achieving a high-quality environment that would attract investors, new employees and visitors. Whilst the effect wouldn't be direct and may take some time to be realised, there would be local effects that would contribute to a cumulative long-term positive effect for the area's economy.
5	+	+	+	A key aim of the proposed policy and associated Public Realm Principles is the introduction of pedestrian routes that are clear, direct and safe, and general legibility through the area. This is considered a positive approach in achieving the aims of this IA Objective. The effects would be long lasting and would likely have a knock on effect where the community would see active travel as a viable and attractive option within and beyond this area.
<u>5</u> UPDATED	<u>+</u>	<u>+</u>	<u>++</u>	<u>The policy refers to the need to deliver accessible public realm. In providing support for pedestrian and cycle movements, and seeking to reduce the dominance of the highway and reduce vehicle movements, the policy is highly supportive of sustainable transport modes</u>
6	n	n	n	Whilst the proposed policy supports new convenient pedestrian routes, pursuing a high quality public realm generally would not have a significant effect upon improving the accessibility of community facilities, services and other needs.
<u>6</u> UPDATED	<u>n</u>	<u>+</u>	<u>+</u>	<u>The policy refers to the need to deliver accessible public realm. In providing support for pedestrian and cycle movements, and seeking to reduce the dominance of the highway and reduce vehicle movements, the policy would make a contribution towards improving accessibility via equitable means.</u>
7	++	++	++	The proposed policy directly supports the aims of this IA Objective. Public spaces designed to a high standard will fit well within the character of the area and be attractive to residents and businesses and should be long-lasting.
<u>7</u> UPDATED	<u>++</u>	<u>++</u>	<u>++</u>	<u>The policy as amended provides even more support and encouragement for high quality design principles to be applied when designing the public realm (including in respect of hard and soft</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
				landscaping), which is likely to have even greater positive impacts on townscape and landscape character.
8	+	+	+	The proposed policy requires new development within the public realm to be of high quality design. This is a positive approach for development directly affecting heritage assets or their settings. The general approach can be considered as having a minor positive effect of national scale given the area's statutory listed buildings.
<u>8</u> UPDATED	<u>±</u>	<u>++</u>	<u>++</u>	<u>The policy as amended provides even more support and encouragement for high quality design principles to be applied when designing the public realm (including in respect of hard and soft landscaping), which is likely to have positive impacts on heritage assets and their settings.</u>
9 NO CHANGE	n	n	+	The proposed policy's aims of introducing new, convenient pedestrian routes is a positive approach in addressing the aims of this IA Objective, in that private vehicle use may be reduced within the area. The improvement of air quality may take some time to take place. The effect would be localised improved air quality, but this would be part of a national agenda to improve air quality.
10 NO CHANGE	n	n	n	The link between the proposed policy and soil and land contamination is not significant.
11 NO CHANGE	+	+	+	<p>The proposed policy encourages water management systems within the public realm, which would have a positive effect on drainage and water quality. The policy and the Public Realm Principles take a proactive approach in protecting and improving the quality and availability of water. The effect would have a regional scale and would likely be long lasting.</p> <p>The reference to the incorporation of sustainable water management features within new areas of public realm has been enhanced.</p>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
12	+	+	+	<p>The proposed policy does include the need to provide green infrastructure within new public realm development but does not make reference to the biodiversity; however, this does not mean the policy would have a negative effect.</p> <p>The policy now makes specific reference to incorporating new soft landscaping to promote increased biodiversity.</p>
12 UPDATED	+	+	++	<u>The policy has been updated to refer to the provision of new tree planting. This could lead to increased biodiversity.</u>
13 NO CHANGE	n	n	n	The link between the proposed policy and waste management is not significant.
14 NO CHANGE	n	n	n	The proposed policy supports the introduction of green infrastructure and increased pedestrian travel; both can be positive in reducing greenhouse gas emissions. However, in considering the particular aims of the IA Objective and the proposed policy, the effect would not be significant.
15 NO CHANGE	+	+	+	The proposed policy encourages water management systems within the public realm, which would have a positive effect on drainage and flood risk. The policy and the Public Realm Principles take a proactive approach in managing the risk and consequence of flooding. The effect would have a regional scale and would likely be long lasting.
16 NO CHANGE	+	+	+	The proposed policy and Public Realm Principles take a positive approach to design that would provide resilience to climate change, notably provision of green infrastructure and water management. The effects would be local in their scale and long lasting.

