



**TRAFFORD  
COUNCIL**

**Core Strategy Post Submission  
Sustainability Appraisal Addendum  
Report Appendices**

**October 2011**

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PUNJABI

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SOMALI

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URDU

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## APPENDIX A – SUSTAINABILITY APPRAISAL OF THE REGIONAL CENTRE AND INNER AREA BOUNDARIES

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	<b>Option 1 – RC1</b>							
	+	+	+	Low	Local	Long term	Quality of life and opportunity.	
	<u>Comments:</u> The purpose of the Regional Centre is to act as the primary economic driver for the City Region by providing the main focus for business, retail, leisure, cultural and tourism development. The purpose of the Regional Centre defined by RSS states that schemes for residential development in the Regional Centre will be acceptable where they are part of mixed use employment schemes that comprise a good range of housing sizes, types, tenures and affordability. As a result, the option would have a positive impact on the objective and its sub-objective of ensuring the sufficient supply of affordable housing. It is however stated that residential development schemes in the Regional Centre should not compromise the vitality and viability of the commercial, retail, leisure, cultural and tourism functions of the Regional Centre. Consequently, as this option would result in the Regional Centre boundary being drawn more tightly than the alternative it would lead to less land with a potential for housing being incorporated within the Regional Centre and would lead to more land being incorporated within the Inner Area which is identified as a focus for residential development. This increases the level of certainty of the impact on this objective.							
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term	Quality of life and opportunity.	
	<u>Comments:</u> The purpose of the Regional Centre is to act as the primary economic driver for the City Region by providing the main focus for business, retail, leisure, cultural and tourism development. The purpose of the Regional Centre defined by RSS states that schemes for residential development in the Regional Centre will be acceptable where they are part of mixed use employment schemes that comprise a good range of housing sizes, types, tenures and affordability. As a result, the option would have a positive impact on the objective and its sub-objective of ensuring the sufficient supply of affordable housing. It is however stated that residential development schemes in the Regional Centre should not compromise the vitality and viability of the commercial, retail, leisure, cultural and tourism functions of the Regional Centre in effect, housing provision has a lower priority than other uses. Consequently, as this option would result in the Regional Centre boundary being drawn less tightly than the alternative, it would lead to more land with a potential for housing being incorporated within the Regional Centre as opposed to the Inner Areas which are identified as a focus for residential development. This reduces the level of certainty of the impact on this objective.							
S2. Improve accessibility for all to services and facilities	<b>Option 1 – RC1</b>							
	+	+	+	Medium	Sub-regional	Long term	Improved quality of life.	

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> By drawing the Regional Centre Boundary more tightly this option would result in a greater proportion of Trafford being defined as within the Inner Area. This would increase the proportion of the Borough that is identified as a focus for the provision of a range of accessible local facilities and employment opportunities. As a result, the option would have a positive impact on the objective. The option would however reduce the amount of the Trafford that is within the Regional Centre and which is defined as being a focus for the provision a range of major business, retail, leisure, cultural and tourism facilities.</p>							
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term	Improved quality of life.	
	<p><u>Comments:</u> By drawing the Regional Centre Boundary less tightly this option would increase the proportion of the Borough that is a focus for a range of major business, retail, leisure, cultural and tourism facilities. As a result, the option would have a positive impact on the objective. The option would however reduce the amount of Trafford that is defined as being within the Inner Area and which is a focus for the provision of a range of accessible local facilities and employment opportunities.</p>							
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	<b>Option 1 – RC1</b>							
	?	?	?	Low	More than local	Long term		
	<p><u>Comments:</u> Option RC1 would result in major investment being directed to a relatively accessible part of the Borough which contains two Metrolink stations and is well-related to existing bus routes. However, it is uncertain whether the designation of the area as being within the Regional Centre would influence the level of investment in transport infrastructure.</p>							
	<b>Option 2 – RC2</b>							
?	?	?	Low	More than local	Long term			
<p><u>Comments:</u> Option RC2 would result in major investment being directed to a relatively accessible part of the Borough which contains two Metrolink stations and is well-related to existing bus routes. However, it is uncertain whether the designation of the area as being within the Regional Centre would influence the level of investment in transport infrastructure.</p>								

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S4. Reduce crime, disorder and the fear of crime	<b>Option 1 – RC1</b>							
	+	+	+	Low	Local	Long term	Improved perceptions of the area.	
	Option RC1 would lead to redevelopment of a number of vacant and underused sites. The option would however result in less of the Borough being a focus for major business, retail, leisure, cultural and tourism facilities that are capable of generating activity in an area and thereby reducing crime and fear of crime.							
	<b>Option 2 – RC2</b>							
	+	+	+	Low	Local	Long term	Improved perceptions of the area.	
Option RC2 would lead to redevelopment of a number of vacant and underused sites. By resulting in a greater proportion of the Borough being within the Regional Centre, the option would increase the proportion of Trafford which is a focus for major business, retail, leisure, cultural and tourism facilities. These facilities can generate activity in an area which has the potential to reduce incidences of crime and fear of crime. However, by drawing the boundary of the Regional Centre less tightly this investment, and resultant activity, would be spread over a greater area.								
S5. Reduce poverty and social exclusion	<b>Option 1 – RC1</b>							
	+	+	+	Medium	Sub-regional	Long term	Increased opportunities and quality of life	
	<u>Comments:</u> By drawing the Regional Centre Boundary more tightly this option would result in a greater proportion of Trafford being within the Inner Area. This would increase the proportion of the Borough that is identified as a focus for the provision of a range of accessible local facilities and employment opportunities. As a result, the option would have a positive impact on the objective. The option would however reduce the amount of the Trafford that is within the Regional Centre and which is defined as being a focus for the provision a range of major business, retail, leisure, cultural and tourism facilities and which would provide a range of employment opportunities.							
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term	Increased opportunities and quality of life	
<u>Comments:</u> By drawing the Regional Centre Boundary less tightly this option would increase the proportion of the Borough that is a focus for a range of major business, retail, leisure, cultural and tourism facilities. As a result, the option would result in the provision of a range of accessible employment opportunities and would have a positive impact on the objective. The option would however reduce the amount of Trafford that is defined as being within the Inner Area and which is a focus for the provision of a range of accessible local facilities and employment opportunities.								

The Regional Centre Boundary Options								
SA Objective	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 – RC1							
	0	0	0	Medium	N/A	N/A		
	Comments: Unlikely to have any significant effects.							
	Option 2 – RC2							
	0	0	0	Medium	N/A	N/A		
Comments: Unlikely to have any significant effects.								
S7. Improve qualifications and skills of the resident population	Option 1 – RC1							
	+	+	+	Low	More than local	Long term		
	Comments: Option RC1 would result in more of Trafford being defined as within the Inner Area and a focus for the provision of a range of accessible local facilities, which may include educational facilities. The option would therefore have a positive impact on the objective and its sub-objectives of minimising educational inequality and Improving educational standards for all. However, it would reduce the proportion of the Borough that is the focus for major business, retail, leisure, cultural and tourism facilities and could therefore reduce the number of training opportunities available							
	Option 2 – RC2							
	+	+	+	Low	Local	Long term		
Comments: Option RC2 would result in more of the Borough being a focus for major business, retail, leisure, cultural and tourism facilities. This could potentially increase the number of training opportunities available in Trafford and thereby have a positive impact on the objective and its sub-objective of developing the right skills for the economy to address skills shortages. The option would however reduce the amount of Trafford that is defined as being within the Inner Area and which is a focus for the provision of a range of a range of accessible local facilities, which may include educational facilities.								
S8. Improve the health and, inequalities in health of the population	Option 1 – RC1							
	+	+	+	Medium	Sub-regional	Long term		

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<u>Comments:</u> Option RC1 would lead to more of the Borough being a focus for the provision of quality housing and a range of accessible local facilities, both of which may improve health. The option would therefore have a positive impact on the objective. However, it would reduce the proportion of the Borough that is the focus for the provision of major leisure, cultural and tourism facilities, which may include sport and physical activity facilities.							
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term		
	<u>Comments:</u> Option RC2 would lead to more of the Borough being a focus for the provision of major leisure, cultural and tourism facilities, which may include sport and physical activity facilities. The option would therefore have a positive impact on the objective and its sub-objectives of increasing participation in and access to sport and physical activity facilities and increasing awareness and use of cultural facilities. The option would however reduce the proportion of the Borough that is a focus for the provision of quality housing and a range of accessible local facilities, which may include health.							
	<b>Option 1 – RC1</b>							
	+	+	+	Medium	Local	Long term	Improved perceptions of the area.	
S9. Protect and improve local neighbourhood quality	<u>Comments:</u> Option RC1 would result in the redevelopment of prominent vacant and/or underused sites that presently detract from local neighbourhood quality.							
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term	Improved perceptions of the area.	
	<u>Comments:</u> Option RC2 would result in the redevelopment of prominent vacant and/or underused sites that presently detract from local neighbourhood quality.							
	<b>Environment</b>							
	E1. Reduce the effect of traffic on the environment	<b>Option 1 – RC1</b>						
+		+	+	Low	Local	Long term	Secondary impacts on air quality and greenhouse gas emissions	
<u>Comments:</u> The option would lead to a greater proportion of the Borough being a focus for a good range of quality housing, local facilities and employment opportunities. This would provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. It is therefore considered that the Option RC1 would have a positive impact on this objective and its sub-objectives of reducing motorised traffic and reducing traffic related emissions.								

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term	Secondary impacts on air quality and greenhouse gas emissions	
	<u>Comments:</u> The option would lead to a greater proportion of the Borough being a focus for mixed use developments that create opportunities for people to live close to employment and recreational facilities. It is therefore considered that the option would have a positive impact on this objective and its sub-objectives of reducing motorised traffic and reducing traffic related emissions. However, the Trafford LDF Transport Modelling report has forecast a significant increase in journey times along the A5081 and the option would result in major business, retail, leisure, cultural and tourism facilities being provided along this road. This reduces the level of certainty of the impact on this objective and on the sub-objective of managing traffic flows to reduce congestion.							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	<b>Option 1 – RC1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – RC2</b>							
	0	0	0	Medium	N/A	N/A		
<u>Comments:</u> Unlikely to have any significant effects.								
E3. Reduce contributions to climate change	<b>Option 1 – RC1</b>							
	+	+	+	Low	Local	Long term		
	<u>Comments:</u> The option would lead to a greater proportion of the Borough being a focus for a good range of quality housing, local facilities and employment opportunities. This would provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. It is therefore considered that the Option RC1 has the potential to have a positive impact on this objective by reducing transport-based emissions.							
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term		

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The option would lead to a greater proportion of the Borough being a focus for mixed use developments that create opportunities for people to live close to employment and recreational facilities. It is therefore considered that the option has the potential to reduce transport-based emissions and thereby have a positive impact on this objective. However, the Trafford LDF Transport Modelling report has forecast a significant increase in journey times along the A5081 and the option would result in major business, retail, leisure, cultural and tourism facilities being provided along this road. This reduces the level of certainty of the impact on this objective.</p>							
E4. Reduce impact of climate change	<b>Option 1 – RC1</b>							
	-	-	-	Medium	Local	Long term		Direct vulnerable uses away from areas of highest risk of flooding.  Core Strategy policy L5 will ensure appropriate measures are taken to reduce flood risk.
	<p><u>Comments:</u> Option RC1 would lead to major business, retail, leisure, cultural and tourism facilities being provided in a location that contains areas at risk of flooding as defined by the Level 2 SFRA. The option therefore has the potential to have a negative impact on the objective and its sub-objective of minimising the risk of flooding.</p>							
	<b>Option 2 – RC2</b>							
	-	-	-	Medium	Local	Long term		Direct vulnerable uses away from areas of highest risk of flooding.  Core Strategy policy L5 will ensure appropriate measures are taken to reduce flood risk.
	<p><u>Comments:</u> Option RC2 would lead to major business, retail, leisure, cultural and tourism facilities being provided in a location that contains areas at risk of flooding as defined by the Level 2 SFRA. The option therefore has the potential to have a negative impact on the objective and its sub-objective of minimising the risk of flooding.</p>							
E5. Reduce the environmental impacts of consumption and	<b>Option 1 – RC1</b>							
	0	0	0	Medium	N/A	N/A		

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
production	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – RC2</b>							
	0	0	0	Medium	N/A	N/A		
E6. Conserve land resources and reduce land contamination	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 1 – RC1</b>							
	++	++	++	Medium	Local	Long term		
E6. Conserve land resources and reduce land contamination	<u>Comments:</u> Option RC1 would lead to a number of derelict and underused sites, some of which are known to be contaminated, being remediated and brought back into effective use. The option would also reduce the need to release additional greenfield sites to meets the Borough's development needs. It is therefore considered that the option would have a major positive impact on the objective and its sub-objective of reducing the amount of contaminated, derelict and underused land.							
	<b>Option 2 – RC2</b>							
	++	++	++	Medium	Local	Long term		
E7. Protect and improve water quality	<u>Comments:</u> Option RC2 would lead to a number of derelict and underused sites, some of which are known to be contaminated, being remediated and brought back into effective use. The option would also reduce the need to release additional greenfield sites to meets the Borough's development needs. It is therefore considered that the option would have a major positive impact on the objective and its sub-objective of reducing the amount of contaminated, derelict and underused land.							
	<b>Option 1 – RC1</b>							
	+	+	+	Low	Local	Long term	Secondary impacts on biodiversity.	
E7. Protect and improve water quality	<u>Comments:</u> Option RC1 would lead to a number of derelict and underused sites, some of which are known to be contaminated, being remediated and brought back into effective use. Many of these sites are adjacent to water courses and the remediation and redevelopment of these sites would offer the opportunity to eliminate any existing sources and pathways of contaminants. The option therefore has the potential to have a positive impact on the objective. Nevertheless, the certainty of this impact is only low because of the limited information known about current contamination levels and the extent to which these impact on local water quality.							
	<b>Option 2 – RC2</b>							
	+	+	+	Low	Local	Long term	Secondary impacts on biodiversity.	

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> Option RC2 would lead to a number of derelict and underused sites, some of which are known to be contaminated, being remediated and brought back into effective use. Many of these sites are adjacent to water courses and the remediation and redevelopment of these sites would offer the opportunity to eliminate any existing sources and pathways of contaminants. The option therefore has the potential to have a positive impact on the objective. Nevertheless, the certainty of this impact is only low because of the limited information known about current contamination levels and the extent to which these impact on local water quality.</p>							
E8. Protect and improve air quality	<b>Option 1 – RC1</b>							
	+	+	+	Low	Local	Long term	Potential secondary impact on people's health, particularly those who already suffer from respiratory illnesses.	
	<p><u>Comments:</u> Part of the Regional Centre as defined by option RC1 falls within an Air Quality Management Area (AQMA.) for Nitrogen Dioxide. By drawing the Regional Centre boundary tightly, the option would lead to a greater proportion of the Borough being a focus for a good range of quality housing, local facilities and employment opportunities, which would provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. It is therefore considered that the option would have a positive impact on this objective.</p>							
	<b>Option 2 – RC2</b>							
	+	+	+	Low	Local	Long term	Potential secondary impact on people's health, particularly those who already suffer from respiratory illnesses.	
	<p><u>Comments:</u> Part of the Regional Centre as defined by option RC2 falls within an Air Quality Management Area (AQMA.) for Nitrogen Dioxide. By not drawing the Regional Centre boundary tightly, the option would however lead to a greater proportion of the Borough being a focus for mixed-use developments that create opportunities for people to live close to employment and recreational facilities. The option could therefore reduce transport-based emissions and thereby have a positive impact on this objective. However, the Trafford LDF Transport Modelling report has forecast a significant increase in journey times along the A5081 and the option would result in major business, retail, leisure, cultural and tourism facilities being provided along this road. This reduces the level of certainty of the impact on this objective</p>							
E9. Protect and enhance the diversity and distinctiveness of	<b>Option 1 – RC1</b>							
	+	+	+	Medium	Local	Long term	Improved perceptions of the area.	

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
landscape and townscape character and cultural facilities	<u>Comments:</u> Option RC1 would result in the redevelopment of prominent vacant and/or underused sites that presently detract from the character of the townscape. By drawing the Regional Centre boundary tightly the option would however reduce the proportion of the Borough that is a focus for the provision of major cultural facilities.							
	<b>Option 2 – RC2</b>							
	+	+	+	Low	Local	Long term	Improved perceptions of the area.	
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	<u>Comments:</u> Option RC2 would result in the redevelopment of prominent vacant and/or underused sites that presently detract from the character of the townscape. By not drawing the Regional Centre boundary tightly the option would also result in a greater proportion of the Borough being a focus for the provision of major cultural facilities.							
	<b>Option 1 – RC1</b>							
	+	+	+	Medium	More than local	Long term	Increased employment opportunities and reduced deprivation.	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	<u>Comments:</u> By not drawing the Regional Centre boundary tightly, the option would increase the proportion of the Borough that is defined as being within the Inner Area and which will be a focus for the provision of local employment opportunities. This would have a positive impact on this objective.							
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term	Increased employment opportunities and reduced deprivation.	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	<u>Comments:</u> By not drawing the Regional Centre boundary tightly, Option RC2 would lead to a greater proportion of the Borough being a focus for major business, retail, leisure, cultural and tourism facilities. This would have a positive impact on this objective.							
	<b>Option 1 – RC1</b>							
	+	+	+	Medium	Sub-regional	Long term	Increased opportunities and quality of life	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	<u>Comments:</u> By not drawing the Regional Centre boundary tightly, the option would increase the proportion of the Borough that is defined as being within the Inner Area and which will be a focus for the provision of local facilities and employment opportunities. It is therefore considered that the option would have a positive impact on the objective. Nevertheless, the option would reduce the proportion of Trafford which is identified as being within the Regional Centre and which is a focus for the provision a range of major business, retail, leisure, cultural and tourism facilities.							

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<b>Option 2 – RC2</b>							
	+	+	+	Medium	Local	Long term	Increased opportunities and quality of life	
	<u>Comments:</u> This option would increase the proportion of the Borough that is a focus for a range of major business, retail, leisure, cultural and tourism facilities and could therefore increase the provision of accessible employment opportunities. It is therefore considered that the option would have a positive impact on the objective. . It is therefore considered that the option would have a positive impact on the objective. Nevertheless, the option would reduce the proportion of Trafford which is identified as being within the Inner Area and which is a focus for the provision of a range of accessible local facilities and employment opportunities.							
EC3. Enhance Trafford's image as a business and tourism destination	<b>Option 1 – RC1</b>							
	++	++	++	High	Sub-regional	Long term		
	<u>Comments:</u> This option would reduce the proportion of the Borough that is a focus for a range of major business, retail, leisure, cultural and tourism facilities. The exclusion of MUFC would not be consistent with the role of the Regional Centre as a major focus for leisure, cultural and tourism development. It is therefore considered that the option would have a negative impact on this objective.							
	<b>Option 2 – RC2</b>							
	-	-	-	Medium	Sub-regional	Long term		Consider a boundary change to incorporate MUFC into the Regional Centre.
<u>Comments:</u> This option would increase the proportion of the Borough that is a focus for a range of major business, retail, leisure, cultural and tourism facilities which would support Trafford's image as a business and tourism destination. The inclusion of MUFC is consistent with the role of the Regional Centre as a major focus for leisure, cultural and tourism development.								
EC4. Encourage the long term sustainability of Trafford's Town	<b>Option 1 – RC1</b>							
	0	0	0	Medium	N/A	N/A		

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Centres	<u>Comments:</u> Option RC1 would lead to the provision of town centre uses in a non-town centre location. Nevertheless, the Trafford Other Town Centre Uses study has demonstrated that there are limited opportunities for accommodating certain town centre uses, such as offices, within the Borough's town centres. In addition, it is noted that the Regional Centre as defined in this option would be some distance from Trafford's town centres and that Core Strategy Policy W2 should ensure that the proposal would have no impact on Trafford's town centres.							
	<b>Option 2 – RC2</b>							
	0	0	0	Medium	N/A	N/A		
EC5. Improve the social and environmental performance of the economy	<u>Comments:</u> Option RC2 would lead to the provision of town centre uses in a non-town centre location. Nevertheless, the Trafford Other Town Centre Uses study has demonstrated that there are limited opportunities for accommodating certain town centre uses, such as offices, within the Borough's town centres. In addition, it is noted that the Regional Centre as defined in this option would be some distance from Trafford's town centres and that Core Strategy Policy W2 should ensure that the proposal would have no impact on Trafford's town centres.							
	<b>Option 1 – RC1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – RC2</b>							
	0	0	0	Medium	N/A	N/A		
<u>Comments:</u> Unlikely to have any significant effects.								
<b>Sustainability Summary</b>								

The Regional Centre Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<p>This sustainability appraisal is unusual in assessing not strategies or policies but boundaries. It is also more complex than a regular SA in the requirement to understand the implications of the different boundary options in terms of the sustainability objectives given the limited description of the purpose of the Regional Centre boundary in the Regional Spatial Strategy. This results in a low level of certainty over the effect of the options on a number of the sustainability objectives.</p> <p>The two options for the Regional Centre boundary would have a relatively similar impact on the sustainability objectives. In particular, by leading to a number of derelict and underused sites, some of which are known to be contaminated, being remediated and brought back into effective use both options would have a major positive impact on the objective relating to conserving land resources and reducing land contamination. Both of the options would have some positive impact on 14 of the objectives. Given that both locations would result in major business, retail, leisure, cultural and tourism facilities being provided in a location that contains areas at risk of flooding as defined by the Level 2 SFRA, it is considered that both objectives have the potential to have a negative impact on the objective of reducing the impact of climate change. In addition, both options would have an uncertain impact on the objective relating to enhancing transport infrastructure.</p> <p>The principle difference between the two options relates to their performance against the objective of enhancing Trafford's image as a business and tourism destination. By including MUFC within the Regional Centre it is considered that Option 2 would have a major positive impact on this objective. Conversely, the exclusion of MUFC from the Regional Centre boundary proposed by Option 1 would not be consistent with the role of the Regional Centre as a major focus for leisure, cultural and tourism development and it is therefore anticipated that this option would have a negative impact on this objective.</p>								

**Key for effects**

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

## Inner Areas Boundary

Note on the approach adopted to the SA of the Inner Areas Boundary Options.