Policy CQ8 – Wellbeing Route – Talbot Road

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1	n	n	n	The proposal would not play a role in the delivery of the homes themselves. There is no significant effect.
2	+	+	+	This proposal over time should help encourage relations between different peoples by having a safe, shared space for people to interact and enjoy a range of different activities that are accessible to all. The design principles supporting the policy have been amended to include reference to the ‘active ribbon’ accommodating locally organised events.
2 UPDATED	±	±	++	<u>The policy has been updated to make more of the opportunity for the route to function as spill out space to further support community interaction.</u>
3	+	+	+	The proposal will encourage increased recreational space and improve pedestrian and cycle movements, which will connect to the wider Beeline network and support healthier lifestyles. The design principles supporting the policy have been amended to include reference to the ‘active ribbon’ accommodating locally organised events.
3 UPDATED	±	++	++	<u>The policy wording has been strengthened to maximise the purpose of the Wellbeing Route in supporting healthy lifestyles (including a reference to Active Design).</u>
4	n	n	+	The proposal will not have a direct influence over the economic growth and job creation, but over time it is considered that the benefits of the improvements will have a positive impact on the area and lead to market confidence to future economic and job growth as visitors to the sporting tourist destinations explore the wider area.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
<u>4</u> UPDATED	<u>n</u>	<u>+</u>	<u>+</u>	<u>The policy has been updated to make more of the opportunity for the route to function as spill out space to encourage enhanced vibrancy and business growth</u>
5 NO CHANGE	++	++	++	The proposal would promote sustainable forms of travel and improve the attractiveness of connectivity to the surrounding area.
6 NO CHANGE	++	++	++	The proposal would promote walking and cycling and improving the safety and availability of specific routes to increase their attractiveness to existing and new users.
7	++	++	++	The proposal would lead to an improvement of the public realm and enhance the character and quality of the area. Design details, incorporating local culture, could foster greater distinctiveness to the area. The design principles supporting the policy have been amended to refer to the provision of local information boards.
<u>7</u> UPDATED	<u>++</u>	<u>++</u>	<u>++</u>	<u>Increased support for tree planting and tree retention, as contained in the revised policy, will positively impact upon the character of the area.</u>
8	+	+	+	The proposal would improve the overall public realm that should have a positive impact on the heritage assets and area as whole.
<u>8</u> UPDATED	<u>+</u>	<u>+</u>	<u>++</u>	<u>Increased support for tree planting and tree retention, as contained in the revised policy, will provide an enhanced setting for heritage assets.</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
9 NO CHANGE	+	+	+	The proposal would improve cycle and pedestrian access and have a positive impact on the air quality in the area by seeking to increase non motor vehicle movements.
10 NO CHANGE	n	n	n	The link between the proposal and soil and land contamination is not significant.
11 NO CHANGE	n	n	n	The link between the proposed policy and quality and availability of water resources is not significant.
12	++	++	++	<p>The proposal has the potential to increase the amount of vegetation and planting in the local area which would enhance the biodiversity of the area.</p> <p>The policy and the accompanying design principles have been updated to refer to the importance of retaining existing trees along the route as well as providing for new planting.</p>
<u>12</u> <u>UPDATED</u>	++	++	++	<u>The policy and the accompanying design principles have been updated to refer to the importance of retaining existing trees along the route as well as providing for new planting. This could lead to increased biodiversity.</u>
13 NO CHANGE	n	n	n	The link between the proposed policy and waste management is not significant.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
14 NO CHANGE	+	+	+	The proposal would improve cycle and pedestrian access and have a positive impact on reducing greenhouse gas emissions through reduced motor vehicle trips.
15 NO CHANGE	n	n	n	The link between the proposal and flooding is not significant.
16	n	+	+	The proposal has the potential to increase the area's resilience to climate change with increased tree planting that would provide natural shading and reduce the effect of the urban heat island.
<u>16</u> <u>UPDATED</u>	<u>±</u>	<u>±</u>	<u>±</u>	<u>The policy has been updated to further reinforce the importance of retaining existing trees along the route and to providing new planting. This could have a further positive effect on climate change objectives.</u>

Policy CQ9 – Processional Route

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1	n	n	n	The proposed Policy would not play a role in the delivery of the homes themselves. There is no significant effect.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				
2	n	n	+	This Policy over time should help encourage relations between different peoples by having a safe, shared space for people to interact and having a number of events being held in the space. Having an accessible space open to all, which celebrates the local area and is visited by of thousands of people will help to promote the area and in time foster an improved perception of the area.
<u>2</u> <u>UPDATED</u>	n	±	±	<u>The concept of the Processional Route providing dwell-space has been reinforced.</u>
3 NO CHANGE	n	+	+	The Policy will encourage increased pedestrian movements and this alongside increased cycle permeability will support healthier lifestyles.
4 NO CHANGE	++	++	++	The Policy will promote active street frontages and spill out from existing and new developments will expand opportunities for economic growth in the area and increase job growth.
5 NO CHANGE	++	++	++	The Policy would promote sustainable forms of travel and improve the attractiveness of connectivity to the surrounding area.
6 NO CHANGE	++	++	++	The Policy would promote residents and visitors to walk and use public transport to meet their needs.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
7	++	++	++	<p>The Policy is clear that public art will form part of the development and this would celebrate the area's rich history and strengthen local character and distinctiveness in the area.</p> <p>The design principles supporting the policy have been amended to refer to the provision of local information boards.</p>
<u>7</u> UPDATED	++	++	++	<u>Increased support for tree planting and tree retention, as contained within the revised policy, will positively impact upon the character of the area.</u>
8	+	+	+	The Policy would assist the enhancement of the historic environment by reducing the influence of traffic in the area and providing a cohesive approach that would preserve and enhance the heritage assets of the area.
<u>8</u> UPDATED	±	±	++	<u>Increased support for tree planting and tree retention, as contained within the revised policy, will provide an enhanced setting for heritage assets.</u>
9 NO CHANGE	+	+	+	The pedestrianisation of Brian Statham Way and improved cycle and pedestrian access along Warwick Road will have a positive impact on the air quality in the area by seeking to reduce vehicle movements.
10 NO CHANGE	n	n	n	The link between the proposed Policy and soil and land contamination is not significant.
11 NO CHANGE	n	n	n	The link between the proposed policy and quality and availability of water resources is not significant.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
12	+	+	+	<p>The Policy has the potential to increase the amount of vegetation and planting in the local area as stated on the accompanying plan, which would enhance the biodiversity of the area.</p> <p>The policy has been updated to refer to the importance of retaining existing trees along the route and to providing new planting.</p>
12 UPDATED	±	±	++	<p>The policy has been updated to further reinforce the importance of retaining existing trees along the route and to providing new planting. This could lead to increased biodiversity.</p>
13 NO CHANGE	n	n	n	<p>The link between the proposed policy and waste management is not significant.</p>
14 NO CHANGE	+	+	+	<p>The pedestrianisation of Brian Statham Way and improved cycle and pedestrian access along Warwick Road will have a positive impact on reducing greenhouse gas emissions through reduced vehicle trips.</p>
15 NO CHANGE	n	n	n	<p>The link between the proposed Policy and flooding is not significant.</p>
16	+	+	+	<p>The Policy has the potential to increase the area's resilience to climate change with increased tree planting that would provide natural shading and reduce the effect of the urban heat island.</p> <p>The policy has been updated to refer to the importance of retaining existing trees along the route and to providing new planting.</p>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
16 UPDATED	+	+	++	<u>The policy has been updated to further reinforce the importance of retaining existing trees along the route and to providing new planting. This could have a further positive effect on climate change objectives.</u>

Policy CQ10 – Movement, Permeability and Parking

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
1 NO CHANGE	n	n	n	The proposed Policy would not play a role in the delivery of the homes themselves. There is no significant effect.
2	n	+	+	The Policy would help to improve people's perceptions of accessibility to the area and enhanced connections to public transport services would help to broaden the opportunities for people to access services with greater ease.
2 UPDATED	±	±	±	<u>The policy has strengthened its commitment to supporting public transport and Active Travel, including pedestrian and cycle movement, and has downgraded its reference to supporting new car parking. In promoting inclusive forms of travel, the policy is likely to make a greater contribution to promoting equality of opportunity and reducing levels of deprivation and disparity</u>