The different boundary options for the Inner Areas are expressed as four different geographical areas superimposed on one another radiating from the Regional Centre. They are not discreet separate geographical areas. Thus Option 2 consists of the Option 1 area together with a further area and Option 3 of Option 2 (which contains Option 1) and another further area. The impact of aggregating the areas for this appraisal means that the effects of the characteristics of each area are masked by the cumulative addition of one area upon another. In the case of S1, for example, Option 2 scores '++', therefore Option 3 (which contains Option 2) will also score '++', even though the actual area added by the addition of Option 3 to option 2 has no significant effect on the achievement of the SA Objective.

In the light of these shortcomings, after Option 1 has been scored, for each Sustainability Objective the Assessment is based on scoring the effects of each discreet increment of area. This enables the characteristics of each area to be identified individually and play a role in the evaluation of the relative merits of the Inner Areas boundary alternatives.

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	<b>Option 1 – IO1</b>							
	+	+	+	Medium	More than local	Long term	Quality of life and opportunity.	
	<u>Comments:</u> The purpose of the Inner Areas, as defined in RSS, is as a focus for residential development to secure a significant increase in their populations. The definition of the Inner Areas presented in Option 1 would result in the inclusion of LCCC Area within the Inner Areas. This site would make a positive contribution to achieving a better balance and mix in the housing market and the option would therefore fit well with the purpose of the Inner Areas. Therefore, it is concluded that the choice of the Inner Areas boundary would have a positive effect on the SA objective.							
	<b>Option 2 – IO2</b>							
	++	++	++	Medium	More than local	Long term	Quality of life and opportunity.	

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The purpose of the Inner Areas, as defined in RSS, is as a focus for residential development to secure a significant increase in their populations. By expanding the boundary for the Inner Areas to include Trafford Centre Rectangle, the option would ensure that a greater proportion of Trafford's housing development is delivered within the Inner Areas. This would be consistent with the purpose of the Inner Areas.</p>							
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		
	<p><u>Comments:</u> The purpose of the Inner Areas, as defined in RSS, is as a focus for residential development to secure a significant increase in their populations. In the north of the Borough, where the Inner Areas would be defined, the focus of major increases in residential development is on the Strategic Locations. These have the capability to provide a significant proportion of Trafford's overall housing needs. In contrast the remainder of the north Trafford area will contribute a much smaller proportion. Therefore, it is concluded that the expansion of the Inner Areas to include the area around Stretford contained within Option 3 would not have a significant effect on the SA objective.</p>							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
S2. Improve accessibility for all to services and facilities	<p><u>Comments:</u> The purpose of the Inner Areas, as defined in RSS, is as a focus for residential development to secure a significant increase in their populations. In the north of the Borough, where the Inner Areas would be defined, the focus of major increases in residential development is on the Strategic Locations. These have the capability to provide a significant proportion of Trafford's overall housing needs. In contrast the remainder of the north Trafford area will contribute a much smaller proportion. Therefore, it is concluded that the expansion of the Inner Areas to include the area to the west of the M60 motorway contained within Option 4 would not have a significant effect on the SA objective.</p>							
	<b>Option 1 – IO1</b>							
	+	+	+	Medium	Local	Long term	Improved quality of life.	
	<p><u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities and employment opportunities. A number of Trafford's most deprived communities would be included within the Inner Areas under this option and, as a result, the option is likely to have a positive impact on the sub-objective of improving access to services in the most deprived areas of the Borough.</p>							
	<b>Option 2 – IO2</b>							
	+	+	+	Medium	More than local	Long term	Improved quality of life.	

The Inner Areas Boundary Options									
SA Objective	Timescale			Nature of Effect				Mitigation	
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
	<u>Comments:</u> By including Trafford Centre Rectangle within the Inner Areas, Option 2 would result in the provision of accessible local facilities and employment opportunities within the Inner Areas. It is therefore considered that the option would have a positive impact on this objective.								
	<b>Option 3 – IO3</b>								
	0	0	0	Low	N/A	N/A			
	<u>Comments:</u> There are no specific proposals for major development in the area around Stretford that would be included within Option 3 and this results in a neutral score. This area is however relatively close to areas of deprivation hence the certainty of this score is low.								
	<b>Option 4 – IO4</b>								
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> There are no specific proposals for major development in the area to the west of the M60 motorway and this area is not as well-related to many of Trafford's most deprived areas. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.								
	S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	<b>Option 1 – IO1</b>							
		?	?	?	Low	Local	Long term		
		<u>Comments:</u> It is uncertain whether the designation of the area as being within the Inner Areas would influence the level of investment in transport infrastructure.							
<b>Option 2 – IO2</b>									
?		?	?	Low	Local	Long term			
<u>Comments:</u> It is uncertain whether the designation of the area as being within the Inner Areas would influence the level of investment in transport infrastructure.									
<b>Option 3 – IO3</b>									
?		?	?	Low	Local	Long term			
<u>Comments:</u> It is uncertain whether the designation of the area as being within the Inner Areas would influence the level of investment in transport infrastructure.									
<b>Option 4 – IO4</b>									
?	?	?	Low	Local	Long term				

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<u>Comments:</u> It is uncertain whether the designation of the area as being within the Inner Areas would influence the level of investment in transport infrastructure.							
S4. Reduce crime, disorder and the fear of crime	<b>Option 1 – IO1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – IO2</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S5. Reduce poverty and social exclusion	<b>Option 1 – IO1</b>							
	+	+	+	Medium	Local	Long term	Increased opportunities and quality of life	
	<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities and employment opportunities. A number of Trafford's most deprived communities would be included within the Inner Areas under this option and, as a result, the option is likely to have a positive impact on the objective of reducing poverty and social exclusion.							
	<b>Option 2 – IO2</b>							

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	
	<u>Comments:</u> By including Trafford Centre Rectangle within the Inner Areas, Option 2 would result in the provision of accessible local facilities and employment opportunities within the Inner Areas. It is therefore considered that the option would have a positive impact on this objective.							
	<b>Option 3 – IO3</b>							
	0	0	0	Low	N/A	N/A		
	<u>Comments:</u> There are no specific proposals for major development in the area around Stretford that would be included within Option 3 and this results in a neutral score. This area is however relatively close to areas of poverty and social exclusion hence the certainty of this score is low.							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> There are no specific proposals for major development in the area to the west of the M60 motorway and this area is not particularly well-related to many of Trafford's most deprived areas. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	<b>Option 1 – IO1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – IO2</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 4 – IO4</b>							

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S7. Improve qualifications and skills of the resident population	<b>Option 1 – IO1</b>							
	+	+	+	Medium	Local	Long term		
	<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities and employment opportunities and on securing improvements to community facilities, which may include education facilities. A number of Trafford's most deprived communities would be included within the Inner Areas under this option and, as a result, the option is likely to have a positive impact on the objective of improving skills and the sub-objective of reducing educational inequality.							
	<b>Option 2 – IO2</b>							
	+	+	+	Medium	More than local	Long term		
	<u>Comments:</u> By including Trafford Centre Rectangle within the Inner Areas, Option 2 would result in the provision of accessible local facilities and employment opportunities within the Inner Areas. It is therefore considered that the option would have a positive impact on this objective.							
	<b>Option 3 – IO3</b>							
	0	0	0	Low	N/A	N/A		
	<u>Comments:</u> There are no specific proposals for major development in the area around Stretford that would be included within Option 3 and this results in a neutral score. This area is however relatively close to areas with low skills; hence the certainty of this score is low.							
	<b>Option 4 – IO4</b>							
0	0	0	Medium	N/A	N/A			
<u>Comments:</u> There are no specific proposals for major development in the area to the west of the M60 motorway and this area is not particularly well related to many of Trafford's most deprived areas. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.								
S8. Improve the health and,	<b>Option 1 – IO1</b>							

The Inner Areas Boundary Options									
SA Objective	Timescale			Nature of Effect				Mitigation	
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
inequalities in health of the population	+	+	+	Medium	Local	Long term			
	<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities and employment opportunities and on securing improvements to community facilities, which may include health facilities. A number of Trafford's most deprived communities would be included within the Inner Areas under this option and, as a result, the option is likely to have a positive impact on the objective of improving skills and the sub-objective of reducing educational inequality.								
	<b>Option 2 – IO2</b>								
	+	+	+	Medium	More than local	Long term			
	<u>Comments:</u> By including Trafford Centre Rectangle within the Inner Areas, Option 2 would result in the provision of accessible local facilities and employment opportunities and on securing improvements to community facilities within the Inner Areas. It is therefore considered that the option would have a positive impact on this objective.								
	<b>Option 3 – IO3</b>								
	0	0	0	Low	N/A	N/A			
	<u>Comments:</u> There are no specific proposals for major development in the area around Stretford that would be included within Option 3 and this results in a neutral score. This area is however relatively close to areas of poor health; hence the certainty of this score is low.								
<b>Option 4 – IO4</b>									
0	0	0	Medium	N/A	N/A				
<u>Comments:</u> There are no specific proposals for major development in the area to the west of the M60 motorway and this area is not particularly well related to many of Trafford's less healthy areas. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.									
S9. Protect and improve local neighbourhood quality	<b>Option 1 – IO1</b>								
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> Unlikely to have any significant effects.								
<b>Option 2 – IO2</b>									

The Inner Areas Boundary Options									
SA Objective	Timescale			Nature of Effect				Mitigation	
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> Unlikely to have any significant effects.								
	<b>Option 3 – IO3</b>								
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> Unlikely to have any significant effects.								
	<b>Option 4 – IO4</b>								
	0	0	0	Medium	N/A	N/A			
<u>Comments:</u> Unlikely to have any significant effects.									
Environment									
E1. Reduce the effect of traffic on the environment	<b>Option 1 – IO1</b>								
	+	+	+	Low	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions		
	<u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are major development proposals within the Inner Areas boundary as defined by this option that will provide a clear alternative to further decentralisation. However, the Trafford LDF Transport Modelling report has forecast a significant increase in journey times along the A5081 and A56 during the plan period and the option would lead additional development being directed to areas around these roads. This reduces the level of certainty of the impact on this objective and on the sub-objective of managing traffic flows to reduce congestion.								
	<b>Option 2 – IO2</b>								
	+	+	+	Medium	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions		
<u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. Expanding the boundary of the Inner Areas to include Trafford Centre Rectangle would ensure that other major development proposals that have the potential to provide a clear alternative to further decentralisation are included within the Inner Areas.									

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are no specific proposals for major development in the area around Stretford that would have the potential to provide a clear alternative to further decentralisation. As a result, it is considered that expanding the Inner Areas to include the area around Stretford is unlikely to have a significant impact on this objective.							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are no specific proposals for major development in the area to the west of the M60 motorway included within this option that would have the potential to provide a clear alternative to further decentralisation. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	<b>Option 1 – IO1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – IO2</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
<b>Option 3 – IO3</b>								
0	0	0	Medium	N/A	N/A			

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
E3. Reduce contributions to climate change	<b>Option 1 – IO1</b>							
	+	+	+	Low	More than local	Long term		
	<u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are major development proposals within the Inner Areas boundary as defined by this option that will provide a clear alternative to further decentralisation. However, the Trafford LDF Transport Modelling report has forecast a significant increase in journey times along the A5081 and A56 during the plan period and the option would lead additional development being directed to areas around these roads. This reduces the level of certainty of the impact on this objective.							
	<b>Option 2 – IO2</b>							
	+	+	+	Medium	More than local	Long term		
	<u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. Expanding the boundary of the Inner Areas to include Trafford Centre Rectangle would ensure that other major development proposals that have the potential to provide a clear alternative to further decentralisation are included within the Inner Areas; hence the positive score against this objective.							
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are no specific proposals for major development in the area around Stretford that would have the potential to provide a clear alternative to further decentralisation. As a result, it is considered that expanding the Inner Areas to include the area around Stretford is unlikely to have a significant impact on this objective.</p>							
	<p><b>Option 4 – IO4</b></p>							
	0	0	0	Medium	N/A	N/A		
E4. Reduce impact of climate change	<p><u>Comments:</u> The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are no specific proposals for major development in the area to the west of the M60 motorway included within this option that would have the potential to provide a clear alternative to further decentralisation. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.</p>							
	<p><b>Option 1 – IO1</b></p>							
	?	?	?	Low	Local	Long term		<p>Direct vulnerable uses away from areas of highest risk of flooding.</p> <p>Core Strategy policy L5 will ensure appropriate measures are taken to reduce flood risk.</p>
	<p><u>Comments:</u> Part of the area included within the Inner Areas boundary presented in Option 1 was identified as being at risk of flooding by the Level 2 SFRA. However, large sections of the area included within the Inner Areas boundary presented in Option 1 are not considered to be at risk of flooding. It is therefore concluded that the option would have an uncertain impact on this objective.</p>							
	<p><b>Option 2 – IO2</b></p>							
	?	?	?	Low	Local	Long term		<p>Direct vulnerable uses away from areas of highest risk of flooding.</p> <p>Core Strategy policy L5 will ensure appropriate measures are taken to reduce flood risk.</p>

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<u>Comments:</u> As identified by the Level 2 SFRA, part of the area that would be included in the Inner Areas if the boundary were to be extended to include the Trafford Centre Rectangle is considered to be at risk of flooding. However, large sections of this area are not considered to be at risk of flooding. It is therefore concluded that the option would have an uncertain impact on this objective.							
	<b>Option 3 – IO3</b>							
	+	+	+	Medium	Local	Long term		
	<u>Comments:</u> The Level 2 SFRA demonstrated that the area around Stretford that would be included in the Inner Areas under this option is largely at a low risk of flooding. As a result, it is considered that the option has the potential to have a positive impact on this objective and its sub-objective of minimising the risk of flooding.							
	<b>Option 4 – IO4</b>							
?	?	?	Low	Local	Long term		Direct vulnerable uses away from areas of highest risk of flooding.  Core Strategy policy L5 will ensure appropriate measures are taken to reduce flood risk.	
E5. Reduce the environmental impacts of consumption and production	<u>Comments:</u> As identified by the Level 2 SFRA, part of the area that would be included in the Inner Areas if the boundary were to be extended to include the area to the west of the M60 motorway is considered to be at risk of flooding. However, large sections of this area are not considered to be at risk of flooding. It is therefore concluded that the option would have an uncertain impact on this objective.							
	<b>Option 1 – IO1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – IO2</b>							
0	0	0	Medium	N/A	N/A			
<u>Comments:</u> Unlikely to have any significant effects.								
<b>Option 3 – IO3</b>								

The Inner Areas Boundary Options										
SA Objective	Timescale			Nature of Effect				Mitigation		
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic			
	0	0	0	Medium	N/A	N/A				
	<u>Comments:</u> Unlikely to have any significant effects.									
	<b>Option 4 – IO4</b>									
	0	0	0	Medium	N/A	N/A				
	<u>Comments:</u> Unlikely to have any significant effects.									
	<b>Option 1 – IO1</b>									
	0	0	0	Medium	N/A	N/A				
	<u>Comments:</u> Unlikely to have any significant effects.									
E6. Conserve land resources and reduce land contamination	<b>Option 2 – IO2</b>									
	0	0	0	Medium	N/A	N/A				
	<u>Comments:</u> Unlikely to have any significant effects.									
	<b>Option 3 – IO3</b>									
	0	0	0	Medium	N/A	N/A				
	<u>Comments:</u> Unlikely to have any significant effects.									
	<b>Option 4 – IO4</b>									
	0	0	0	Medium	N/A	N/A				
	<u>Comments:</u> Unlikely to have any significant effects.									
	E7. Protect and improve water quality	<b>Option 1 – IO1</b>								
		0	0	0	Medium	N/A	N/A			

The Inner Areas Boundary Options									
SA Objective	Timescale			Nature of Effect				Mitigation	
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
	<u>Comments:</u> Unlikely to have any significant effects.								
	<b>Option 2 – IO2</b>								
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> Unlikely to have any significant effects.								
	<b>Option 3 – IO3</b>								
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> Unlikely to have any significant effects.								
	<b>Option 4 – IO4</b>								
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> Unlikely to have any significant effects.								
E8. Protect and improve air quality	<b>Option 1 – IO1</b>								
	+	+	+	Low	More than local	Long term	Potential secondary impact on people's health, particularly those who already suffer from respiratory illnesses.		

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> Part of the Inner Areas as defined by option IO1 falls within an Air Quality Management Area (AQMA) for Nitrogen Dioxide. The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are major development proposals within the Inner Areas boundary as defined by this option that will provide a clear alternative to further decentralisation. However, the Trafford LDF Transport Modelling report has forecast a significant increase in journey times along the A5081 and A56 during the plan period and the option would lead additional development being directed to areas around these roads. This reduces the level of certainty of the impact on this objective.</p>							
	<b>Option 2 – IO2</b>							
	+	+	+	Medium	More than local	Long term	Potential secondary impact on people's health, particularly those who already suffer from respiratory illnesses.	
	<p><u>Comments:</u> Part of the Inner Areas as defined by option IO2 falls within an Air Quality Management Area (AQMA) for Nitrogen Dioxide. The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. Expanding the boundary of the Inner Areas to include Trafford Centre Rectangle would ensure that other major development proposals that have the potential to provide a clear alternative to further decentralisation are included within the Inner Areas.</p>							
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		
	<p><u>Comments:</u> Part of the Inner Areas as defined by option IO3 falls within an Air Quality Management Area (AQMA) for Nitrogen Dioxide. The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are no specific proposals for major development in the area around Stretford that would have the potential to provide a clear alternative to further decentralisation.</p>							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> Part of the Inner Areas as defined by option IO4 falls within an Air Quality Management Area (AQMA) for Nitrogen Dioxide. The purpose of the Inner Areas is to provide a good range of quality housing, local facilities and employment opportunities, in order to provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it. There are no specific proposals for major development in the area to the west of the M60 motorway included within this option that would have the potential to provide a clear alternative to further decentralisation.</p>							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	<b>Option 1 – IO1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – IO2</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
<b>Economic</b>								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	<b>Option 1 – IO1</b>							
	+	+	+	Medium	More than local	Long term	Increased employment opportunities and reduced deprivation.	
	<u>Comments:</u> A key purpose of the Inner Areas is to provide local employment opportunities. Including Trafford Park and the LCCC area within the Inner Areas will ensure that this is achieved and that the option has a positive impact on the objective.							
<b>Option 2 – IO2</b>								

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	+	+	+	Medium	More than local	Long term	Increased employment opportunities and reduced deprivation.	
	<u>Comments:</u> A key purpose of the Inner Areas is to provide local employment opportunities. Expanding the Inner Areas to include Trafford Centre Rectangle will ensure that additional sources of local employment are provided within the Inner Areas. It is therefore concluded that this option would have a positive impact on the objective.							
	<b>Option 3 – IO3</b>							
	0	0	0	Low	N/A	N/A		
	<u>Comments:</u> There are no specific proposals for major development in the area around Stretford that would be included within Option 3. As a result, it is considered that expanding the Inner Areas to include the area around Stretford is unlikely to have any significant impact on this objective.							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> There are no specific proposals for major development in the area to the west of the M60 motorway that would be included within Option 4. As a result, it is considered that expanding the Inner Areas to include the area around Stretford is unlikely to have any significant impact on this objective.							
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	<b>Option 1 – IO1</b>							
	+	+	+	Medium	Local	Long term	Increased opportunities and quality of life	
	<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities and employment opportunities and on securing improvements to community facilities. A number of Trafford's most disadvantaged communities would be included within the Inner Areas under this option and, as a result, the option is likely to have a positive impact on the objective of reducing disparities and the sub-objective of tackling barriers to work.							
	<b>Option 2 – IO2</b>							
	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> By including Trafford Centre Rectangle within the Inner Areas, Option 2 would result in the provision of accessible local facilities and employment opportunities within the Inner Areas. It is therefore considered that the option would have a positive impact on this objective.</p>							
	<b>Option 3 – IO3</b>							
	0	0	0	Low	N/A	N/A		
	<p><u>Comments:</u> There are no specific proposals for major development in the area around Stretford that would be included within Option 3 and this results in a neutral score. This area is however relatively close to areas of deprivation hence the certainty of this score is low..</p>							
	<b>Option 4 – IO4</b>							
0	0	0	Medium	N/A	N/A			
EC3. Enhance Trafford's image as a business and tourism destination	<p><u>Comments:</u> There are no specific proposals for major development in the area to the west of the M60 motorway and this area is not particularly accessible from many of Trafford's most deprived areas. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.</p>							
	<b>Option 1 – IO1</b>							
	+	+	+	Medium	Sub regional	Long term		
	<p><u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities and employment opportunities and on securing improvements to community facilities. Manchester United Football Club and Lancashire County Cricket Club are included within the Inner Areas under this option and, as a result, the option is likely to have a positive impact on the objective of enhancing Trafford's image as a business and tourism destination.</p>							
	<b>Option 2 – IO2</b>							
+	+	+	Medium	Sub regional	Long term			
<p><u>Comments:</u> By including Trafford Centre Rectangle within the Inner Areas, Option 2 would result in a major attraction being located within the Inner Areas. It is therefore considered that the option would have a positive impact on this objective.</p>								
<b>Option 3 – IO3</b>								
0	0	0	Low	N/A	N/A			

The Inner Areas Boundary Options									
SA Objective	Timescale			Nature of Effect				Mitigation	
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
	<u>Comments:</u> There are no specific proposals for major tourist development in the area around Stretford that would be included within Option 3 and this results in a neutral score.								
	<b>Option 4 – IO4</b>								
	0	0	0	Medium	N/A	N/A			
	<u>Comments:</u> There are no specific proposals for major tourist development in the area to the west of the M60 motorway. As a result, it is considered that expanding the Inner Areas to include the area to the west of the M60 motorway is unlikely to have a significant impact on this objective.								
EC4. Encourage the long term sustainability of Trafford's Town Centres	<b>Option 1 – IO1</b>								
	+	+	+	Medium	More than local	Long term	Improved perceptions of Trafford		
	<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities, including shops and services, employment opportunities and on securing improvements to community facilities. As a result, the option is likely to have a positive impact on the objective of encouraging the long term sustainability of Trafford's town centres.								
	<b>Option 2 – IO2</b>								
	+	+	+	Medium	More than local	Long term	Improved perceptions of Trafford		
	<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities, including shops and services, employment opportunities and on securing improvements to community facilities. As a result, the option is likely to have a positive impact on the objective of encouraging the long term sustainability of Trafford's town centres.								
	<b>Option 3 – IO3</b>								
	+	+	+	Medium	More than local	Long term	Improved perceptions of Trafford		
<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities, including shops and services, employment opportunities and on securing improvements to community facilities. As a result, the option is likely to have a positive impact on the objective of encouraging the long term sustainability of Trafford's town centres including Stretford which would be included within Option 3.									
<b>Option 4 – IO4</b>									

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	+	+	+	Medium	More than local	Long term	Improved perceptions of Trafford	
	<u>Comments:</u> The emphasis for the Inner Areas will be on providing accessible local facilities, including shops and services, employment opportunities and on securing improvements to community facilities. As a result, the option is likely to have a positive impact on the objective of encouraging the long term sustainability of Trafford's town centres to the west of the M60 motorway such as Urmston.							
EC5. Improve the social and environmental performance of the economy	<b>Option 1 – IO1</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 2 – IO2</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 3 – IO3</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
	<b>Option 4 – IO4</b>							
	0	0	0	Medium	N/A	N/A		
	<u>Comments:</u> Unlikely to have any significant effects.							
<b>Sustainability Summary</b>								

The Inner Areas Boundary Options								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<p>This sustainability appraisal is unusual in assessing not strategies or policies but boundaries. It is also more complex than a regular SA in the requirement to understand the implications of the different boundary options in terms of the sustainability objectives given the limited description of the purpose of the Inner Areas boundaries in the Regional Spatial Strategy. This results in a low level of certainty over the effect of the options on a number of the sustainability objectives.</p> <p>The different boundary options for the Inner Areas are expressed as four different geographical areas superimposed on one another radiating from the Regional Centre. They are not discreet separate geographical areas. Thus Option 2 consists of the Option 1 area together with a further area and Option 3 of Option 2 (which contains Option 1) and another further area. The impact of aggregating the areas for this appraisal means that the effects of the characteristics of each area are masked by the cumulative addition of one area upon another. In the case of S1, for example, Option 2 scores '++', therefore Option 3 (which contains Option 2) will also score '++', even though the actual area added by the addition of Option 3 to option 2 has no significant effect on the achievement of the SA Objective.</p> <p>In the light of these shortcomings, after Option 1 has been scored, for each Sustainability Objective the Assessment is based on scoring the effects of each discreet increment of area. This enables the characteristics of each area to be identified individually and play a role in the evaluation of the relative merits of the Inner Areas boundary alternatives.</p> <p>A pattern of scores for the options is however clearly apparent with Options IO1 and IO2 having a positive impact on a considerably greater number of sustainability objectives. These options would have a positive or major positive impact on 12 of the sustainability objectives. All four options were however considered to have a positive impact on the objective relating to encouraging the long term sustainability of Trafford's town centres. Each of the options were also considered to have an uncertain impact on the objective of enhancing transport and each of the options would have a neutral impact on the objectives relating to: crime and fear of crime; encouraging a sense of community identity; protecting local neighbourhood quality; protecting open space and biodiversity; reducing the environmental impacts of consumption; conserving land resources; protecting water quality; protecting the diversity and distinctiveness of landscapes and townscapes; and improving the social and economic performance of Trafford's economy.</p> <p>None of the options would have a negative impact on any of the objectives. Nevertheless, due to parts of the areas being at risk of flooding, it is considered that options IO1, IO2 and IO4 would all have an uncertain impact on the objective of reducing the impact of climate change.</p>								

**Key for effects**

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

## APPENDIX B – SUSTAINABILITY APPRAISAL OF THE POLICY L5

## Appraisal of the Amended Policy L5 (April 2011)

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	0	0	0	Medium	N/A	N/A		
<p><u>Comments:</u>            Requiring new development, including major new development, where energy savings can be maximised, to minimise its contributions towards and / or mitigate its effects on climate change could restrict the supply of housing where it makes development unviable through the costs associated with design and construction techniques and renewable / low carbon technologies. However, the SHLAA has demonstrated that there are sufficient and developable housing sites in the Borough to meet its housing provision requirements. Trafford's Low Carbon study identified local CO2 emission reduction targets primarily linked to the location of development and how this influences viability. The policy provides flexibility in situations where viability concerns are raised as a barrier to deliverability of new developments (including housing). Such flexibility will ensure that housing schemes of an appropriate mix of types and tenures to meet local need can come forward, whilst also maximising the contribution that new development makes towards reducing CO2 emissions wherever possible.</p> <p>In conclusion, the policy will have a neutral impact on the objective because achieving a better balance and mix in the housing market should not be hindered by the policy.</p>								
S2. Improve accessibility for all to services and facilities	0	0	0	High	N/A	N/A		Other policies in the Core Strategy will ensure that development is directed to more accessible areas within Trafford.
<p><u>Comments:</u>            Unlikely to have any significant effects.</p>								
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	0	0	0	High	N/A	N/A		Other policies in the Core Strategy will ensure that development is directed to more accessible areas within Trafford.

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<u>Comments:</u> The policy deals primarily with the role of built development on addressing the effects of climate change and therefore will have no significant effect on the objective of enhancing transport infrastructure.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S5. Reduce poverty and social exclusion	+	+	+	High	Borough wide	Long term	Improved quality of life Improved health	Other policies in the Core Strategy will ensure that development is well related to, and accessible from, areas of deprivation in Trafford
	<u>Comments:</u> The provision of new homes built to a higher standard of energy efficiency should reduce the incidence of fuel poverty. The cost of energy supplied from greener energy infrastructure could also potentially be lower than traditional fossil fuel energy infrastructure, although there is only limited certainty in relation to this.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S7. Improve qualifications and skills of the resident population	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S8. Improve the health and, inequalities in health of the	+	+	+	High	Borough wide	Long term	Improved quality of life	

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
population	<p><u>Comments:</u> The policies seeks to reduce CO2 emissions across the Borough (whilst recognising that the achievable levels of reduction are dependent upon the scale and location of new development). Reducing CO2 emissions will have significant benefits for public health, for example by providing a better living environment for people with respiratory diseases.</p> <p>The policy will also ensure that development that has potential to cause adverse pollution (air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place. Within the Borough's Air Quality Management Zone developers will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that development would not have an adverse impact on air quality.</p> <p>In conclusion, the policy will have a positive impact on the health of the local population.</p>							
S9. Protect and improve local neighbourhood quality	+	+	+	High	Borough wide	Long term	Improved image of the Borough and increased inward investment	
	<p><u>Comments:</u> The policy requires new development to incorporate flood mitigation and management measures and seeks to prevent air, light, water, ground pollution and noise or vibration which can all have a detrimental impact on the quality of life for those affected. Whilst the policy is broadly supportive of commercial or community low carbon, renewable and decentralised energy generation and distribution facilities – this is only where it would have an acceptable impact on the local environment and where suitable mitigation measures are proposed.</p> <p>In conclusion, it is considered that the policy would have a positive impact on the quality of the local environments in Trafford and there are no perceived drawbacks to this objective.</p>							
<b>Environment</b>								
E1. Reduce the effect of traffic on the environment	0	0	0	Medium	Borough wide	Long term		Other policies in the Core Strategy will ensure that development is directed to more accessible areas within Trafford.

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The policy deals primarily with the role of built development on addressing the effects of climate change and therefore will have no significant effect on the objective of reducing the effect of transport on the environment. This represents a change in the scoring from the previous policy as the revised policy no longer refers to the Code for Sustainable Homes or BREEAM standards (and the provision of adequate facilities for cyclists).</p>							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	+	+	+	Medium	Borough Wide	Long term	Improved image of the Borough.	
	<p><u>Comments:</u> Adapting to Climate Change in Trafford (October 2009) states that Trafford's parks and open spaces will be significantly affected by the projected changes to the climate in the North West of England. Hotter, drier summers will mean an increased risk of droughts which could damage trees, shrubs and open areas of grass and meadows. Prolonged dry spells also dehydrate topsoil, which means that rain is less easily absorbed when it comes, and this can increase the risk of flooding in extreme weather events which are forecast to increase in frequency. At present, parks and open spaces can absorb heavy rainfall and allow it to soak away without running off onto highways or into residential areas, but this ability will be reduced by the hotter, drier summers which are forecast to occur in the future.</p> <p>The policy requires developments to minimise their contribution towards and / or mitigate its effects of climate change, achieved through measures such as applying sustainable design and construction techniques and / or utilising renewable energy generation technologies. In addition, by preventing development that would result in adverse pollution, the policy is likely to have a positive impact on biodiversity, flora and fauna, geological and geo-morphological features.</p> <p>Areas of green open space – provided as part of new developments have the potential to provide carbon sinks – as well as having a beneficial impact on biodiversity. The use of SUDs can also benefit biodiversity. Other measures which the policy would support (seeking a reduction in CO2 emissions) would include new tree planting scheduled based on urban heat island and flooding models (see the Adapting to Climate Change in Trafford Study).</p> <p>In conclusion, climate change is a major threat to Trafford's parks and open spaces and this policy – which seeks to mitigate and reduce the impact of new development on climate change factors – will have a positive impact on this objective. The evidence provided in the policy points to a medium level of confidence in the affects.</p>							
E3. Reduce contributions to climate change	++	++	++	High	Borough wide	Long term	Increased energy security. Reduced energy costs may improve business competitiveness	

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>Policy will lead to the construction of more energy efficient buildings and will increase the proportion of energy that is generated from low carbon or renewable energy sources. It also encourages the development of commercial and community low carbon, renewable or decentralised energy generation.</p>							
E4. Reduce impact of climate change	++	++	++	High	Borough wide	Long term	Integrating SUDs into new development can enhance biodiversity	
	<p><u>Comments:</u></p> <p>Organisations such as the Met Office, UK Climate Impacts Programme and the Tyndall Centre for Climate Research focus on three main themes for the UK relating to climate change:-</p> <ul style="list-style-type: none"> <li>• Warmer, wetter winters with increased rainfall and flooding.</li> <li>• Hotter, drier summers with increasing dry spells and drought.</li> <li>• More extreme weather events such as storms, hurricanes and flash floods.</li> </ul> <p>The Greater Manchester Strategic Flood Risk Assessment has identified parts of Trafford as being a High Risk area for future flooding. This policy requires developers to incorporate flood mitigation and management measures appropriate to the use and location. Developers will be required to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS) approach to the various parts of the Borough as mapped in the SFRA.</p> <p>There is also flexibility to negotiate on a site-by-site basis about developments where viability concerns are raised as a potential impediment to growth.</p> <p>In conclusion, the policy will have a significant positive impact on this objective.</p>							
E5. Reduce the environmental impacts of consumption and	+	++	++	Medium	Borough wide	Long term		

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
production	<p><u>Comments:</u></p> <p>The policy requires new developments to maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation. The increased generation of energy from renewable sources should decrease the need to extract, transport and consume fossil fuels.</p> <p>In conclusion, the policy will have a positive impact on this objective. The effects are stepped up in the medium and longer term in anticipation of the increasing requirements of national policy on energy conservation set out in the policy's justification.</p>							
E6. Conserve land resources and reduce land contamination	0	0	0	High	N / A	N / A		
E7. Protect and improve water quality	+	+	+	High	Borough wide	Long term	Positive secondary benefits for biodiversity.	
	<p><u>Comments:</u></p> <p>The policy requires developers to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDs) appropriate to the various parts of the Borough as mapped in the SFRA.</p> <p>The policy also states that development that has the potential to cause adverse pollution (including of water) will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
E8. Protect and improve air quality	+	+	+	High	Borough wide	Long term	Improved quality of life, particularly for those who suffer from respiratory illnesses	

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The policy states that development that has potential to cause air pollution will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place. Within the Borough's Air Quality Management Zones developers will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality.</p> <p>Evidence to support the policy – the AGMA decentralised energy study – provides operational guidance on appropriate low carbon solutions in different areas of the Borough, including AQMZs. Air quality is a potential locational and operational constraint. Biomass plants contribute to nitrogen dioxide and particulate emissions. Recent modelling by AEA Technology for the London Councils has suggested that biomass plant in Air Quality Management Areas may require closer regulation – particularly near major roads. In particular, the specification of combustion systems, pollution control equipment and stack height are likely to require specific attention.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects. Supporting guidance on sustainable design and construction techniques and / or utilising renewable energy generation technologies has been prepared to support the policy. This will help to ensure that CO2 reduction is built into the design and construction in a manner which protects and enhances diversity and distinctiveness of the landscape / townscape.</p> <p>L5.13 ensures that whilst promoting commercial and community low carbon, renewable and decentralised energy generation and distribution facilities, that the development of such infrastructure will not be allowed where it would have an unacceptable impact on the local environment and where suitable mitigation measures are not proposed.</p>							
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	++	++	Medium	Borough wide	Long term	Increased inward investment Reduced poverty and deprivation	Other policies in the Core Strategy will ensure that sites are brought forward to ensure an appropriate supply of sites and premises.

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The policy will improve the sustainability of the economy by providing more energy efficient premises for businesses. This could reduce operating costs for businesses and improve their competitiveness. In addition, the policy may also lead to the creation of new employment opportunities in the design and production of renewable energy generation technologies and infrastructure.</p> <p>The deliverability of the CO2 reduction targets and the need to consider their effect on viability has been considered, which will ensure that the pace of new development envisaged to make a powerful contribution to regional growth will not be impeded. There is also flexibility to negotiate on a site-by-site basis where viability concerns are raised as a potential impediment to growth.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	+	+	Low	Borough wide	Long term		
	<p><u>Comments:</u> The policy will improve the sustainability of the economy by providing more energy efficient premises for businesses. This could reduce operating costs for businesses and improve their competitiveness. In addition, the policy may also lead to the creation of new employment opportunities in the design and production of renewable energy generation technologies and infrastructure.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
EC3. Enhance Trafford's image as a business and tourism destination	+	+	+	Medium	Borough Wide	Long Term		
	<p><u>Comments:</u> The policy encourages the development of low carbon, renewable or decentralised energy generation infrastructure, which may improve Trafford's image as a green energy industry/business area.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
EC4. Encourage the long term sustainability of Trafford's Town	+	+	+	High	Borough wide	Long term	Increased inward investment	

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Centres	<p><u>Comments:</u> The policy requires new development to incorporate appropriate flood mitigation and management measures and seeks to prevent air, light, water, ground and noise pollution. Local CO2 emission reduction targets have been set for the Low Carbon Growth Areas (LCGAs) and outside LCGAs. Altincham Town Centre is included as a LCGA where the policy sets a reduction target of 40% from a baseline part L Building Regulations 2006. Other town centres outside the LCGAs have a target of 30% reduction. The achievement of these targets will have a drastic impact on the air quality.</p> <p>The AGMA decentralised energy study (2010) specifically identified a number of strategic projects that would become priority investments. Of relevance to Trafford's town centres was the recommendation for the development of strategic heating projects in and around thirty four local centres, anchored by public buildings and based on 1-5 MWe scale natural gas or bio fuel CHP technology. Whilst these specific projects may not be implemented in Trafford, they do provide the private sector with examples of ways to address this issue and provide a high level of confidence in the effects.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
EC5. Improve the social and environmental performance of the economy	+	+	+	High	Borough wide	Long term		
	<p><u>Comments:</u> The policy would reduce energy consumption for businesses. It would also direct development to areas that are not susceptible to flooding, limit adverse pollution and encourage the development of low carbon and renewable energy generation infrastructure.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
Sustainability Summary								

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<p>Unsurprisingly, Policy L5 Climate Change has the potential to deliver a number of significant sustainability benefits, including reducing both contributions to and the effects of climate change and reducing the environmental impacts of consumption and production. It has positive effects on a number of other objectives.</p> <p>It is anticipated that the policy would not have any negative effects on the sustainability objectives. Evidence supporting the policy demonstrates that the CO2 reduction targets are deliverable and will not impact upon the supply or pace of housing delivery set out in the Council's housing trajectory. As a result, there is a greater level of certainty that the costs of incorporating the necessary features to meet these standards will not have a significant impact on the Council's objective of achieving a balanced housing market. Similarly, objectives relating to Trafford's high performance economy can be achieved as there is also flexibility to negotiate on a site-by-site basis where viability concerns are raised as a potential impediment to growth.</p> <p>The policy would not have an uncertain impact on any of the sustainability objectives. The policy is unlikely to have any significant effects in relation to the following objectives: improving the accessibility for all to services and facilities, encouraging a sense of community identity and welfare, improving qualification and skills, conserving land resources, protecting and enhancing landscape and townscape character. Other policies within the Core Strategy are intended to support the achievement of these SA objectives.</p>								

**Key for effects**

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

## APPENDIX C – SUSTAINABILITY APPRAISAL OF DAVENPORT GREEN

## February 2011 Re-appraisal of Davenport Green

Davenport Green									
SA Objective	Timescale			Nature of Effect				Comments	Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
<b>Social</b>									
S1. Achieving a better balance and mix in the housing market	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	
S2. Improve accessibility for all to services and facilities	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	+	+	+	Low	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions	The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, the proposals have the potential to result in an unsustainable development that augments congestion. Measures would however be taken to create new and extend existing bus routes and improve links to the transport interchanges at Manchester Airport and Altrincham. New and improved pedestrian and cycle links would also be provided. This has improved the scoring from June 2010.	
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	

S5. Reduce poverty and social exclusion	?	?	?	Low	Borough wide	Long term		<p>The scheme would contribute to the generation of a significant number of jobs. However the site is not accessible from many of Trafford's more deprived areas where the need for jobs is greatest. The site is however well related to areas of deprivation outside of the plan area, such as Wythenshawe which is identified as one of the most deprived communities in Manchester by the Manchester Pre-Publication Core Strategy.</p> <p>Reference is made to developing programmes to assist disadvantaged people to access the jobs created. However, limited information is provided on what these programmes entail and how they would be implemented.</p>	<p>Secure significant public transport improvements to improve links to the more deprived areas in Trafford.</p> <p>Provide more certainty over the delivery of programmes to assist disadvantaged people to access the jobs created.</p>
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	
S7. Improve qualifications and skills of the resident population	0	+	+	Medium	Borough wide	Long term	Improved quality of life	There is the possibility of providing training opportunities as part of the new jobs created.	
S8. Improve the health and, inequalities in health of the population	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	Improvements to health will be promoted through access to a new and extensive informal recreational area.	
S9. Protect and improve local neighbourhood quality	0	0	0	High	Local	Long term		Although the majority of the site will be developed as a rural park, the development would result in the loss of a significant area of greenfield land.	

Environment									
E1. Reduce the effect of traffic on the environment	?	?	?	Low	More than local	Long term	Potential unsustainable patterns of commuting could have secondary impacts on air quality and greenhouse gas emissions	The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, the proposals have the potential to result in unsustainable patterns of travel and augment congestion. Measures would however be taken to create new and extend existing bus routes and improve public transport routes to the transport interchanges at Altrincham and Manchester Airport. New and improved pedestrian and cycle links would also be provided. New road infrastructure to relieve congestion would also be provided in the form of capacity expansions at Junction 6 of the M56, although this would not necessarily support the shift to more sustainable modes of transport.	Secure significant public transport improvements to improve links to the more deprived areas in Trafford. Need to ensure that public transport offers a viable alternative to the private car.
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	?	+	+	Medium	Local	Long term	Improved image of Trafford	A substantial area of woodland would be created within the country park. There would be potential enhancements for Sites of Biological Importance and no development would take place within 30m of its northern edge.	Undertake studies of ecological value of the site.  Areas of high biodiversity, landscape and open space value should be protected and enhanced as part of development.