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
3	+	+	+	The Policy would support healthier lifestyles with new or enhanced pedestrian and cycle connections, but the increase in car parking would also increase the likelihood of travel by car. The policy has been amended to refer to development providing improved connections beyond the AAP area.
<u>3</u> UPDATED	<u>±</u>	<u>±</u>	<u>++</u>	<u>The amended policy places more emphasis on encouraging modes of travel which would support improved health and wellbeing, particularly in relation to its focus on cycling and pedestrian movement. This is likely to make a greater contribution towards health objectives for residents</u>
4	+	+	+	The Policy would improve connectivity via enhanced sustainable forms of transport and through the introduction of additional car parking it would provide greater opportunities to attract visitors into the area and help stimulate economic growth in the area.
<u>4</u> UPDATED	<u>±</u>	<u>±</u>	<u>++</u>	<u>Whilst the policy is less supportive of new car parking, the need for some car parking to meet needs is accepted. However, in any event, it is considered that the approach Policy CQ10 adopts in seeking to create a highly accessible, sustainable neighbourhood is mutually supportive of favourable economic growth</u>
5	∅	∅	∅	Increased connectivity to sustainable form of transport could help reduce reliance on private motor vehicles but with the development of additional multi-storey car parking any benefits are likely to be negated by the increase in car travel.
<u>5</u> UPDATED	<u>±</u>	<u>±</u>	<u>++</u>	<u>The policy, as amended, is underpinned by an objective to secure improved coverage and capacity of sustainable transport to support the Civic Quarter's transformation.</u>
6	+	+	+	The Policy would improve the availability of opportunities for people to walk or cycle with new or enhanced connections. The policy has been amended to refer to development providing improved connections beyond the AAP area.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
6 UPDATED	+	+	++	<u>The policy has strengthened its commitment to supporting public transport and Active Travel, including pedestrian and cycle movement, and has downgraded its reference to supporting new car parking. In promoting inclusive forms of travel, the policy is likely to make a greater contribution to improving the accessibility of the area by equitable means.</u>
7 NO CHANGE	+	+	+	The proposed Policy would have a positive impact on the landscape, townscape or character of the area by maximising development of sites and enhancing the public realm at street level through improved crossing points.
8 NO CHANGE	n	n	n	The proposed Policy would not have a significant role in the conservation or enhancement of the historic environment. There is no significant effect.
9	++	++	++	<p>Increased connectivity to sustainable form of transport could help improve air quality with less reliance on motor vehicles but with the development of additional multi-storey car parking any benefits are likely to be negated by the increase in car travel to use the car parks.</p> <p>The policy has been altered to make specific reference to the need to accommodate electric vehicle charging points within new car parks.</p>
9 UPDATED	++	++	++	<u>The amended policy has downgraded its reference to new car parking, particular standalone visitor parking. Thus, some previous concerns regarding an increase in car travel potentially leading to some deterioration in air quality levels is less acute and increased positive effects are anticipated.</u>
10 NO CHANGE	n	n	n	The link between the proposed policy and soil and land contamination is not significant.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
11 NO CHANGE	n	n	n	The link between the proposed policy and quality and availability of water resources is not significant.
12 NO CHANGE	n	n	n	The link between the proposed policy and improved biodiversity benefits and nature conservation is not significant. The policy refers to the importance of the new multi-storey car parks being of high quality design.
13 NO CHANGE	n	n	n	The link between the proposed policy and waste management is not significant.
14	+	+	+	Increased connectivity to sustainable forms of transport could help reduce greenhouse gas emissions with less reliance on motor vehicles but with the development of additional multi-storey car parking any benefits are likely to be negated by the increase in car travel to use the car parks. The policy has been altered to make specific reference to the need to accommodate electric vehicle charging points within new car parks.
<u>14</u> UPDATED	<u>±</u>	<u>±</u>	<u>++</u>	<u>The amended policy has downgraded its reference to new car parking, particular standalone visitor parking. Thus, some previous concerns regarding an increase in car travel leading to increased greenhouse gas emissions is less acute and more positive impacts are anticipated.</u>
15	n	n	n	The link between the proposed policy and flooding is not significant.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				
16 NO CHANGE	n	n	n	The link between the proposed policy and climate change is not significant. The policy refers to the importance of the new multi-storey car parks being of high quality design.