E3. Reduce contributions to climate change	?	?	?	Low	National	Long term	<p>The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, the proposals have the potential to result in unsustainable patterns of travel and augment congestion. Measures would however be taken to create new and extend existing bus routes and improve public transport routes to the transport interchanges at Altrincham and Manchester Airport. New and improved pedestrian and cycle links would also be provided. New road infrastructure to relieve congestion would also be provided in the form of capacity expansions at Junction 6 of the M56, although this would not necessarily support the shift to more sustainable modes of transport.</p> <p>The proposed woodland planting could contribute to the sequestration of carbon. The development would also aim to be built to exemplary sustainability standards. Consideration would be given to the implementation of initiatives to address climate change but no certainty is provided that these initiatives would be implemented.</p> <p>The certainty of the impact is also reduced by the limited amount of information available on energy consumption during both construction and operation.</p>	<p>Secure significant public transport improvements to improve links to the more deprived areas in Trafford. Need to ensure that public transport offers a viable alternative to the private car.</p> <p>Make it a requirement for the development to achieve particular sustainability standards and introduce initiatives to address climate change.</p>
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E4. Reduce impact of climate change	+	+	+	Medium	Local	Long term		The area is not considered to be at risk of flooding as demonstrated by Appendix 11 of the RLAM 2010 submission. The proposals will also help to mitigate the effects of climate change by providing additional habitat for species.	
E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N / A	N / A		Unlikely to have significant effects as set out in Appendix 8 of RLAM submission 2010.	
E6. Conserve land resources and reduce land contamination	--	--	--	High	Local	Long term		The site comprises entirely of greenfield land.	Development should be built to an appropriate density whilst still safeguarding the visual amenity of adjacent Green Belt. By using land efficiently this will reduce the pressure to release further greenfield sites.
E7. Protect and improve water quality	0	0	0	High	N / A	N / A		Unlikely to have any significant effects as set out in Appendix 11 of RLAM submission 2010.	

E8. Protect and improve air quality	0	0	0	Low	More than local	Long term		Development in this area has the potential to result in unsustainable patterns of transport and adversely affect air quality and it is noted that the site is in close proximity to an Air Quality Management Area associated with the M56. Woodland planting would help improve air quality and the proposals would result in some improvements to public transport provision. The introduction of a cordon charge for vehicles will be examined but no certainty is provided over whether this charge will be implemented. It is noted Appendix 10 of the RLAM submission noted no significant air quality issues on the site but a more detailed assessment would need detailed traffic assessment data.	Secure significant public transport improvements to improve links to the more deprived areas in Trafford. Need to ensure that public transport offers a viable alternative to the private car.  Make it a requirement for the development to introduce a cordon charge or similar initiative.
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	Medium	Local	Long term		The scheme will incorporate a rural park with opportunities to enhance the local rural landscape.	

Economic									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	+	+	Medium	GM wide	Long term	Contributing to overall pool of jobs	<p>The proposals would make a considerable contribution to the stock of office accommodation in Trafford and result in the creation of a significant number of jobs.</p> <p>Given its location, the development proposals also have the potential to support the growth of the airport, which is identified as a Strategic Site in the Manchester Pre-Publication Core Strategy. This could support the objectives of the Manchester Airport Masterplan.</p>	

EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	?	?	?	Low	Borough wide	Long term		<p>The scheme would contribute to the generation of a significant number of jobs. However the site is located outside of the Regional Centre and the Inner Area and is not accessible from Trafford's more deprived areas where the need for jobs is greatest. It is however well related to areas of deprivation outside of the plan area, such as Wythenshawe which is identified as one of the most deprived communities in Manchester by the Manchester Pre-Publication Core Strategy.</p> <p>The proposals make reference to developing programmes to assist disadvantaged people to access the jobs created. However, limited information is provided on what these programmes entail or how they would be implemented. Therefore, there is some uncertainty over the impact the proposals would have on reducing disparities.</p>	<p>Secure significant public transport improvements to improve links to the more deprived areas in Trafford.</p> <p>Provide more certainty over the delivery of programmes to assist disadvantaged people to access the jobs created.</p>
EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	Medium	Borough wide	Long term	Improved perceptions of Trafford	<p>The new rural park will form a significant new visitor destination especially for informal recreation, education and nature conservation.</p>	

EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	Local	Long term		A significant amount of B1 office development is proposed in this out of centre location. Nevertheless, the Trafford Other Town Centre Uses study demonstrated that there are insufficient suitable and available sites in Trafford's town centres for office development. The retail provision will be ancillary to the development and Core Strategy policy W2 should ensure that the proposal would have no impact on Trafford's town centres.	
EC5. Improve the social and environmental performance of the economy	?	?	?	Low	Borough wide	Long term		The economic development will facilitate the establishment and maintenance of a Rural Park. However, there is a significant degree of uncertainty over whether the proposals would improve the social performance of the economy.	Secure significant public transport improvements to improve links to the more deprived areas in Trafford.

<p><b>Sustainability Summary</b></p>	<p>The proposals for Davenport Green would bring a number of benefits. In particular, through the creation of a Rural Park they would contribute to the objectives relating to open space, biodiversity, flora and fauna; reducing the impact of climate change; enhancing the distinctiveness of landscape; and enhancing Trafford's image a tourism destination. The provision of employment opportunities through the office development would also have a positive impact on economic performance and the skills of the population. In addition, the proposed transport infrastructure would have a positive impact on the objective of enhancing accessibility.</p> <p>However, the development of the site would lead to the permanent loss of a substantial greenfield area and, as such, the proposals would have a significant negative impact on the objective of conserving land resources. There is a significant degree of uncertainty over the impact of the proposal on a wide range of indicators. Development in this area has the potential to result in unsustainable patterns of transport. Nevertheless, it is recognised that measures would be taken to create new and extend existing bus routes, develop links to the interchanges at Altrincham and Manchester Airport, and provide new and improved pedestrian and cycle links. The impact of the proposals on the objectives relating to reducing the effect of traffic on the environment; reducing contributions to climate change; and protecting air quality is therefore considered to be uncertain. Securing significant public transport improvements to areas of deprivation in Trafford and ensuring that public transport offers a viable alternative to the private car will therefore be a key mitigation measure</p> <p>The site is located outside of the Regional Centre and the Inner Area and is not accessible from Trafford's more deprived areas where the need for jobs is greatest. It is however well related to areas of deprivation outside of the plan area, such as Wythenshawe, and the proposals have the potential to support economic growth at Manchester Airport. There is however a need for greater certainty over the delivery of programmes to assist disadvantaged people to access the jobs created. The extent to which the proposals would contribute to the objectives relating to poverty and social exclusion and reducing disparities is therefore also considered to be uncertain.</p>
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<b>Key for effects</b>				
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;    ? uncertain

## Re-appraisal of the February 2011 SA of Davenport Green (April 2011)

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	0	0	0	High	N / A	N / A		
	<u>Comments:</u> The proposals for Davenport Green do not include a housing element and are therefore unlikely to have any significant effects on this objective. Adequate provision for housing has been made elsewhere in the borough by the Core Strategy.							
S2. Improve accessibility for all to services and facilities	+	+	+	Low	More than local	Long term	Reduced social exclusion and improved quality of life.	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u>            The development proposals include the provision of a limited range of A1 – A5 uses and unspecified D1 uses (non-residential institutions). Given the limited scale of this provision, these services and facilities are likely to be ancillary to the development and would primarily serve the needs of the on-site workers. Whilst Davenport Green is well related to areas of deprivation outside of the plan area (Wythenshawe, Manchester), it is not well-related to many of Trafford's more deprived areas. Consequently, due to the likely ancillary nature of these facilities and the fact that Davenport Green is not well related to the most deprived areas of the Borough, it is considered that the provision of these on-site facilities is unlikely to have a significant impact on the sub-objective of improving access to services from the most deprived areas of the Borough.</p> <p>Nevertheless, as highlighted in the Davenport Green Highways Study (Appendix 6) and the Davenport Green Sustainable Transport Strategy (Appendix 7), the development proposals would result in significant improvements to the accessibility of the site through, for example, connecting the development to existing public transport interchanges and by providing new and improved pedestrian and cycle links. In addition, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that the bus route from Altrincham to Davenport Green and the Airport could feasibly be routed close to Wythenshawe Hospital, which would provide Trafford residents with better access to this important facility.</p> <p>In conclusion, it is considered that although the limited range of on site facilities would be accessible due to proposed public transport measures, the likely ancillary nature of these facilities coupled with their distance from many of Trafford's more deprived areas means that the provision of these on-site facilities is unlikely to have a significant impact on the sub-objective of improving access to services from the most deprived areas of the Borough. Nevertheless, the public transport improvements have the potential to enhance access to Wythenshawe hospital for Trafford residents although the proposals only provide limited certainty that access to the hospital would be improved. It is therefore considered that the development proposals have the potential to have some positive impact on this objective but that the certainty of this impact is low.</p> <p>In light of the above, the appraisals of the Strategic Locations contained within the Core Strategy have been reviewed and the overall minor positive scores for these locations are considered to be consistent as they are accessible to areas of deprivation within Trafford and each of them include a broader range of community services and facilities. As a result, the proposals for these sites have a similar score to Davenport Green against this objective but with a higher degree of certainty.</p>							
S3. Enhance transport infrastructure; improve	+	+	+	Medium	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
accessibility and quality of life to all communities.	<p><u>Comments:</u>                      The site is not presently well served by public transport and is located in close proximity to the motorway network. Consequently, development in this location has the potential to result in unsustainable patterns of travel and augment congestion. Nevertheless, as noted in the Davenport Green Highways Study (Appendix 6) and the Davenport Green Sustainable Transport Strategy (Appendix 7), a range of measures are proposed to improve linkages to existing public transport interchanges. For instance, Appendix 7 notes that two new high frequency bus services would be introduced to link Davenport Green to the interchanges at Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The proposed route of the western loop to the Metrolink extension serving the Airport and South Manchester would also be safeguarded. However, it is noted that this route has no funding and is not contained with LTP3 which contains works up to 2026. It is therefore considered that the development proposals would support the sub-objective of providing efficient and inclusive public transport.</p> <p>Davenport Green is within 500m of the orbital cycle route around Manchester Airport and Appendix 7 demonstrates that there is an established network of Sustrans cycle routes surrounding the location. The development proposals would also provide new and improved pedestrian and cycle links. As a result, it is considered that the development proposals would have a positive impact on the sub-objective of improving participation in walking and cycling. Appendix 7 also states that a Travel Plan will be produced to raise awareness of public transport, walking and cycling and car share options. In conclusion, it is considered that the range of measures highlighted above will enhance the local transport infrastructure and improve accessibility. It is therefore considered that the proposed development would have a positive impact on this objective.</p> <p>The additional information taken into account on Davenport Green has resulted in the level of certainty increasing from low to medium. However, it is considered that the Strategic Locations with significant existing public transport facilities provide a higher level of certainty of achieving this objective than Davenport Green which is accessed so easily by car.</p> <p>In light of the above, the appraisals of the Strategic Locations contained within the Core Strategy have been reviewed and the overall scores found to be consistent. However, the level of certainty that the proposals for Pomona, Trafford Wharfedale and LCCC area would have a positive impact on this objective has been upgraded to high to reflect the fact that the developments will improve/augment existing transport facilities and have a higher level of certainty of achieving this objective. The level of certainty for Trafford Centre Rectangle and Davenport Green is considered to be medium as both sites offer the opportunity to improve linkages from existing public transport interchanges. Notwithstanding its distance from existing public transport infrastructure, the level of certainty for Carrington is also considered to be medium due the transport facilities that would be created as part of the development proposals and the opportunities presented by the development to create a relatively self-contained community.</p>							
S4. Reduce crime, disorder and	0	0	0	High	N / A	N / A		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
the fear of crime	<p><u>Comments:</u> Unlikely to have any significant effects. Policy L7 in the Core Strategy will ensure that all new development is designed in a way that reduces opportunities for crime.</p>							
S5. Reduce poverty and social exclusion	+	+	++	High	Borough wide	Long term	Reduced social exclusion and improved quality of life.	Use of s106 agreements to secure the proposed training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
	<p><u>Comments:</u> The proposals for Davenport Green would result in the creation of a significant number of jobs both during the construction and operation of the development. The site is not well-related to many of Trafford's more deprived areas where the need for jobs is greatest, particularly Clifford and Gorse Hill. Davenport Green is however well related to areas of deprivation outside of the plan area, such as Wythenshawe which is identified in the Manchester Core Strategy Publication document as an area characterised by high levels of deprivation and worklessness. It is however noted that Manchester Core Strategy Publication document proposes to provide 55ha of employment land in Wythenshawe within their own plan area in order to help address deprivation and economic inactivity.</p> <p>As highlighted in the Davenport Green Sustainable Transport Strategy (Appendix 7), a range of transport improvements are proposed to connect Davenport Green to the wider public transport network, which would improve the accessibility of the employment opportunities available in the area. The development proposals also seek to engage deprived communities and individuals in the benefits of the construction phase, the long term business activities and the rural park. In recognition of these benefits, it is concluded that the development proposals for Davenport Green are likely to have a positive impact on this objective in the short to medium term and a major positive impact in the long term.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. Trafford Centre Rectangle and Carrington were considered to offer similar opportunities to reduce poverty and social exclusion to Davenport Green. Pomona, Trafford Wharfside and the LCCC area are all located immediately adjacent to areas of deprivation within Trafford and in close proximity to, and accessible from, areas of deprivation in Salford. As a result, the level of certainty that the proposals for the LCCC area would have a positive impact on this objective has been adjusted to reflect this.</p>							

Davenport Green								
SA Objective	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	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> The sub objectives are primarily based on a residential community and are not considered to be as applicable to an employment-led development, such as Davenport Green. As a result, it is considered that the development proposals are unlikely to have any significant effects on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The other Strategic Locations score positively where community facilities are offered to an existing or developing residential community. The level of certainty that the Trafford Centre Rectangle proposals would have a positive impact on this objective has however been adjusted to medium to ensure that the appraisals are consistent.</p>							
S7. Improve qualifications and skills of the resident population	+	+	+	Medium	Borough wide	Long term	Improved quality of life and reduced levels of deprivation and social exclusion.	
	<p><u>Comments:</u> New jobs and training opportunities will be created during the construction and operation of the development. In addition, the development requirements set out in Proposed Policy SS1 make a specific reference to developing programmes to assist disadvantaged people to access the jobs created and to engaging deprived communities and individuals in the benefits of both the construction phase and the long term business activities. Furthermore, the rural park will also offer opportunities for education and skills development in relation to the management of the natural environment. In recognition of these benefits, it is concluded that the development proposals for Davenport Green are likely to have a positive impact on this objective. The reference to involvement of local people in construction of the development has resulted in the scoring being altered so that the development proposals are now considered to have a positive impact on this objective in the short term.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent.</p>							
S8. Improve the health and, inequalities in health of the	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
population	<p><u>Comments:</u> The development proposals have the potential to result in improvements to health by providing access to a new and extensive rural park. The Trafford Green and Open Spaces Assessment of Need Update (2009) established that Hale Barns is an area deficient in accessible greenspace by 5.35 hectares. Therefore the provision of a rural park has the potential to have a positive impact on the sub-objective of increasing participation in, and access to, sport and physical activity facilities.</p> <p>In addition, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that the bus route from Altrincham to Davenport Green and the Airport could feasibly be routed close to Wythenshawe Hospital, which would provide Trafford residents with better access to this important facility. In recognition of these benefits, it is concluded that the development proposals are likely to have a positive impact on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent.</p>							
S9. Protect and improve local neighbourhood quality	0	0	0	High	Local	Long term		
	<p><u>Comments:</u> The objectives are primarily based on a residential community and are not considered to be as applicable to an employment-led development, such as Davenport Green. However, one of the sub-objectives relates to fly tipping and it is noted that the Green Belt and Landscape Implications Study (Appendix 12) states that there is evidence of cars being torched and fires being set in the woodland areas despite attempts to restrict vehicular access. It is considered that the proposed development offers the opportunity to tackle these issues to the benefit of the quality of the local environment. In conclusion, whilst the reduction in fly tipping would be helpful it is not likely to have a significant effect on the performance of the proposals against this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and found to be consistent.</p>							
<b>Environment</b>								
E1. Reduce the effect of traffic on the environment	+	+	+	Low	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u>  Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, it is considered that development in this location has the potential to result in unsustainable patterns of travel and augment congestion. Davenport Green was not included on the GMTU transport model so specific data on the impact of the proposal on the highway network is not available. Nevertheless, RLAM's Appendix 13 acknowledges that the highway network is already suffering the effects of congestion.</p> <p>A range of measures would however be taken to improve the accessibility of the site by public transport, walking and cycling forms of transport. For instance, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that linkages to existing public transport interchanges would be improved through the introduction of two new high frequency bus services to link Davenport Green to Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The development proposals would safeguard the proposed route of the western loop to the Metrolink extension serving the Airport. However, it is noted that this route has no funding and is not contained with LTP3 which contains works up to 2026. It is therefore considered that the development proposals would have a positive impact on the sub-objective of managing traffic flows and congestion.</p> <p>The Davenport Green Highways Study (Appendix 6) states that new road infrastructure to relieve congestion would also be provided in the form of capacity expansions at Junction 6 of the M56. Whilst this would not necessarily support the shift to more sustainable modes of transport, it may have a positive impact on the sub-objective of managing traffic flows and congestion. Davenport Green is within 500m of the orbital cycle route around Manchester Airport and Appendix 7 demonstrates that there is an established network of Sustrans cycle routes surrounding the location. The development proposals would also provide new and improved pedestrian and cycle links. As a result, it is considered that the development proposals have the potential to have a positive impact on the sub-objective of reducing motorised traffic.</p> <p>In conclusion, the measures that would be taken to improve the accessibility of the site by public transport and by non-motorised traffic should ensure that the proposals have some positive impact on the sustainability objective and its associated sub-objectives. Nevertheless, the peripheral location of the site, coupled with its proximity to the motorway network, reduces the level of certainty of this impact.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The presence of existing traffic congestion, as highlighted in the GMTU transport model, results in a low level of certainty in the scores and access to existing public transport facilities results in higher levels of confidence in the scores.</p>							

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	+	+	++	Medium	Local	Long term	Improved image of Trafford	Amend development requirement (i) of Proposed Policy SS1 to include biodiversity.

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>The development proposals would result in 40% of the 36.42ha site being used for built development. Accordingly, the proposals would lead to the loss of approximately 14.5ha of greenfield land. The Ecological Framework for Greater Manchester identifies Davenport Green as a Great Crested Newt Biodiversity Opportunity Area. It is also noted that the Greater Manchester Biodiversity Action Plan (2009) identifies great crested newts as a species of conservation importance in the city region that requires action in order to conserve and protect them. Nevertheless, it is noted that the Ecology Update (Appendix 14) produced on behalf of RLAM notes that some of the breeding habitat previously recorded for great crested newts at the Davenport Green site has now effectively been lost. It therefore concludes that the presence of Great Crested Newts may now no longer be a constraint to development. Appendix 14 does note that the establishment of rank grassland fields with scattered scrub and large patches of ruderal vegetation would improve the suitability of habitat in the northern part of the site for reptiles (if present in the locality) and the terrestrial phases of amphibians, such as Great Crested Newts. Nevertheless, it also implies that moving the animals from the development footprint prior to development could mitigate any adverse impact on this species. As a result, there is some uncertainty over the impact of the development proposals on Great Crested Newts and, by extension, the sub-objective of conserving and enhancing species diversity.</p> <p>The development proposals would result in the creation of a substantial area of woodland within the rural park. The proposals would thereby make a positive contribution to the sub-objective of ensuring residents have access to high quality open space. The Ecology Update (Appendix 14) produced on behalf of RLAM also states that the rural park that would be created would provide enhanced habitats for reptiles and an array of other fauna, including birds, badgers and bats, and would thereby ensure that significant ecological net gains would be realised as part of the overall scheme. The proposals offer the potential to enhance Sites of Biological Importance and the development proposals state that no development would take place within 30m of the northern edge of the Davenport Green Wood SBI.</p> <p>Furthermore, the Ecology Update (Appendix 14) and Green Belt and Landscape Implications study (Appendix 12) produced on behalf of RLAM both note that the key landscape features of the site, many of which contribute to its habitat value, would be retained. It is therefore considered that the proposed development would have a positive impact on the sub-objectives of conserving and enhancing the natural environment; conserving and enhancing habitat diversity; and conserving and enhancing species diversity. In conclusion, it is considered that development proposals are likely to protect biodiversity, flora and fauna and, over the long term, have the potential have a positive impact on the recreational value of the site once the rural park has become established.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. The impact of the proposals for Pomona on this objective in the short term has been changed to neutral to reflect the fact that the site has largely already been cleared and, as a result, any biodiversity value of the site is likely to have already been lost. It is considered that the proposals for Pomona do still however have the potential to have a positive impact on this objective in the long term. The level of certainty that the LCCC proposals would have a positive impact on this objective have been reduced to low because of the potential for the proposals to result in the cumulative erosion of the habitat. The proposals for Carrington would have a major positive impact on this objective as they would lead to the protection of the Mosslands which comprise of lowland raised bog, which is a UK BAP priority habitat that is also included in the list of protected habitats in Annex 1 of the European Habitats Directive. However, there is only a low level of certainty over the impact of the proposals for Carrington on this objective as the development proposals for the site acknowledge the need for further ecological surveys to be undertaken.</p>							

Davenport Green								
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	National	Long term		
<p><u>Comments:</u>                      Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, it is considered that development in this location has the potential to result in unsustainable patterns of travel and augment congestion. Although Davenport Green was not included on the GMTU transport model, RLAM's Appendix 13 acknowledges that the highway network is already suffering the effects of congestion.</p> <p>A range of measures would however be taken to improve the accessibility of the site by public transport and non-motorised forms of transport. For instance, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that linkages to existing public transport interchanges would be improved through the introduction of two new high frequency bus services to link Davenport Green to Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The development proposals would safeguard the proposed route of the western loop to the Metrolink extension serving the Airport. However, it is noted that this route has no funding and is not contained with LTP3 which contains works up to 2026.</p> <p>The woodland planting proposed as part of the rural park and the protection of existing areas of woodland could contribute to the sequestration of carbon. The development would also aim to be built to exemplary sustainability standards, with RLAM's Proposed Policy SS1 stating that the built development would achieve an Excellent BREEAM rating and would aim to achieve an Outstanding BREEAM rating where feasible. RLAM's Proposed Policy SS1 also states that a series of initiatives to address climate change would be introduced, such as a cordon charge for vehicles entering the site. In conclusion, the measures that would put in place to improve the accessibility of the site by public transport and non-motorised forms of transport, together with the standards of building and the sequestration value of the proposed woodland planting, ensure that the proposals would have a positive impact on the objective. Nevertheless, the peripheral location of the site, coupled with its proximity to the motorway network, reduces the level of certainty of this impact. The certainty of the impact is also reduced by the limited amount of information available on energy consumption during both the construction and operation of the development, something which applies to all of the Strategic Locations contained within the Core Strategy.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. In undertaking this it is recognised that all development will inevitably contribute to climate change and that Core Strategy policy L5 will require comparable standards of energy efficiency in buildings. Carrington would have a particularly positive impact on this objective because it would not only result in public transport enhancements, but would also lead to the protection and enhancement of the Mosslands as a carbon sink and the use of the Manchester Ship Canal for freight transportation purposes.</p>								

Davenport Green								
SA Objective	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	+	+	+	Medium	Local	Long term		Core Strategy policy L5 will ensure appropriate measures are taken to reduce the risk of flooding.
	<p><u>Comments:</u>  Davenport Green is within a Critical Drainage Area and the Level 2 SFRA demonstrates that parts of the site have some susceptibility to surface water flooding. Davenport Green is considered to be at a low risk of flooding as demonstrated by the Flood Risk and Drainage Study (Appendix 11) prepared on behalf of RLAM. Appendix 11 also demonstrates that Davenport Green is suitable for the use of SUDs. As a result, it is considered that development proposals would have a positive impact on the sub-objective of minimising the risk of flooding and increasing the use of SUDs. The development proposals would also help to mitigate the effects of climate change by providing additional habitat for species through the creation of a rural park. In addition, the commitment to achieve an Excellent BREEAM rating should ensure that the proposals have a positive impact on the sub-objective of minimising water consumption. In conclusion, the proposals would reduce the impact of climate change by ensuring that development is directed away from areas at risk of flooding and by leading to the creation of additional habitat for species.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. In undertaking this it is recognised that policy L5 will require comparable water efficiency standards to be incorporated in buildings.</p>							
E5. Reduce the environmental impacts of consumption and production	?	?	?	Low	More than local	Long term		
	<p><u>Comments:</u>  Development on the site will inevitably result in impacts upon consumption and production as a result of construction and operation. Issues relating to the capacity of waste management facilities, the likely quantities of waste generated during construction and operation and the amount of waste treatment needed are considered in the Greater Manchester Waste DPD. Appendix 8 of RLAM submission 2010 estimates the amount of waste that will be generated by the development. In conclusion, notwithstanding the evidence provided for this site, the performance of the proposals against the objective is uncertain because detailed quantities are not known.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised to make them consistent with the approach taken to Davenport Green. It is noted that the Trafford Infrastructure Capacity Study (2009) identifies the necessary infrastructure requirements for each Strategic Location and a contribution towards the provision of additional utility capacity is a requirement of the development proposals. Notwithstanding the evidence provided for the Strategic Locations, the performance of each of the proposals for the Strategic Locations against this objective have been changed to uncertain because detailed quantities are not known.</p>							

Davenport Green								
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	-	-	-	High	Local	Long term		To minimise the need to release additional greenfield sites development should be built to an appropriate density whilst still providing for appropriate high quality environment.
	<p><u>Comments:</u>            The development site comprises entirely of greenfield land. The proposals would result in 40% of this 36.42ha site being used for built development. Accordingly, the proposals would lead to the loss of 14.5ha of greenfield land. RLAM's Appendices 13 and 15 note that the site has a low risk of being contaminated. As a result, the development proposals are unlikely to offer the opportunity to reduce land contamination in the Borough and are therefore unlikely to have any significant impact on the sub-objective of reducing the amount of contaminated, derelict and underused land. In conclusion, as a result of the loss of a significant area of greenfield land, the development proposals are considered to have some negative impact on this objective. However, 21ha of the site would be retained as open land and a further 99ha would be managed as a rural park, the level of significance of this negative impact on the objective has been reduced.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The high scoring sites share the characteristics of being previously developed, contaminated land that are proposed for housing and will thereby have a positive impact on the sub-objectives of reducing the amount of contaminated, derelict and underused land and Increase the percentage of homes built on previously developed land. LCCC area has a lower score because the explicit references to addressing potential contamination have not been made in Policy SL3. Trafford Centre Rectangle comprises principally of previously developed land and the proposals would help reduce the amount of contaminated, derelict and underused land in the Borough. Nevertheless, part of the location comprises of a greenfield site and it is therefore considered that the impact of the proposals for this location on the objective is uncertain.</p>							
E7. Protect and improve water	+	+	+	Medium	Local	Long term	Secondary impacts on biodiversity	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
quality	<p><u>Comments:</u>            RLAM's Flood Risk and Drainage Study (Appendix 11) and their Appendix 13 notes that the site is suitable for the use of SUDs. It also states that the application of these sustainable drainage techniques could protect and potentially uplift the water quality of existing watercourses, including the Timperley and Fairywell Brooks, by providing high levels of attenuation and infiltration of storm water. In conclusion, the development proposals are considered to have a positive impact on this objective and its sub-objectives.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The proposals for LCCC are considered to be neutral due to the locations distance from watercourses. The proposals for Trafford Centre Rectangle on this objective were considered to be uncertain because the proposals would result in a significant amount of development being directed to a canalside area which has the potential to adversely affect water quality unless adequate mitigation measures are adopted.</p>							
E8. Protect and improve air quality	0	0	0	Low	More than local	Long term		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. In addition, as noted in the Davenport Green Air Quality study (Appendix 10) prepared on behalf of RLAM, part of the site is also within an Air Quality Management Area for Nitrogen Dioxide associated with the M56 motorway. Consequently, it is considered that development in this location has the potential to result in unsustainable patterns of travel and that have a detrimental impact on the air quality in the local area and on an Air Quality Management Area. This is particularly significant given that the Greater Manchester Air Quality Action Plan Progress Report has highlighted that road transport remains the largest source of emissions of Nitrogen Oxides in the sub-region.</p> <p>Nevertheless, a range of measures would be implemented to improve the accessibility of the site by public transport and non-motorised forms of transport. For instance, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that linkages to existing public transport interchanges would be improved through the introduction of two new high frequency bus services to link Davenport Green to Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The development proposals would safeguard the proposed route of the western loop to the Metrolink extension serving the Airport and would link the site with the orbital cycle route around Manchester Airport and other established cycle routes surrounding the location. However, it is noted that the western loop of the Metrolink extension is not contained with LTP3 which contains works up to 2026.</p> <p>Furthermore, the proposed woodland planting could potentially have a positive impact on air quality in the local area. It is also noted that the Davenport Green Air Quality Study (Appendix 10) prepared on behalf of RLAM states that the relative change in pollutant concentrations as a result of the proposed development is expected to be negligible for both PM10 and Nitrogen Dioxide and, as a result, the impact of the development upon air quality is considered to be negligible. In conclusion, the measures that would be taken to improve the accessibility of the site by public transport and by non-motorised traffic should ensure that the proposals have some positive impact on the sustainability objective. Nevertheless, the peripheral location of the site, coupled with its proximity to an established AQMA, reduces the level of certainty of this impact.</p> <p>The additional information provided on Davenport Green has provided more detail on the implication of major built development for air quality. It is considered that these effects are equally applicable to the other Strategic Locations. In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. In undertaking this it is recognised that all of the locations are close to or within an AQMA, the proposals for each of the locations include measures to reduce car use and that the relevant motorway accesses for the locations already suffer from congestion. The performance of the proposals for Pomona, Trafford Wharfside and Trafford Centre Rectangle have been changed to neutral as the public transport improvements are likely to mean that air quality is protected. In the case of LCCC area the uncertain score reflects the existing congestion in the area and the development of major trip generating uses in the area. In the case of Carrington, the uncertain score reflects the fact that the site is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD, is not particularly well-related to an established public transport interchange and public transport infrastructure will need to be provided in the area to improve its accessibility.</p>							



Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	Medium	Local	Long term	Improved perceptions of the area	
<p><u>Comments:</u>                      The development proposals would result in 40% of the 36.42ha site being used for built development. Accordingly, the proposals would lead to the loss of approximately 14.5ha of greenfield land. The development proposals have the potential to result in some loss of open fields and strip fields, which are identified as being perhaps the most historically significant landscapes in the Borough by the Trafford Urban Historic Landscape Characterisation Report (2008). This would have a negative impact on the sub-objective of protecting and enhancing landscape character.</p> <p>However, it is noted that the Ecology Update (Appendix 14) and Green Belt and Landscape Implications study (Appendix 12) produced on behalf of RLAM both state that the key landscape features of the site, including substantial hedgerows and three woodland blocks, would be retained as part of the development proposals. The proposals also involve the creation of a rural park which will provide opportunities to enhance the landscape. In addition, RLAM's Green Belt and Landscape Implications study (Appendix 12) notes that building heights will be restricted and that the built development would not be located where the adjacent communities are most vulnerable to coalescence. Proposed Policy SS1 also makes a specific reference to protecting, and where possible enhancing, the setting of nearby listed buildings on Shay Lane and Roaring Gate Lane. In addition, the representations submitted by RLAM in March 2010 note that the site of a medieval moated farmhouse exists within the land that would be a rural park and that the design and management of the rural park could aid in its interpretation. It is therefore considered that the proposals could have some positive impact on the sub-objective of protecting and enhancing sites of archaeological importance.</p> <p>In conclusion, whilst the development does present some threats to a historically significant landscape, it is considered that the potential positive impact of the rural park on landscape character together with the protection afforded to key landscape features and the setting of nearby listed buildings has the potential to outweigh this impact. It is therefore concluded that the proposals would have a positive impact on this objective and its sub-objectives of restoring, protecting and enhancing landscape character and protecting and enhancing listed buildings.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. As regeneration proposals all of the Strategic Locations are expected to have some positive impact on townscape character. In the case of Trafford Centre Rectangle the higher scores reflect the potential for the development proposals to enhance the setting of the Barton-upon-Irwell Conservation Area, deliver improvements to the Barton Bridge Swing Aqueduct (Grade II* listed) and protect and enhance the setting of Pugin's Grade I listed church of All Saints and the Grade II Presbytery. In the case of Carrington, the major positive impact reflects the potential for the proposals to lead to the redevelopment of an under-utilised brownfield site, the protection to the setting of the listed Church of St George and the proposed production of an Area Action Plan to guide the development of Carrington and ensure that the proposed growth is deliver in a well-planned, coordinated manner.</p>								

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Economic</b>								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	++	++	Medium	GM wide	Long term	Contributing to overall pool of jobs	
<p><u>Comments:</u>  The proposals would make a considerable contribution to the stock of office accommodation in Trafford and result in the creation of a significant number of jobs. The Davenport Green Commercial Review submitted on behalf of RLAM in November 2010 considers that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses and considers that many companies seeking new office buildings will not consider the Strategic Locations contained within the Core Strategy as being appropriate for their business. The MIER review highlighted the attractiveness of south Manchester as one of the drivers of the sub region's economy with its accessibility from a highly skilled labour pool in Cheshire. In addition, the Trafford Employment Land Study (2009) noted that there is a general view amongst stakeholders that Davenport Green is attractive to the market for employment development. Given its location, the development proposals also have the potential to support the need for jobs in Wythenshawe, the growth of the airport, which is identified as a Strategic Site in the Manchester Publication Core Strategy and the objectives of the Manchester Airport Masterplan.</p> <p>It is noted, however, that the Trafford Employment Land Study (2009) indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's contribution to the requirements suggested in the Greater Manchester Employment Land Position Statement of August 2009 without the need for the site at Davenport Green. In addition, Trafford's PPS4 assessment of office floorspace in the Borough (2010) concluded that the site was not suitable for office development in relation to the tests in PPS4. It should also be recognised that areas such as Salford Quays have demonstrated that former industrial areas that have been perceived to be undesirable to the market can be successfully transformed to areas attractive to office development and that the Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM has demonstrated that the absence of this site has not prevented office development in South Manchester in recent years. The Manchester Core Strategy is also proposing 55ha of employment land at Wythenshawe.</p> <p>In conclusion, although the Trafford Employment Land Study (2009) indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's requirements, the development proposals for Davenport Green offer the potential to create an attractive employment development that makes a positive contribution to Trafford's high economic performance. The proximity of Davenport Green to Manchester Airport, which is a key driver of growth for the city region, means that it is anticipated that the development proposals have the potential to have a major positive impact on this objective in the medium and long term.</p> <p>In light of the above, the appraisal of other Strategic Locations has been reviewed and revised. For consistency, the level of certainty of Trafford Rectangle has been reduced to medium and the impact of Carrington on this objective in short term has been reduced to minor positive. The major impact at Carrington and Trafford rectangle reflect the potential for these sites to build on the established strengths of Trafford Park.</p>								

Davenport Green								
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	Increased opportunities and quality of life.	Use of s106 agreements to secure the proposed training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
	<p><u>Comments:</u> The proposals for Davenport Green would result in the creation of a significant number of jobs both during the construction and operation of the development. The site is not well-related to many of Trafford's more deprived areas where the need for jobs is greatest, particularly Clifford and Gorse Hill. Davenport Green is however well related to areas of deprivation outside of the plan area, such as Wythenshawe which is identified in the Manchester Core Strategy Publication document as an area characterised by high levels of deprivation and worklessness. Although it is noted that the Manchester Core Strategy Publication document proposes to identify 55ha of employment land within their own plan area to meet the needs of Wythenshawe. Furthermore, as highlighted in the Davenport Green Sustainable Transport Strategy (Appendix 7), a range of transport improvements are proposed to connect Davenport Green to the wider public transport network. The development proposals also seek to engage deprived communities and individuals in the benefits of the construction phase, the long term business activities and the rural park. It is therefore considered that the development proposals could have a significant positive impact on the sub-objective of targetting interventions to tackle barriers to work, address basic skills issues and link workless people to vacancies. In recognition of these benefits, it is concluded that the development proposals for Davenport Green are likely to have a positive impact on this objective.</p> <p>In light of the above, the appraisal of other Strategic Locations has been reviewed and revised. The impact of Carrington on this objective in the medium term has been reduced to a minor positive to reflect the timeframe for the implementation of the proposals and the need to remediate / provide infrastructure. Trafford Wharfedale gets a major positive in the medium term due to its proximity to areas of deprivation and the education facilities that would be provided.</p>							
EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	Medium	Borough wide	Long term	Improved perceptions of Trafford	Other policies in the Core Strategy will ensure that high standards of design are achieved in new development.

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u>            The Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM states that Davenport Green has the potential to become one of the UK's premier office-led business parks. The development proposals undoubtedly have the potential to provide a high quality employment development which would be visible from the motorway and could thereby boost the image of Trafford as a business destination. The development proposals would also result in the provision of a rural park that will form a new visitor destination for informal recreation, education and nature conservation. The rural park could therefore provide a new local tourist attraction. In recognition of these benefits, it is concluded that the development proposals are likely to have a positive impact on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. The performance of Carrington against the objective in the short term has been reduced to a minor positive to reflect the timeframe for the implementation of the proposals and the need to remediate the site / provide appropriate infrastructure. Whilst Carrington does not presently have the same degree of visibility as the other Strategic Locations, the development proposals will address this by resulting in more activity in the area. There is a high level of certainty that the proposals for LCCC area and Trafford Centre Rectangle would have a positive impact on this objective due to the fact that there are major tourist attractions within/immediately adjacent to these locations.</p>							
EC4. Encourage the long term sustainability of Trafford's Town	?	?	?	Low	More than Local	Long term		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Centres	<p><u>Comments:</u> The development proposals would result in a significant amount of B1 office development taking place in an out of centre location. Nevertheless, a need for office development in the Borough was identified by the Trafford Employment Land Study (2009) and the Trafford Other Town Centre Uses Study (2010) established that there are likely to be insufficient suitable and available sites in Trafford's town centres for office development. It is however noted that Trafford's PPS4 assessment of office floorspace in the Borough concluded that Davenport Green was not suitable for office development in relation to the tests in PPS4.</p> <p>The other town centre uses that would be provided at Davenport Green would be ancillary to the development and, as noted in RLAM's Appendix 13, would not be in direct competition with Trafford's town centres. Furthermore, Core Strategy policy W2 should ensure that the proposal would do not have a detrimental impact on Trafford's town centres.</p> <p>In conclusion, whilst there is likely to be insufficient suitable and available sites in Trafford's town centres to meet the Borough's needs for office development which this site has the potential to provide, Trafford's PPS4 assessment of office floorspace in the Borough concluded that Davenport Green was not suitable for office development in relation to the tests in PPS4 and therefore its potential impact on town centres was not assessed. The lack of definitive information on this means that the impact of the proposals against the objective is uncertain.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. However, the level of certainty that the proposals for Trafford Centre Rectangle would have a neutral impact on the objective have been reduced to medium for consistency. The level of certainty that the proposals for Carrington would have a neutral impact on the objective remains high due to distance of the Strategic Location from Trafford's Town centres and the level of certainty for the LCCC proposals remains low due to them involving the provision of a superstore in an out of centre location.</p>							
EC5. Improve the social and environmental performance of	+	+	+	Medium	Borough wide	Long term		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
the economy	<p><u>Comments:</u>                      The development proposals would result in the provision of a rural park and measures would be implemented to ensure the built development achieves a high standard of sustainability and and that the employment opportunities available are accessible by public transport and from areas of deprivation. It is therefore considered that the proposals for Davenport Green have the potential to have a positive impact on the social and environmental performance of the economy and it is concluded that they would have a positive impact on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. The performance of the development proposals for Trafford Centre Rectangle against this objective have been changed to minor positive to reflect the fact that they will result in the provision of employment opportunities in an accessible location that is well-related to areas of deprivation and will also enhance access to Trafford Park.</p>							