Policy CQ11 – Infrastructure and Obligations

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
4	++	++	++	The proposed policy provides the mechanism to secure a minimum of 25% affordable housing onsite within all qualifying residential developments within the AAP area. This is in accordance with the findings of the Trafford Housing Needs Assessment (2019) which identifies a significant annual shortfall in affordable housing across the borough. The provision of affordable homes will broaden the housing offer and will assist with the establishment of a balanced and inclusive community. The effects would be beneficial to the housing market area and would be long lasting. The policy directly supports the aims of the IA Objective.
<u>1</u> UPDATED	<u>++</u>	<u>++</u>	<u>++</u>	<u>The insertion of additional text which confirms that viability may be revisited at application stage in exceptional circumstances (for example, at White City Retail Park) could, in the case of that site, work to further support deliverability and the delivery of housing in particular.</u>
2	n	+	+	The policy seeks to ensure that new infrastructure, services and amenities would be delivered alongside wider development, and with developers contributing to the cost of all, or part of, the additional infrastructure provision in order to make their development acceptable. The effect of the infrastructure investment, in education, health and public realm, for example, will confer some wider

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				benefit on the community. This is considered a positive approach in achieving the aims of this IA objective. The securing of affordable housing will also support this objective by responding to the housing needs of the community and in opening up the prospect of home ownership
3 NO CHANGE	n	+	+	The purpose of this policy is to ensure that a wholly integrated approach is considered in encouraging new residential and economic/commercial growth in this location, and that new community facilities and services are brought forward in parallel. This includes essential investment in health, education, utilities, sustainable transport routes, green infrastructure and public realm. This investment will support health and well-being of the population and will reduce health inequalities, particularly over the longer term.
4	n	+	+	By ensuring that investment in infrastructure and services takes place alongside residential and economic/commercial growth, this policy serves to remove any capacity constraints and to unlock the full potential of the AAP area. These conditions are essential to the achievement of sustainable economic growth and job creation, as sought by the IA objective.
4 UPDATED	n	±	++	<u>The insertion of additional text which confirms that viability may be revisited at application stage in exceptional circumstances (for example, at White City Retail Park) and which identifies that contributions in kind would offset financial contributions payable could work to further support appropriate growth and investment by landowners.</u>
5 NO CHANGE	++	++	++	The proposed policy is wholly in line with this IA objective by ensuring that there will be sufficient coverage and capacity of sustainable transport and utilities to support growth and development. The policy has been informed by a detailed assessment of the type of infrastructure and services that will be needed to support the levels of growth envisaged.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
6 NO CHANGE	+	+	+	The proposed policy is complementary to this IA objective by providing the means to ensure improved community facilities and services, and by facilitating enhanced walking and cycling connections within and beyond the AAP area to improve accessibility to them.
7 NO CHANGE	+	+	+	The proposed policy would have a positive impact on the landscape, townscape and character of the area by supporting additional investment in public realm and green infrastructure.
8 NO CHANGE	n	n	n	The policy in itself would not have a significant role in the conservation or enhancement of the historic environment. There is no significant effect.
9 NO CHANGE	n	n	+	The policy's support for increased pedestrian/cycle connectivity, by requiring additional necessary investment in it, could further assist in improving air quality by offering alternative modes of travel other than private motor vehicles.
10 NO CHANGE	n	n	n	The link between the proposed policy and soil and land contamination is not significant.
11 NO CHANGE	n	+	+	The proposed policy's support for further investment in utilities infrastructure could contribute to the IA objective, which seeks to protect and improve the quality and availability of water resources. The provision of sustainable drainage systems as part of new public realm works could also support this objective.
12	+	+	+	The proposed policy's support for further investment in the public realm and in green infrastructure is wholly compatible with this IA objective which seeks to conserve and enhance biodiversity and promote nature conservation.

IA Objective	Short-term impact	Medium-term impact	Long-term impact	Supporting comments
NO CHANGE				
13 NO CHANGE	n	n	n	The link between the proposed policy and waste management is not significant.
14 NO CHANGE	n	+	+	The policy's support for improved public realm and improved pedestrian and cycle connectivity could have a positive impact on reducing greenhouse gas emissions through reduced vehicle trips.
15 NO CHANGE	n	n	n	The link between the proposed policy and flooding is not significant.
16 NO CHANGE	n	n	+	The policy has some potential to increase the area's resilience to climate change through encouraging new green infrastructure and