**Key for effects**

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

## Re-appraisal of the SA of Davenport Green (July 2011)

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	0	0	0	High	N / A	N / A		
	<u>Comments:</u> The proposals for Davenport Green do not include a housing element and are therefore unlikely to have any significant effects on this objective. Adequate provision for housing has been made elsewhere in the borough by the Core Strategy.							
S2. Improve accessibility for all to services and facilities	+	+	+	Low	More than local	Long term	Reduced social exclusion and improved quality of life.	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The development proposals include the provision of a limited range of A1 – A5 uses and unspecified D1 uses (non-residential institutions). Given the limited scale of this provision, these services and facilities are likely to be ancillary to the development and would primarily serve the needs of the on-site workers. Whilst Davenport Green is well related to areas of deprivation outside of the plan area (Wythenshawe, Manchester), it is not well-related to many of Trafford's more deprived areas. Consequently, due to the likely ancillary nature of these facilities and the fact that Davenport Green is not well related to the most deprived areas of the Borough, it is considered that the provision of these on-site facilities is unlikely to have a significant impact on the sub-objective of improving access to services from the most deprived areas of the Borough.</p> <p>Nevertheless, as highlighted in the Davenport Green Highways Study (Appendix 6) and the Davenport Green Sustainable Transport Strategy (Appendix 7), the development proposals would result in significant improvements to the accessibility of the site through, for example, connecting the development to existing public transport interchanges and by providing new and improved pedestrian and cycle links. In addition, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that the bus route from Altrincham to Davenport Green and the Airport could feasibly be routed close to Wythenshawe Hospital, which would provide Trafford residents with better access to this important facility.</p> <p>In conclusion, it is considered that although the limited range of on site facilities would be accessible due to proposed public transport measures, the likely ancillary nature of these facilities coupled with their distance from many of Trafford's more deprived areas means that the provision of these on-site facilities is unlikely to have a significant impact on the sub-objective of improving access to services from the most deprived areas of the Borough. Nevertheless, the public transport improvements have the potential to enhance access to Wythenshawe hospital for Trafford residents although the proposals only provide limited certainty that access to the hospital would be improved. It is therefore considered that the development proposals have the potential to have some positive impact on this objective but that the certainty of this impact is low.</p> <p>In light of the above, the appraisals of the Strategic Locations contained within the Core Strategy have been reviewed and the overall minor positive scores for these locations are considered to be consistent as they are accessible to areas of deprivation within Trafford and each of them include a broader range of community services and facilities. As a result, the proposals for these sites have a similar score to Davenport Green against this objective but with a higher degree of certainty.</p>							
S3. Enhance transport infrastructure; improve	+	+	+	Medium	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
accessibility and quality of life to all communities.	<p><u>Comments:</u> The site is not presently well served by public transport and is located in close proximity to the motorway network. Consequently, development in this location has the potential to result in unsustainable patterns of travel and augment congestion. Nevertheless, as noted in the Davenport Green Highways Study (Appendix 6) and the Davenport Green Sustainable Transport Strategy (Appendix 7), a range of measures are proposed to improve linkages to existing public transport interchanges. For instance, Appendix 7 notes that two new high frequency bus services would be introduced to link Davenport Green to the interchanges at Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The proposed route of the western loop to the Metrolink extension serving the Airport and South Manchester would also be safeguarded. However, it is noted that this route has no funding and is not contained with LTP3 which contains works up to 2026. It is therefore considered that the development proposals would support the sub-objective of providing efficient and inclusive public transport.</p> <p>Davenport Green is within 500m of the orbital cycle route around Manchester Airport and Appendix 7 demonstrates that there is an established network of Sustrans cycle routes surrounding the location. The development proposals would also provide new and improved pedestrian and cycle links. As a result, it is considered that the development proposals would have a positive impact on the sub-objective of improving participation in walking and cycling. Appendix 7 also states that a Travel Plan will be produced to raise awareness of public transport, walking and cycling and car share options. In conclusion, it is considered that the range of measures highlighted above will enhance the local transport infrastructure and improve accessibility. It is therefore considered that the proposed development would have a positive impact on this objective.</p> <p>The additional information taken into account on Davenport Green has resulted in the level of certainty increasing from low to medium. However, it is considered that the Strategic Locations with significant existing public transport facilities provide a higher level of certainty of achieving this objective than Davenport Green which is accessed so easily by car.</p> <p>In light of the above, the appraisals of the Strategic Locations contained within the Core Strategy have been reviewed and the overall scores found to be consistent. However, the level of certainty that the proposals for Pomona, Trafford Wharfside and LCCC area would have a positive impact on this objective has been upgraded to high to reflect the fact that the developments will improve/augment existing transport facilities and have a higher level of certainty of achieving this objective. The level of certainty for Trafford Centre Rectangle and Davenport Green is considered to be medium as both sites offer the opportunity to improve linkages from existing public transport interchanges. Notwithstanding its distance from existing public transport infrastructure, the level of certainty for Carrington is also considered to be medium due the transport facilities that would be created as part of the development proposals and the opportunities presented by the development to create a relatively self-contained community.</p>							
S4. Reduce crime, disorder and	0	0	0	High	N / A	N / A		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
the fear of crime	<p><u>Comments:</u> Unlikely to have any significant effects. Policy L7 in the Core Strategy will ensure that all new development is designed in a way that reduces opportunities for crime.</p>							
S5. Reduce poverty and social exclusion	+	+	++	High	Borough wide	Long term	Reduced social exclusion and improved quality of life.	Use of s106 agreements to secure the proposed training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
	<p><u>Comments:</u> The proposals for Davenport Green would result in the creation of a significant number of jobs both during the construction and operation of the development, including an estimated 4470 jobs for people directly employed at this location. The site is not well-related to many of Trafford's more deprived areas where the need for jobs is greatest, particularly Clifford and Gorse Hill. Davenport Green is however well related to areas of deprivation outside of the plan area, such as Wythenshawe which is identified in the Manchester Core Strategy Publication document as an area characterised by high levels of deprivation and worklessness. It is however noted that Manchester Core Strategy Publication document proposes to provide 55ha of employment land in Wythenshawe within their own plan area in order to help address deprivation and economic inactivity.</p> <p>As highlighted in the Davenport Green Sustainable Transport Strategy (Appendix 7), a range of transport improvements are proposed to connect Davenport Green to the wider public transport network, which would improve the accessibility of the employment opportunities available in the area. The development proposals also seek to engage deprived communities and individuals in the benefits of the construction phase, the long term business activities and the rural park. In recognition of these benefits, it is concluded that the development proposals for Davenport Green are likely to have a positive impact on this objective in the short to medium term and a major positive impact in the long term.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. Trafford Centre Rectangle and Carrington were considered to offer similar opportunities to reduce poverty and social exclusion to Davenport Green. Pomona, Trafford Wharfside and the LCCC area are all located immediately adjacent to areas of deprivation within Trafford and in close proximity to, and accessible from, areas of deprivation in Salford. As a result, the level of certainty that the proposals for the LCCC area would have a positive impact on this objective has been adjusted to reflect this.</p>							

Davenport Green								
SA Objective	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	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> The sub objectives are primarily based on a residential community and are not considered to be as applicable to an employment-led development, such as Davenport Green. As a result, it is considered that the development proposals are unlikely to have any significant effects on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The other Strategic Locations score positively where community facilities are offered to an existing or developing residential community. The level of certainty that the Trafford Centre Rectangle proposals would have a positive impact on this objective has however been adjusted to medium to ensure that the appraisals are consistent.</p>							
S7. Improve qualifications and skills of the resident population	+	+	+	Medium	Borough wide	Long term	Improved quality of life and reduced levels of deprivation and social exclusion.	
	<p><u>Comments:</u> New jobs and training opportunities will be created during the construction and operation of the development. In addition, the development requirements set out in Proposed Policy SS1 make a specific reference to developing programmes to assist disadvantaged people to access the jobs created and to engaging deprived communities and individuals in the benefits of both the construction phase and the long term business activities. Furthermore, the rural park will also offer opportunities for education and skills development in relation to the management of the natural environment. In recognition of these benefits, it is concluded that the development proposals for Davenport Green are likely to have a positive impact on this objective. The reference to involvement of local people in construction of the development has resulted in the scoring being altered so that the development proposals are now considered to have a positive impact on this objective in the short term.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent.</p>							
S8. Improve the health and, inequalities in health of the	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
population	<p><u>Comments:</u> The development proposals have the potential to result in improvements to health by providing access to a new and extensive rural park. The Trafford Green and Open Spaces Assessment of Need Update (2009) established that Hale Barns is an area deficient in accessible greenspace by 5.35 hectares. Therefore the provision of a rural park has the potential to have a positive impact on the sub-objective of increasing participation in, and access to, sport and physical activity facilities.</p> <p>In addition, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that the bus route from Altrincham to Davenport Green and the Airport could feasibly be routed close to Wythenshawe Hospital, which would provide Trafford residents with better access to this important facility. In recognition of these benefits, it is concluded that the development proposals are likely to have a positive impact on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent.</p>							
S9. Protect and improve local neighbourhood quality	0	0	0	High	Local	Long term		
	<p><u>Comments:</u> The objectives are primarily based on a residential community and are not considered to be as applicable to an employment-led development, such as Davenport Green. However, one of the sub-objectives relates to fly tipping and it is noted that the Green Belt and Landscape Implications Study (Appendix 12) states that there is evidence of cars being torched and fires being set in the woodland areas despite attempts to restrict vehicular access. It is considered that the proposed development offers the opportunity to tackle these issues to the benefit of the quality of the local environment. In conclusion, whilst the reduction in fly tipping would be helpful it is not likely to have a significant effect on the performance of the proposals against this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and found to be consistent.</p>							
<b>Environment</b>								
E1. Reduce the effect of traffic on the environment	+	+	+	Low	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u>  Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, it is considered that development in this location has the potential to result in unsustainable patterns of travel and augment congestion. Davenport Green was not included on the GMTU transport model so specific data on the impact of the proposal on the highway network is not available. Nevertheless, RLAM's Appendix 13 acknowledges that the highway network is already suffering the effects of congestion.</p> <p>A range of measures would however be taken to improve the accessibility of the site by public transport, walking and cycling forms of transport. For instance, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that linkages to existing public transport interchanges would be improved through the introduction of two new high frequency bus services to link Davenport Green to Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The development proposals would safeguard the proposed route of the western loop to the Metrolink extension serving the Airport. However, it is noted that this route has no funding and is not contained with LTP3 which contains works up to 2026. It is therefore considered that the development proposals would have a positive impact on the sub-objective of managing traffic flows and congestion.</p> <p>The Davenport Green Highways Study (Appendix 6) states that new road infrastructure to relieve congestion would also be provided in the form of capacity expansions at Junction 6 of the M56. Whilst this would not necessarily support the shift to more sustainable modes of transport, it may have a positive impact on the sub-objective of managing traffic flows and congestion. Davenport Green is within 500m of the orbital cycle route around Manchester Airport and Appendix 7 demonstrates that there is an established network of Sustrans cycle routes surrounding the location. The development proposals would also provide new and improved pedestrian and cycle links. As a result, it is considered that the development proposals have the potential to have a positive impact on the sub-objective of reducing motorised traffic.</p> <p>In conclusion, the measures that would be taken to improve the accessibility of the site by public transport and by non-motorised traffic should ensure that the proposals have some positive impact on the sustainability objective and its associated sub-objectives. Nevertheless, the peripheral location of the site, coupled with its proximity to the motorway network, reduces the level of certainty of this impact.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The presence of existing traffic congestion, as highlighted in the GMTU transport model, results in a low level of certainty in the scores and access to existing public transport facilities results in higher levels of confidence in the scores.</p>							

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	+	+	++	Medium	Local	Long term	Improved image of Trafford	Amend development requirement (i) of Proposed Policy SS1 to include biodiversity.

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>The development proposals would result in 40% of the 36.42ha site being used for built development. Accordingly, the proposals would lead to the loss of approximately 14.5ha of greenfield land. The Ecological Framework for Greater Manchester identifies Davenport Green as a Great Crested Newt Biodiversity Opportunity Area. It is also noted that the Greater Manchester Biodiversity Action Plan (2009) identifies great crested newts as a species of conservation importance in the city region that requires action in order to conserve and protect them. Nevertheless, it is noted that the Ecology Update (Appendix 14) produced on behalf of RLAM notes that some of the breeding habitat previously recorded for great crested newts at the Davenport Green site has now effectively been lost. It therefore concludes that the presence of Great Crested Newts may now no longer be a constraint to development. Appendix 14 does note that the establishment of rank grassland fields with scattered scrub and large patches of ruderal vegetation would improve the suitability of habitat in the northern part of the site for reptiles (if present in the locality) and the terrestrial phases of amphibians, such as Great Crested Newts. Nevertheless, it also implies that moving the animals from the development footprint prior to development could mitigate any adverse impact on this species. As a result, there is some uncertainty over the impact of the development proposals on Great Crested Newts and, by extension, the sub-objective of conserving and enhancing species diversity.</p> <p>The development proposals would result in the creation of a substantial area of woodland within the rural park. The proposals would thereby make a positive contribution to the sub-objective of ensuring residents have access to high quality open space. The Ecology Update (Appendix 14) produced on behalf of RLAM also states that the rural park that would be created would provide enhanced habitats for reptiles and an array of other fauna, including birds, badgers and bats, and would thereby ensure that significant ecological net gains would be realised as part of the overall scheme. The proposals offer the potential to enhance Sites of Biological Importance and the development proposals state that no development would take place within 30m of the northern edge of the Davenport Green Wood SBI.</p> <p>Furthermore, the Ecology Update (Appendix 14) and Green Belt and Landscape Implications study (Appendix 12) produced on behalf of RLAM both note that the key landscape features of the site, many of which contribute to its habitat value, would be retained. It is therefore considered that the proposed development would have a positive impact on the sub-objectives of conserving and enhancing the natural environment; conserving and enhancing habitat diversity; and conserving and enhancing species diversity. In conclusion, it is considered that development proposals are likely to protect biodiversity, flora and fauna and, over the long term, have the potential have a positive impact on the recreational value of the site once the rural park has become established.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. The impact of the proposals for Pomona on this objective in the short term has been changed to neutral to reflect the fact that the site has largely already been cleared and, as a result, any biodiversity value of the site is likely to have already been lost. It is considered that the proposals for Pomona do still however have the potential to have a positive impact on this objective in the long term. The level of certainty that the LCCC proposals would have a positive impact on this objective have been reduced to low because of the potential for the proposals to result in the cumulative erosion of the habitat. The proposals for Carrington would have a major positive impact on this objective as they would lead to the protection of the Mosslands which comprise of lowland raised bog, which is a UK BAP priority habitat that is also included in the list of protected habitats in Annex 1 of the European Habitats Directive. However, there is only a low level of certainty over the impact of the proposals for Carrington on this objective as the development proposals for the site acknowledge the need for further ecological surveys to be undertaken.</p>							

Davenport Green								
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	National	Long term		
<p><u>Comments:</u>                      Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, it is considered that development in this location has the potential to result in unsustainable patterns of travel and augment congestion. Although Davenport Green was not included on the GMTU transport model, RLAM's Appendix 13 acknowledges that the highway network is already suffering the effects of congestion.</p> <p>A range of measures would however be taken to improve the accessibility of the site by public transport and non-motorised forms of transport. For instance, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that linkages to existing public transport interchanges would be improved through the introduction of two new high frequency bus services to link Davenport Green to Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The development proposals would safeguard the proposed route of the western loop to the Metrolink extension serving the Airport. However, it is noted that this route has no funding and is not contained with LTP3 which contains works up to 2026.</p> <p>The woodland planting proposed as part of the rural park and the protection of existing areas of woodland could contribute to the sequestration of carbon. The development would also aim to be built to exemplary sustainability standards, with RLAM's Proposed Policy SS1 stating that the built development would achieve an Excellent BREEAM rating and would aim to achieve an Outstanding BREEAM rating where feasible. RLAM's Proposed Policy SS1 also states that a series of initiatives to address climate change would be introduced, such as a cordon charge for vehicles entering the site. In conclusion, the measures that would put in place to improve the accessibility of the site by public transport and non-motorised forms of transport, together with the standards of building and the sequestration value of the proposed woodland planting, ensure that the proposals would have a positive impact on the objective. Nevertheless, the peripheral location of the site, coupled with its proximity to the motorway network, reduces the level of certainty of this impact. The certainty of the impact is also reduced by the limited amount of information available on energy consumption during both the construction and operation of the development, something which applies to all of the Strategic Locations contained within the Core Strategy.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. In undertaking this it is recognised that all development will inevitably contribute to climate change and that Core Strategy policy L5 will require comparable standards of energy efficiency in buildings. Carrington would have a particularly positive impact on this objective because it would not only result in public transport enhancements, but would also lead to the protection and enhancement of the Mosslands as a carbon sink and the use of the Manchester Ship Canal for freight transportation purposes.</p>								

Davenport Green								
SA Objective	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	+	+	+	Medium	Local	Long term		Core Strategy policy L5 will ensure appropriate measures are taken to reduce the risk of flooding.
<p><u>Comments:</u>                      Davenport Green is within a Critical Drainage Area and the Level 2 SFRA demonstrates that parts of the site have some susceptibility to surface water flooding. Davenport Green is considered to be at a low risk of flooding as demonstrated by the Flood Risk and Drainage Study (Appendix 11) prepared on behalf of RLAM. Appendix 11 also demonstrates that Davenport Green is suitable for the use of SUDs. As a result, it is considered that development proposals would have a positive impact on the sub-objective of minimising the risk of flooding and increasing the use of SUDs. The development proposals would also help to mitigate the effects of climate change by providing additional habitat for species through the creation of a rural park. In addition, the commitment to achieve an Excellent BREEAM rating should ensure that the proposals have a positive impact on the sub-objective of minimising water consumption. In conclusion, the proposals would reduce the impact of climate change by ensuring that development is directed away from areas at risk of flooding and by leading to the creation of additional habitat for species.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. In undertaking this it is recognised that policy L5 will require comparable water efficiency standards to be incorporated in buildings.</p>								
E5. Reduce the environmental impacts of consumption and production	?	?	?	Low	More than local	Long term		
<p><u>Comments:</u>                      Development on the site will inevitably result in impacts upon consumption and production as a result of construction and operation. Issues relating to the capacity of waste management facilities, the likely quantities of waste generated during construction and operation and the amount of waste treatment needed are considered in the Greater Manchester Waste DPD. Appendix 8 of RLAM submission 2010 estimates the amount of waste that will be generated by the development. In conclusion, notwithstanding the evidence provided for this site, the performance of the proposals against the objective is uncertain because detailed quantities are not known.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised to make them consistent with the approach taken to Davenport Green. It is noted that the Trafford Infrastructure Capacity Study (2009) identifies the necessary infrastructure requirements for each Strategic Location and a contribution towards the provision of additional utility capacity is a requirement of the development proposals. Notwithstanding the evidence provided for the Strategic Locations, the performance of each of the proposals for the Strategic Locations against this objective have been changed to uncertain because detailed quantities are not known.</p>								

Davenport Green								
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	-	-	-	High	Local	Long term		To minimise the need to release additional greenfield sites development should be built to an appropriate density whilst still providing for appropriate high quality environment.
	<p><u>Comments:</u>            The development site comprises entirely of greenfield land. The proposals would result in 40% of this 36.42ha site being used for built development. Accordingly, the proposals would lead to the loss of 14.5ha of greenfield land. RLAM's Appendices 13 and 15 note that the site has a low risk of being contaminated. As a result, the development proposals are unlikely to offer the opportunity to reduce land contamination in the Borough and are therefore unlikely to have any significant impact on the sub-objective of reducing the amount of contaminated, derelict and underused land. In conclusion, as a result of the loss of a significant area of greenfield land, the development proposals are considered to have some negative impact on this objective. However, 21ha of the site would be retained as open land and a further 99ha would be managed as a rural park, the level of significance of this negative impact on the objective has been reduced.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The high scoring sites share the characteristics of being previously developed, contaminated land that are proposed for housing and will thereby have a positive impact on the sub-objectives of reducing the amount of contaminated, derelict and underused land and increase the percentage of homes built on previously developed land. LCCC area has a lower score because the explicit references to addressing potential contamination have not been made in Policy SL3. Trafford Centre Rectangle comprises principally of previously developed land and the proposals would help reduce the amount of contaminated, derelict and underused land in the Borough. Nevertheless, part of the location comprises of a greenfield site and it is therefore considered that the impact of the proposals for this location on the objective is uncertain.</p>							
E7. Protect and improve water	+	+	+	Medium	Local	Long term	Secondary impacts on biodiversity	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
quality	<p><u>Comments:</u>            RLAM's Flood Risk and Drainage Study (Appendix 11) and their Appendix 13 notes that the site is suitable for the use of SUDs. It also states that the application of these sustainable drainage techniques could protect and potentially uplift the water quality of existing watercourses, including the Timperley and Fairywell Brooks, by providing high levels of attenuation and infiltration of storm water. In conclusion, the development proposals are considered to have a positive impact on this objective and its sub-objectives.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. The proposals for LCCC are considered to be neutral due to the locations distance from watercourses. The proposals for Trafford Centre Rectangle on this objective were considered to be uncertain because the proposals would result in a significant amount of development being directed to a canal-side area which has the potential to adversely affect water quality unless adequate mitigation measures are adopted.</p>							
E8. Protect and improve air quality	0	0	0	Low	More than local	Long term		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. In addition, as noted in the Davenport Green Air Quality study (Appendix 10) prepared on behalf of RLAM, part of the site is also within an Air Quality Management Area for Nitrogen Dioxide associated with the M56 motorway. Consequently, it is considered that development in this location has the potential to result in unsustainable patterns of travel and that have a detrimental impact on the air quality in the local area and on an Air Quality Management Area. This is particularly significant given that the Greater Manchester Air Quality Action Plan Progress Report has highlighted that road transport remains the largest source of emissions of Nitrogen Oxides in the sub-region.</p> <p>Nevertheless, a range of measures would be implemented to improve the accessibility of the site by public transport and non-motorised forms of transport. For instance, the Davenport Green Sustainable Transport Strategy (Appendix 7) states that linkages to existing public transport interchanges would be improved through the introduction of two new high frequency bus services to link Davenport Green to Altrincham, which is a major transport hub for bus, rail and Metrolink services, and Manchester Airport, which offers direct rail connections to Manchester city centre, is well served by a wide range of existing bus services and will be served by Metrolink from 2016. The development proposals would safeguard the proposed route of the western loop to the Metrolink extension serving the Airport and would link the site with the orbital cycle route around Manchester Airport and other established cycle routes surrounding the location. However, it is noted that the western loop of the Metrolink extension is not contained with LTP3 which contains works up to 2026.</p> <p>Furthermore, the proposed woodland planting could potentially have a positive impact on air quality in the local area. It is also noted that the Davenport Green Air Quality Study (Appendix 10) prepared on behalf of RLAM states that the relative change in pollutant concentrations as a result of the proposed development is expected to be negligible for both PM<sub>10</sub> and Nitrogen Dioxide and, as a result, the impact of the development upon air quality is considered to be negligible. In conclusion, the measures that would be taken to improve the accessibility of the site by public transport and by non-motorised traffic should ensure that the proposals have some positive impact on the sustainability objective. Nevertheless, the peripheral location of the site, coupled with its proximity to an established AQMA, reduces the level of certainty of this impact.</p> <p>The additional information provided on Davenport Green has provided more detail on the implication of major built development for air quality. It is considered that these effects are equally applicable to the other Strategic Locations. In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. In undertaking this it is recognised that all of the locations are close to or within an AQMA, the proposals for each of the locations include measures to reduce car use and that the relevant motorway accesses for the locations already suffer from congestion. The performance of the proposals for Pomona, Trafford Wharfside and Trafford Centre Rectangle have been changed to neutral as the public transport improvements are likely to mean that air quality is protected. In the case of LCCC area the uncertain score reflects the existing congestion in the area and the development of major trip generating uses in the area. In the case of Carrington, the uncertain score reflects the fact that the site is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD, is not particularly well-related to an established public transport interchange and public transport infrastructure will need to be provided in the area to improve its accessibility.</p>							

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	Medium	Local	Long term	Improved perceptions of the area	
<p><u>Comments:</u> The development proposals would result in 40% of the 36.42ha site being used for built development. Accordingly, the proposals would lead to the loss of approximately 14.5ha of greenfield land. The development proposals have the potential to result in some loss of open fields and strip fields, which are identified as being perhaps the most historically significant landscapes in the Borough by the Trafford Urban Historic Landscape Characterisation Report (2008). This would have a negative impact on the sub-objective of protecting and enhancing landscape character.</p> <p>However, it is noted that the Ecology Update (Appendix 14) and Green Belt and Landscape Implications study (Appendix 12) produced on behalf of RLAM both state that the key landscape features of the site, including substantial hedgerows and three woodland blocks, would be retained as part of the development proposals. The proposals also involve the creation of a rural park which will provide opportunities to enhance the landscape. In addition, RLAM's Green Belt and Landscape Implications study (Appendix 12) notes that building heights will be restricted and that the built development would not be located where the adjacent communities are most vulnerable to coalescence. Proposed Policy SS1 also makes a specific reference to protecting, and where possible enhancing, the setting of nearby listed buildings on Shay Lane and Roaring Gate Lane. In addition, the representations submitted by RLAM in March 2010 note that the site of a medieval moated farmhouse exists within the land that would be a rural park and that the design and management of the rural park could aid in its interpretation. It is therefore considered that the proposals could have some positive impact on the sub-objective of protecting and enhancing sites of archaeological importance.</p> <p>In conclusion, whilst the development does present some threats to a historically significant landscape, it is considered that the potential positive impact of the the rural park on landscape character together with the protection afforded to key landscape features and the setting of nearby listed buildings has the potential to outweigh this impact. It is therefore concluded that the proposals would have a positive impact on this objective and its sub-objectives of restoring, protecting and enhancing landscape character and protecting and enhancing listed buildings.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. As regeneration proposals all of the Strategic Locations are expected to have some positive impact on townscape character. In the case of Trafford Centre Rectangle the higher scores reflect the potential for the development proposals to enhance the setting of the Barton-upon-Irwell Conservation Area, deliver improvements to the Barton Bridge Swing Aqueduct (Grade II* listed) and protect and enhance the setting of Pugin's Grade I listed church of All Saints and the Grade II Presbytery. In the case of Carrington, the major positive impact reflects the potential for the proposals to lead to the redevelopment of an under-utilised brownfield site, the protection to the setting of the listed Church of St George and the proposed production of an Area Action Plan to guide the development of Carrington and ensure that the proposed growth is deliver in a well-planned, coordinated manner.</p>								
Economic								
EC1. Enhance Trafford's high	+	++	++	Medium	GM wide	Long term	Contributing to overall pool of jobs	

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
performance and sustainable economy to provide a powerful contribution to regional growth	<p><u>Comments:</u>                      The proposals would make a considerable contribution to the stock of office accommodation in Trafford and result in the creation of a significant number of jobs. The Davenport Green Commercial Review submitted on behalf of RLAM in November 2010 considers that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses and considers that many companies seeking new office buildings will not consider the Strategic Locations contained within the Core Strategy as being appropriate for their business. The MIER review highlighted the attractiveness of south Manchester as one of the drivers of the sub region's economy with its accessibility from a highly skilled labour pool in Cheshire. In addition, the Trafford Employment Land Study (2009) noted that there is a general view amongst stakeholders that Davenport Green is attractive to the market for employment development. Given its location, the development proposals also have the potential to support the need for jobs in Wythenshawe, the growth of the airport, which is identified as a Strategic Site in the Manchester Publication Core Strategy and the objectives of the Manchester Airport Masterplan. Furthermore, development at Davenport Green has the potential to support the proposals for Airport City and the Medi-Park.</p> <p>It is noted, however, that the Trafford Employment Land Study (2009) indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's contribution to the requirements suggested in the Greater Manchester Employment Land Position Statement of August 2009 without the need for the site at Davenport Green. In addition, Trafford's PPS4 assessment of office floorspace in the Borough (2010) concluded that the site was not suitable for office development in relation to the tests in PPS4. It should also be recognised that areas such as Salford Quays have demonstrated that former industrial areas that have been perceived to be undesirable to the market can be successfully transformed to areas attractive to office development and that the Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM has demonstrated that the absence of this site has not prevented office development in South Manchester in recent years. Moreover, the Assessment of the Potential Opportunities and Impacts Relating to the Manchester Airport City Enterprise Zone and Davenport Green (June 2011) concluded that the trend in office market demand over the last 15 years has shifted focus toward city centres and larger town centres and that the proposals for Davenport Green could be developed in various locations within Trafford and Manchester. The Manchester Core Strategy is also proposing 55ha of employment land at Wythenshawe.</p> <p>In conclusion, although the Trafford Employment Land Study (2009) indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's requirements, the development proposals for Davenport Green offer the potential to create an attractive employment development that makes a positive contribution to Trafford's high economic performance. The proximity of Davenport Green to Manchester Airport, which is a key driver of growth for the city region, means that it is anticipated that the development proposals have the potential to have a major positive impact on this objective in the medium and long term.</p> <p>In light of the above, the appraisal of other Strategic Locations has been reviewed and revised. For consistency, the level of certainty of Trafford Rectangle has been reduced to medium and the impact of Carrington on this objective in short term has been reduced to minor positive. The major impact at Carrington and Trafford rectangle reflect the potential for these sites to build on the established strengths of Trafford Park.</p>							

Davenport Green								
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	Increased opportunities and quality of life.	Use of s106 agreements to secure the proposed training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
	<p><u>Comments:</u></p> <p>The proposals for Davenport Green would result in the creation of a significant number of jobs both during the construction and operation of the development, including an estimated 4470 jobs for people directly employed at this location. The site is not well-related to many of Trafford's more deprived areas where the need for jobs is greatest, particularly Clifford and Gorse Hill. Davenport Green is however well related to areas of deprivation outside of the plan area, such as Wythenshawe which is identified in the Manchester Core Strategy Publication document as an area characterised by high levels of deprivation and worklessness. Although it is noted that the Manchester Core Strategy Publication document proposes to identify 55ha of employment land within their own plan area to meet the needs of Wythenshawe.</p> <p>Furthermore, as highlighted in the Davenport Green Sustainable Transport Strategy (Appendix 7), a range of transport improvements are proposed to connect Davenport Green to the wider public transport network. The development proposals also seek to engage deprived communities and individuals in the benefits of the construction phase, the long term business activities and the rural park. It is therefore considered that the development proposals could have a significant positive impact on the sub-objective of targeting interventions to tackle barriers to work, address basic skills issues and link workless people to vacancies. In recognition of these benefits, it is concluded that the development proposals for Davenport Green are likely to have a positive impact on this objective.</p> <p>In light of the above, the appraisal of other Strategic Locations has been reviewed and revised. The impact of Carrington on this objective in the medium term has been reduced to a minor positive to reflect the timeframe for the implementation of the proposals and the need to remediate / provide infrastructure. Trafford Wharfside gets a major positive in the medium term due to its proximity to areas of deprivation and the education facilities that would be provided.</p>							
EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	Medium	Borough wide	Long term	Improved perceptions of Trafford	Other policies in the Core Strategy will ensure that high standards of design are achieved in new development.

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>The Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM states that Davenport Green has the potential to become one of the UK's premier office-led business parks. It is also recognised that development at Davenport Green has the potential to support the proposals for Airport City and the Medi-Park and provide agglomeration benefits. The development proposals undoubtedly have the potential to provide a high quality employment development which would be visible from the motorway and could thereby boost the image of Trafford as a business destination. It is however recognised that the Assessment of the Potential Opportunities and Impacts Relating to the Manchester Airport City Enterprise Zone and Davenport Green (June 2011) concluded that the trend in office market demand over the last 15 years has shifted focus toward city centres and larger town centres and that the proposals for Davenport Green could be developed in various locations within Trafford and Manchester.</p> <p>The development proposals would also result in the provision of a rural park that will form a new visitor destination for informal recreation, education and nature conservation. The rural park could therefore provide a new local tourist attraction. In recognition of these benefits, it is concluded that the development proposals are likely to have a positive impact on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. The performance of Carrington against the objective in the short term has been reduced to a minor positive to reflect the timeframe for the implementation of the proposals and the need to remediate the site / provide appropriate infrastructure. Whilst Carrington does not presently have the same degree of visibility as the other Strategic Locations, the development proposals will address this by resulting in more activity in the area. There is a high level of certainty that the proposals for LCCC area and Trafford Centre Rectangle would have a positive impact on this objective due to the fact that there are major tourist attractions within/immediately adjacent to these locations.</p>							
EC4. Encourage the long term sustainability of Trafford's Town	?	?	?	Low	More than Local	Long term		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Centres	<p><u>Comments:</u> The development proposals would result in a significant amount of B1 office development taking place in an out of centre location. Nevertheless, a need for office development in the Borough was identified by the Trafford Employment Land Study (2009) and the Trafford Other Town Centre Uses Study (2010) established that there are likely to be insufficient suitable and available sites in Trafford's town centres for office development. It is however noted that Trafford's PPS4 assessment of office floorspace in the Borough concluded that Davenport Green was not suitable for office development in relation to the tests in PPS4.</p> <p>The other town centre uses that would be provided at Davenport Green would be ancillary to the development and, as noted in RLAM's Appendix 13, would not be in direct competition with Trafford's town centres. Furthermore, Core Strategy policy W2 should ensure that the proposal would do not have a detrimental impact on Trafford's town centres.</p> <p>In conclusion, whilst there is likely to be insufficient suitable and available sites in Trafford's town centres to meet the Borough's needs for office development which this site has the potential to provide, Trafford's PPS4 assessment of office floorspace in the Borough concluded that Davenport Green was not suitable for office development in relation to the tests in PPS4 and therefore its potential impact on town centres was not assessed. The lack of definitive information on this means that the impact of the proposals against the objective is uncertain.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and their scores against this objective have been found to be consistent. However, the level of certainty that the proposals for Trafford Centre Rectangle would have a neutral impact on the objective have been reduced to medium for consistency. The level of certainty that the proposals for Carrington would have a neutral impact on the objective remains high due to distance of the Strategic Location from Trafford's Town centres and the level of certainty for the LCCC proposals remains low due to them involving the provision of a superstore in an out of centre location.</p>							
EC5. Improve the social and environmental performance of	+	+	+	Medium	Borough wide	Long term		

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
the economy	<p><u>Comments:</u> The development proposals would result in the provision of a rural park and measures would be implemented to ensure the built development achieves a high standard of sustainability and that the employment opportunities available are accessible by public transport and from areas of deprivation. It is therefore considered that the proposals for Davenport Green have the potential to have a positive impact on the social and environmental performance of the economy and it is concluded that they would have a positive impact on this objective.</p> <p>In light of the above, the appraisals of the other Strategic Locations contained within the Core Strategy have been reviewed and revised. The performance of the development proposals for Trafford Centre Rectangle against this objective have been changed to minor positive to reflect the fact that they will result in the provision of employment opportunities in an accessible location that is well-related to areas of deprivation and will also enhance access to Trafford Park.</p>							

### Sustainability Summary

The proposals for Davenport Green would have a positive impact on a number of sustainability objectives. In particular, by resulting in the provision of a high quality business park in an area that is attractive to market, visible from the motorway closely related to Airport City and the Medi-Park, it is considered that the development proposals have the potential to have a major positive impact on the objectives relating to enhancing Trafford's high economic performance; and enhancing Trafford's image as a tourism destination. Although Davenport Green is not well-related to many of Trafford's more deprived areas where the need for jobs is greatest, it is well-related to areas of deprivation outside of the plan area, such as Wythenshawe. Measures would also be taken to improve the accessibility of the site from areas of deprivation and the proposals also seek to engage deprived communities and individuals in the benefits of the construction phase, the long term business activities and the rural park. It is therefore considered that in the long term the development proposals also have the potential to have a major positive impact on the objectives relating to reducing poverty and social exclusion; and reducing disparities. By protecting existing biodiversity on site and improving the ecological and recreational value of Davenport Green through the creation of a rural park, it is considered that the proposals also have the potential to have a major positive impact on the objective relating to open space, biodiversity, flora and fauna.

Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. Nevertheless, a range of measures would be implemented to improve the accessibility of the site by public transport and non-motorised forms of transport. The proposed transport infrastructure would also have a positive impact on the objective relating to enhancing transport infrastructure and improving accessibility. In addition, it is considered that the proposed measures have the potential to have some positive impact on the objectives relating to reducing the effect of traffic on the environment and reducing contributions to climate change, and should ensure that the development proposals have no significant impact on the objective of protecting and improving air quality. Nevertheless, the peripheral location of the site, coupled with its proximity to the motorway network, reduces the level of certainty of this impact on these objectives.

Davenport Green is at a low risk of flooding and is considered to be suitable for a full range of sustainable drainage techniques. As a result, it is considered that the development proposals would also have some positive impact on the objectives relating to reducing the impact of climate change; and protecting and improving water quality. The provision of a rural park, together with the protection of the setting of nearby listed buildings and the retention of key landscape features, should ensure that the proposals have a positive impact on the objective of protecting and enhancing landscapes and townscape character. In addition, the provision of the rural park should have some positive impact on the objective relating to improving health and its sub-objective of increasing participation in, and access to, sport and physical activity facilities. The proposals would also have some positive impact on the objectives relating to improving qualifications and skills; and local neighbourhood quality.

However, the development of the site would lead to the permanent loss of a significant area of greenfield area and is unlikely to offer the opportunity to reduce land contamination in the Borough. As a result it is considered that the development proposals would have a negative impact on the objective relating to conserving land resources and its sub-objective of reducing the amount of contaminated, derelict and underused land. The impact of the proposals on the objective of reducing the environmental impacts of consumption and production is also considered to be uncertain.

#### Key for effects

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

## APPENDIX D – SUSTAINABILITY APPRAISAL OF POLICY R4

## Re-appraisal of the SA of Policy R4 - Green Belt and Other Protected Open Land (April 2011)

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	+	+	+	Medium	Borough wide	Long term	Enhances the vitality and viability of town centres	
<p><u>Comments:</u> Controlling development in the Green Belt and other Protected Open Land can restrict the supply of housing. However, it assists in regeneration by enabling investment to be focused on urban areas and could thereby contribute to the sub objective of reducing the number of vacant properties. Furthermore, it is noted that Trafford's Strategic Housing Land Availability Assessment has demonstrated that there are sufficient suitable and developable housing sites in the Borough to meet its housing provision requirements without developing sites in the Green Belt for housing. In addition, the policy seeks to protect land in Warburton from all but essential development to ensure that this site can make the maximum potential contribution to housing needs beyond the Plan period.</p> <p>In conclusion, the policy will have a positive effect on the objective because the potential restriction on housing supply is more than offset by the adequacy of provision elsewhere in Trafford.</p>								
S2. Improve accessibility for all to services and facilities	+	+	+	Low	Borough wide	Long term	Improved quality of life	Other policies in the Core Strategy will ensure that investment is directed to more accessible areas within Trafford.
<p><u>Comments:</u> By controlling development pressures in the Green Belt and other Protected Open Land the policy will prevent urban sprawl. As a result, there is likely to be more investment in urban areas. This could help ensure services and facilities are directed towards more accessible locations and thereby have a positive impact on the sub-objective relating to improving access to services from the most deprived parts of the Borough. The policy could prevent development that provides services and facilities in the Green Belt or on other Protected Open Land. It is however noted that access to these areas is poor from many of Trafford's more deprived areas where the need for jobs is greatest.</p> <p>In conclusion, it is considered that the policy will have a positive impact on this objective and its associated sub-objectives by ensuring investment is directed to the urban area and thereby helping to ensure services and facilities are provided in more accessible locations. It is however acknowledged that there is only limited certainty over this impact as the policy does not in itself ensure that investment is well related to areas of deprivation.</p>								

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S5. Reduce poverty and social exclusion	+	+	+	Low	Borough wide	Long term	Improved quality of life	Other policies in the Core Strategy will ensure that investment is well related to, and accessible from, areas of deprivation within Trafford.
	<u>Comments:</u> By controlling development pressures in the Green Belt and on other Protected Open Land there is likely to be more investment in urban areas, including potentially those that are characterised by relatively high levels of deprivation. This could reduce levels of poverty and social exclusion and contribute to the sub-objectives of reducing multiple deprivation and the number of low income households. The policy would restrict investment opportunities in parts of the Borough which could have implications for job creation. Nevertheless, it is noted that access to these areas is poor from many of Trafford's more deprived areas where the need for jobs is greatest.  In conclusion, it is considered that the policy will have a positive impact on this objective and its associated sub-objectives by ensuring that investment is directed to the urban areas, including potentially those that are characterised by relatively high levels of deprivation. However, it is acknowledged that there is only limited certainty over this impact as the policy does not in itself ensure that investment is well related to areas of deprivation.							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							
S7. Improve qualifications and	0	0	0	High	N / A	N / A		

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
skills of the resident population	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
S8. Improve the health and inequalities in health of the population	+	+	+	Medium	Borough wide	Long term	Improved quality of life	
	<p><u>Comments:</u> PPG2 recognises that the use of land in the Green Belt has a positive role to play in providing opportunities for outdoor sport and recreation near urban areas. The policy will lead to the protection of areas within the Green Belt and on other Protected Open Land that provide important areas for recreation, such as the Timperley Wedge. In addition, as shown in the Trafford Outdoor Sports Facilities study (2009), there are several outdoor sports facilities in the Borough that are within the Green Belt. The Trafford Green and Open Spaces Assessment of Need Update (2009) established that Hale Barns is an area deficient in accessible greenspace by 5.35 hectares. By returning Davenport Green to the Green Belt the policy would reduce the likelihood of a rural park being provided at this location, which reduces the significance of the effect of the policy on this objective and its sub-objective of increasing participation in, and access to, sport and physical activity facilities.</p> <p>In conclusion, it is considered that the protection of the recreational opportunities offered on all sites within the Green Belt and on other Protected Open Land is likely to outweigh the reduced likelihood of a rural park being provided at Davenport Green. It is therefore considered that the policy would have a positive impact on this objective.</p>							
S9. Protect and improve local neighbourhood quality	+	+	+	High	Borough wide	Long term		
	<p><u>Comments:</u> Whilst the SA objectives and its sub-objectives are primarily concerned with issues such as the quality of highway infrastructure, litter, graffiti and fly tipping, the policy affords protection to areas of open land that contribute to the image of the Borough and provide a sense of place and local distinctiveness. In conclusion, it is therefore considered that the policy would have a positive impact on the quality of local environments in Trafford and there are no perceived drawbacks to this objective, hence the high level of confidence in this impact.</p>							
Environment								
E1. Reduce the effect of traffic on the environment	+	+	+	Low	Borough wide	Long term	Secondary impacts on air quality and greenhouse gas emissions.	Other policies in the Core Strategy will ensure that development is directed to locations that are accessible by a choice of means of transport.

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The policy will lead to the restriction of urban sprawl, which can result in unsustainable patterns of travel, and will instead lead to development being directed to the urban area which provides greater scope to manage and reduce traffic flows through the development of a more compact urban form that increases the viability of public transport. The policy could thereby have a positive impact on the sub-objectives of reducing motorised traffic and traffic related emissions. It is however recognised that the resultant development in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report. In addition, the policy does not in itself ensure that development is directed to the most accessible locations within the urban area. In conclusion, it is however considered that, on balance, by restricting urban sprawl, and its associated unsustainable patterns of commuting, the policy would lead to the development of an urban form that provides more scope to introduce measures to reduce the effect of traffic on the environment. It is therefore considered that the policy should have a positive impact on this objective.</p>							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	++	++	++	Medium	Borough wide	Long term		Improve habitat of Green Belt. This will be secured by other policies in the Core Strategy.
	<p><u>Comments:</u> A key aim of policy is to provide lasting protection to the Green Belt and other areas of protected open land. It is acknowledged that not all land in the Green Belt has ecological value. Nevertheless, the policy will support the protection of Carrington Mosslands which is identified as a priority site for habitat creation and repair by the Ecological Framework for Greater Manchester (2008). The policy will also lead to the protection of land around Davenport Green that is identified as a Great Crested Newt Biodiversity Opportunity Area in the Ecological Framework for Greater Manchester and the parts of the Borough around Dunham that are identified in this study as some of the most natural green spaces within Trafford. Great crested newts are identified in the Greater Manchester Biodiversity Action Plan (2009) as a species of conservation importance in Greater Manchester that requires action in order to conserve and protect them. It is however noted that the Ecology update (November 2010) produced on behalf of RLAM noted that some of the breeding habitat previously recorded for great crested newts at the Davenport Green site has now effectively been lost.</p> <p>The policy will also support the sub-objective of ensuring residents have access to high quality open space by leading to the protection of areas, such as Timperley Wedge, which provide important areas for recreation. Nevertheless, by returning Davenport Green to the Green Belt, the policy would reduce the likelihood of a rural park being provided at this location and it is noted that the Ecology Update (Appendix 14) produced on behalf of RLAM states that the rural park that would be created would provide enhanced habitats for reptiles and an array of other fauna, including birds, badgers and bats.</p> <p>In conclusion, although the policy would reduce the likelihood of a rural park being provided at Davenport Green, it is considered that by leading to the protection of a number of important habitats in the Borough and by protecting areas that provide important recreation resources the policy would have a major positive impact on this objective.</p>							

R4: Green Belt and Other Protected Open Land								
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	+	+	+	Medium	Borough wide	Long term		Other policies in the Core Strategy will ensure that development is directed to locations that are accessible by a choice of means of transport.
	<p><u>Comments:</u> The policy will lead to the restriction of urban sprawl, which can result in unsustainable patterns of travel and associated climate change emissions. The policy will instead lead to development being directed to the urban area which provides greater scope to manage and reduce traffic flows through the development of a more compact urban form that increases the viability of public transport. The policy could thereby have a positive impact on the sub-objective of reducing carbon emissions. It is however recognised that the resultant development in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report. In addition, the policy does not in itself ensure that development is directed to the most accessible locations within the urban area. In conclusion, it is however considered that, on balance, by restricting urban sprawl, and its associated unsustainable patterns of commuting, the policy would lead to the development of an urban form that provides more scope to tackle congestion and associated carbon dioxide emissions. It is therefore considered that the policy should have a positive impact on this objective.</p>							
E4. Reduce impact of climate change	?	?	?	Medium	Borough wide	Long term		Core Strategy policy L5 will ensure appropriate measures are taken to reduce the risk of flooding
	<p><u>Comments:</u> The policy will help prevent development from taking place in some parts of the Borough that are at risk of flooding from, for example, the River Mersey, the River Bollin and Sinderland Brook as identified by the Level 2 SFRA. By preventing urban sprawl, the policy will however result in more development being focussed on urban areas and the Level 2 SFRA has demonstrated that some parts of the urban area, particularly in the north east of the Borough, that are at risk of flooding. In conclusion, the impact of the policy on this objective and its sub-objective of minimising the risk of flooding are uncertain.</p>							
E5. Reduce the environmental impacts of consumption and production	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have significant effects.</p>							

R4: Green Belt and Other Protected Open Land								
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	++	++	++	High	Borough wide	Long term		
<p><u>Comments:</u> PPG2 states that a key purpose of the Green Belt is to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. A key aim of policy is to conserve land resources by providing lasting protection to the Green Belt and other areas of protected open land. The policy will also result in investment being focused on urban areas, which should increase the likelihood of contaminated land within the urban area being remediated. The policy will also support the sub-objective of increasing the proportion of new homes built on previously developed land. It is therefore concluded that there is a high level of certainty that the policy would have a major positive impact on this objective.</p>								
E7. Protect and improve water quality	0	0	0	Medium	N / A	N / A		
<p><u>Comments:</u> Unlikely to have any significant effects.</p>								
E8. Protect and improve air quality	?	?	?	Low	Local	Long term		Other policies in the Core Strategy will ensure that measures are taken to direct investment to accessible locations and to increase the usage of public transport.
<p><u>Comments:</u> The policy will lead to the restriction of urban sprawl which can result in unsustainable patterns of travel. It is however recognised that the resultant investment in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report and thereby have a negative impact on air quality in these areas, which include areas that are already designated as Air Quality Management Areas.</p> <p>In conclusion, although the appraisal has concluded that the policy has the potential to have a positive impact on objectives E1 and E3, it is considered to be uncertain whether concentrating development in the urban area, including areas designated as AQMAs, is a better approach for protecting air quality than spreading the pollution more thinly across the Borough because the impact on air quality of the additional traffic generated and from the development itself is unknown.</p>								

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	++	++	++	High	Borough wide	Long term	Improved perceptions of Trafford	
<p><u>Comments:</u> The policy will provide long-term protection against development that would have a detrimental impact on the diversity and distinctiveness of landscapes in the Green Belt and on and other Protected Open Land. The policy is therefore likely to support the sub-objective of restoring, protecting and enhancing landscape character.</p> <p>PPG2 states that a key purpose of including land within the Green Belt is preserve the setting and special character of historic towns. The policy will preserve the setting and special character of a number of conservation areas in Trafford, including those in Dunham Town, Dunham Woodhouses and Warburton. The policy will also protect the setting of several listed buildings and will result in the protection of open fields and strip fields, which are concentrated within Trafford around Warburton and Davenport Green, and which are identified as being perhaps the most historically significant landscapes in the Borough by the Trafford Urban Historic Landscape Characterisation Report (2008). The policy will also provide protection to other historic landscape types identified in this report, including piecemeal enclosure and agglomerated fields. However, it is noted that the Ecology Update (Appendix 14) and Green Belt and Landscape Implications study (Appendix 12) produced on behalf of RLAM both note that the key landscape features of the site would be retained as part of the development proposals.</p> <p>In conclusion, by providing protection to landscapes and the setting of conservation areas and listed buildings, it is considered that there is a high level of certainty that the policy would have a major positive impact on the SA objective and its sub-objectives.</p>								

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Economic</b>								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	?	?	?	Medium	Borough wide	Long term		Other policies in the Core Strategy will ensure that sites are brought forward to ensure an appropriate supply of sites and premises.
	<p><u>Comments:</u>                      The maintenance of a Green Belt can restrict economic development opportunities but can also provide a high quality environment that attracts skilled workers to Trafford. In addition, PPG2 notes that a purpose of the Green Belt is to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p> <p>The policy will protect agricultural land as an important resource for the local economy and protect land to the South of Shell, Carrington, from all but essential development to ensure the site can make the maximum potential contribution to economic development needs beyond the Plan period. It will however result in a site at Davenport Green that was allocated for employment use in the UDP being returned to the Green Belt. It is noted that the Trafford Employment Land Study (2009) indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's contribution to the requirements suggested in the Greater Manchester Employment Land Position Statement of August 2009 without the need to retain the UDP allocation for an employment site at Davenport Green. This suggests that the policy would not have a negative impact on the sub-objective of creating conditions for sustainable growth through ensuring the supply of appropriate sites and premises. In addition, Trafford's PPS4 assessment of office floorspace in the Borough (2010) concluded that the site was not suitable for office development in relation to the tests in PPS4.</p> <p>Nevertheless, the Davenport Green Commercial Review submitted on behalf of RLAM in November 2010 asserts that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses and that many companies seeking new office buildings will not consider the Strategic Locations contained within the Core Strategy as being appropriate for their business. It should however be recognised that areas such as Salford Quays have demonstrated that former industrial areas that have been perceived to be undesirable to the market can be successfully transformed to areas attractive to office development and that the Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM has demonstrated that the absence of this site has not prevented office development in South Manchester in recent years.</p> <p>In conclusion, it is considered that policy's impact on this objective is uncertain as it is unclear whether it would restrict employment opportunities.</p>							

R4: Green Belt and Other Protected Open Land								
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	+	+	+	Low	Borough wide	Long term	Improved quality of life	Other policies in the Core Strategy will ensure that investment is well related to, and accessible from, areas of deprivation within Trafford.
	<p><u>Comments:</u>            Whilst the SA sub-objectives are primarily concerned with issues such as training and skills, by controlling development pressures and preventing urban sprawl there is likely to be more investment in urban areas, including those in need of regeneration. This will have a positive impact on disparities in the Borough. The policy could however prevent development that provides services and facilities in the Green Belt or on other Protected Open Land. It is however noted that access to these areas is poor from many of Trafford's more deprived areas where the need for jobs is greatest.</p> <p>In conclusion, it is considered that the policy will have a positive impact on this objective by ensuring that investment is directed to the urban areas of Trafford, including potentially those that are characterised by relatively high levels of deprivation. However, it is acknowledged that there is only limited certainty over this impact as the policy does not in itself ensure that investment is well related to areas of deprivation.</p>							
EC3. Enhance Trafford's image as a business and tourism destination	?	?	?	Low	Borough wide	Long term		Other policies in the Core Strategy will ensure that sites are brought forward to ensure an appropriate supply of sites and premises.

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>The policy could have a positive impact on Trafford's image as a tourism destination by leading to the protection of the setting of Dunham Massey hall and garden which is identified as an important tourist destination by the indicators for this SA objective. The maintenance of a Green Belt could also provide a high quality environment that can attract skilled workers to the area. It can however also restrict economic development opportunities. Nonetheless, it is recognised that policy on Green Belts contained within PPG2 stipulates that there is a presumption against inappropriate development in the Green Belt.</p> <p>The policy will also result in a site at Davenport Green that was allocated for employment use in the UDP being returned to the Green Belt. Nevertheless, the Trafford Employment Land Study (2009) has indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's contribution to the requirements suggested in the Greater Manchester Employment Land Position Statement of August 2009 without the need to retain the UDP allocation for an employment site at Davenport Green. In addition, Trafford's PPS4 assessment of office floorspace in the Borough (2010) concluded that the site was not suitable for office development in relation to the tests in PPS4.</p> <p>It is however noted that the Davenport Green Commercial Review submitted on behalf of RLAM in November 2010 states that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses and that many companies seeking new office buildings will not consider the Strategic Locations contained within the Core Strategy as being appropriate for their business. Nevertheless, it should be recognised that areas such as Salford Quays have demonstrated that former industrial areas that have been perceived to be undesirable to the market can be successfully transformed to areas attractive for office development and that the Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM has demonstrated that the absence of this site has not prevented office development in South Manchester in recent years.</p> <p>In conclusion, although it is envisaged that the policy has the potential to have a positive impact on the sub-objective of increasing Trafford's role as a tourist destination, the extent to which returning Davenport Green to the Green Belt will impact on the image of Trafford as a business destination is unclear. It is therefore considered that the impact of the policy on this objective is uncertain.</p>							

R4: Green Belt and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
EC4. Encourage the long term sustainability of Trafford's Town Centres	+	+	+	Low	N / A	N / A		Other policies in the Core Strategy will ensure that development supports Trafford's town centres.
	<u>Comments:</u> Controlling development in the Green Belt can ensure investment is focused on urban areas, including town centres. It is therefore concluded that the policy is likely to have a positive impact on this objective. However, the policy itself will not ensure that development supports the vitality of Trafford's town centres. In addition, it is noted that the Trafford Other Town Centre Uses Study highlights that there are insufficient suitable and available sites for office development in Trafford's town centres. As a result, there is only limited certainty about the impact of the policy on this objective.							
EC5. Improve the social and environmental performance of the economy	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							

### Sustainability Summary

Policy R4 Green Belt and Other Protected Open Land performs well against a number of sustainability objectives. The key potential benefits of the policy relate to protecting, enhancing and restoring biodiversity and open space; and conserving land resources. In addition, by providing long-term protection against development that would have a detrimental impact on landscapes in the Green Belt, including those identified as being historically significant landscapes by the Trafford Urban Historic Landscape Characterisation Report, and by preserving the setting and special character of a number of conservation areas in Trafford, including those at Dunham Town, Dunham Woodhouses and Warburton, the policy would also have a major positive effect on the objective of protecting the diversity and distinctiveness of landscape and townscape character.

The policy will afford protection to areas of open land that contribute to image of the Borough and will thereby have a positive impact on the objective relating to protecting local neighbourhood quality. The policy will also have a positive impact on health by affording protection to open spaces that provide important areas for recreation, such as Timperley Wedge. Although the certainty of this impact is reduced by the fact that the policy would reduce the likelihood of a rural park being provided at Davenport Green. By restricting urban sprawl which can result in unsustainable patterns of travel, the policy could also have a positive impact on the objectives of reducing the effect of traffic on the environment and reducing contributions to climate change. It is however recognised that the resultant development in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report, which reduces the level of certainty that the policy would have a positive impact on these objectives.

By controlling development pressures in the Green Belt and preventing urban sprawl the policy is likely to increase the levels of investment in urban areas. This could have a positive impact on the objectives relating to improving accessibility for all to services and facilities; reducing poverty and social exclusion; reducing disparities; and the long term sustainability of Trafford's town centres. It is however acknowledged that there is only limited certainty over this impact as the policy does not in itself seek to ensure that investment is well related to, and accessible from, areas of deprivation.

It is anticipated that the policy would not have any negative effects on the sustainability objectives. Nevertheless, the policy would have an uncertain impact on a number of sustainability objectives. The policy will provide a high quality environment that can attract skilled workers to the Borough, assist in urban regeneration by enabling investment to be focused on key regeneration areas and provides protection to land that is not included in the Green Belt in Warburton (south of Partington) and to the south of Shell, Carrington, to ensure this land makes the maximum potential contribution to housing and economic development needs beyond the Plan period. However, it would result in a site at Davenport Green that was allocated for employment use in the UDP being returned to the Green Belt. Whilst the Trafford Employment Land Study (2009) has indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's requirements without the need to retain the allocation of Davenport Green as an employment site Trafford's PPS4 assessment concluded that the site was not suitable for office development in relation to the tests in PPS4, the Commercial Review submitted on behalf of RLAM in November 2010 states that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses. As a result, it is considered that the impact of the policy on the objectives relating to Trafford's economic performance and its image as a business destination is uncertain. Other policies in Trafford's Core Strategy should however result in sites being brought forward to ensure an appropriate supply of sites and premises.

Although the appraisal has concluded that the policy has the potential to have a positive impact on objectives E1 and E3, it is considered to be uncertain whether concentrating development in the urban area, including areas designated as AQMAS, is a better approach for protecting air quality than spreading the pollution more thinly across the Borough. It is therefore concluded that the policy would have an uncertain impact on air quality. The impact of the policy on the objective of reducing the impact of climate change is also uncertain due to the levels of flood risk within the urban area as identified by the Level 2 SFRA.

#### Key for effects

++ major positive;

+ minor positive;

0 neutral;

– minor negative;

– – major negative;

? uncertain

**Appraisal of the amended Policy R4 (July 2011)**

The amended policy R4 would provide protection to land at Davenport Green but would lead to land being released at this location if it is required for an exceptionally high quality business/office development. The Assessment of the Potential Opportunities and Impacts Relating to the Manchester Airport City Enterprise Zone and Davenport Green Study (June 2011) concluded that there may be a need for such a development at Davenport Green in the medium to long term to support development at MediPark and the Enterprise Zone. For this reason, when undertaking this appraisal it has been assumed that if development will come forward at Davenport Green it will be during the latter stages of the plan period. The level of certainty is assumed to be medium unless evidence indicates otherwise. For the purposes of this appraisal the level of certainty ascribed assumes a medium level of certainty that the proposals at Davenport Green will be developed.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Certainty	Scale	Nature of Effect		Mitigation
	0 – 5 years	5 – 10 years	10+ years			Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	+	+	+	Medium	Borough wide	Long term	Enhances the vitality and viability of town centres	
	<p><u>Comments:</u> Controlling development in the Green Belt, Countryside and other Protected Open Land can restrict the supply of housing. However, it assists in regeneration by enabling investment to be focused on urban areas and could thereby contribute to the sub objective of reducing the number of vacant properties. Furthermore, it is noted that Trafford's Strategic Housing Land Availability Assessment has demonstrated that there are sufficient suitable and developable housing sites in the Borough to meet its housing provision requirements without developing sites in the Green Belt for housing. In addition, the policy seeks to protect land in Warburton from all but essential development to ensure that this site can make the maximum potential contribution to housing needs beyond the Plan period.</p> <p>In conclusion, the policy will have a positive effect on the objective because the potential restriction on housing supply is more than offset by the adequacy of provision elsewhere in Trafford.</p>							
S2. Improve accessibility for all to services and facilities	+	+	+	Low	Borough wide	Long term	Improved quality of life	Other policies in the Core Strategy will ensure that investment is directed to more accessible areas within Trafford.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> By controlling development pressures in the Green Belt and other Protected Open Land the policy will prevent urban sprawl. As a result, there is likely to be more investment in urban areas. This could help ensure services and facilities are directed towards more accessible locations and thereby have a positive impact on the sub-objective relating to improving access to services from the most deprived parts of the Borough. The policy could prevent development that provides services and facilities in the Green Belt or on other Protected Open Land. It is however noted that access to these areas is poor from many of Trafford's more deprived areas where the need for jobs is greatest.</p> <p>In conclusion, it is considered that the policy will have a positive impact on this objective and its associated sub-objectives by ensuring investment is directed to the urban area and thereby helping to ensure services and facilities are provided in more accessible locations. It is however acknowledged that there is only limited certainty over this impact as the policy does not in itself ensure that investment is well related to areas of deprivation.</p>							
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	0	0	+	Medium	Borough wide	Long term		
	<p><u>Comments:</u> The policy is unlikely to have any significant impact on the objective during the first two five-year periods. However, during the latter stages of the plan period the policy could result in land being released at Davenport Green if it is required for an exceptionally high quality business/office development. The development criteria of the policy states that development on this land will only be permitted where it will be accessible by a range of alternative modes of transport other than the private car. It is therefore considered that in the longer term the policy has the potential to have a positive impact on the objective and its sub-objectives of providing efficient and inclusive public transport and improving participation in walking and cycling during the latter stages of the plan period.</p>							
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
S5. Reduce poverty and social exclusion	+	+	++	Low	Borough wide	Long term	Improved quality of life	Other policies in the Core Strategy will ensure that investment is well related to, and accessible from, areas of deprivation within Trafford.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The policy seeks to control development pressures in the Green Belt and on other Protected Open Land. It should thereby ensure that investment is directed to urban areas, including potentially those that are characterised by relatively high levels of deprivation. This could reduce levels of poverty and social exclusion and contribute to the sub-objectives of reducing multiple deprivation and the number of low income households. The policy would restrict investment opportunities in parts of the Borough which could have implications for job creation. Nevertheless, it is noted that access to these areas is poor from many of Trafford's more deprived areas where the need for jobs is greatest. It is therefore considered that the policy will have a positive impact on this objective and its associated sub-objectives by ensuring that investment is directed to the urban areas, including potentially those that are characterised by relatively high levels of deprivation. However, it is acknowledged that there is only limited certainty over this impact as the policy does not in itself ensure that investment is well related to areas of deprivation.</p> <p>During the latter stages of the plan period, the policy could also lead to business/office development at Davenport Green if it is required for an exceptionally high quality business/office development. It is estimated that this development could create a high number of jobs for people directly employed at this location and the policy specifies that the development in this location must deliver substantial employment and contribute significantly to the achievement of the Council's regeneration priorities.. It is therefore considered that the impact of the policy on the objective could be particularly significant in the longer term.</p>							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
S7. Improve qualifications and skills of the resident population	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
S8. Improve the health and, inequalities in health of the	+	+	+	Medium	Borough wide	Long term	Improved quality of life	

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
population	<p><u>Comments:</u> PPG2 recognises that the use of land in the Green Belt has a positive role to play in providing opportunities for outdoor sport and recreation near urban areas. The policy will lead to the protection of areas within the Green Belt and on other Protected Open Land that provide important areas for recreation, such as the Timperley Wedge. In addition, as shown in the Trafford Outdoor Sports Facilities study (2009), there are several outdoor sports facilities in the Borough that are within the Green Belt.</p> <p>The Trafford Green and Open Spaces Assessment of Need Update (2009) established that Hale Barns is an area deficient in accessible greenspace by 5.35 hectares. The policy would only allow development at Davenport Green where 99 hectares of land surrounding the development site will be protected, enhanced and managed for, inter alia, recreational access. This would have a positive impact on this objective and its sub-objective of increasing participation in, and access to, sport and physical activity facilities.</p> <p>In conclusion, the policy would provide protection to the recreational opportunities offered on all sites within the Green Belt, Countryside and on other Protected Open Land. It would only lead to land being released at Davenport Green if it is required for exceptionally high quality business/employment development and would result in the provision of a substantial rural park. It is therefore considered that the policy would have a positive impact on this objective.</p>							
S9. Protect and improve local neighbourhood quality	+	+	+	Medium	Borough wide	Long term		
	<p><u>Comments:</u> Whilst the SA objectives and its sub-objectives are primarily concerned with issues such as the quality of highway infrastructure, litter, graffiti and fly tipping, the policy affords protection to areas of open land that contribute to the image of the Borough and provide a sense of place and local distinctiveness. The policy would also lead to the protection of land at Davenport Green and only release land at this location if it is required for an exceptionally high quality business/office development. In conclusion, it is therefore considered that the policy would have a positive impact on the quality of local environments in Trafford and there are no perceived drawbacks to this objective, hence the high level of confidence in this impact.</p>							
<b>Environment</b>								
E1. Reduce the effect of traffic on the environment	+	+	+	Low	Borough wide	Long term	Secondary impacts on air quality and greenhouse gas emissions.	Other policies in the Core Strategy will ensure that development is directed to locations that are accessible by a choice of means of transport.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The policy will lead to the restriction of urban sprawl, which can result in unsustainable patterns of travel, and will instead lead to development being directed to the urban area which provides greater scope to manage and reduce traffic flows through the development of a more compact urban form that increases the viability of public transport.</p> <p>It would also result in land at Davenport Green only being released for development if it is required for an exceptionally high quality business/office development which is accessible by a range of alternative modes of transport other than the private car. The policy could thereby have a positive impact on the sub-objectives of reducing motorised traffic and traffic related emissions. It is however recognised that the resultant development in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report. In addition, the policy does not in itself ensure that development is directed to the most accessible locations within the urban area.</p> <p>In conclusion, it is considered that, on balance, by restricting urban sprawl, and its associated unsustainable patterns of commuting, the policy would lead to the development of an urban form that provides more scope to introduce measures to reduce the effect of traffic on the environment. It is therefore considered that the policy should have a positive impact on this objective. However, as the policy does not in itself ensure that development is directed to the most accessible locations within the urban area, it is considered that the certainty of this impact is only low.</p>							
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geo-	++	++	++	Medium	Borough wide	Long term		Improve habitat of Green Belt. This will be secured by other policies in the Core Strategy.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
morphological features	<p><u>Comments:</u></p> <p>A key aim of policy is to provide lasting protection to the Green Belt and other areas of protected open land. It is acknowledged that not all land in the Green Belt has ecological value. Nevertheless, the policy will support the protection of Carrington Mosslands which is identified as a priority site for habitat creation and repair by the Ecological Framework for Greater Manchester (2008). The policy would afford protection to land at Davenport Green but would allow development to come forward at this location if it is required for exceptionally high quality, deliverable and sustainable business/employment related development. Davenport Green is identified as a Great Crested Newt Biodiversity Opportunity Area in the Ecological Framework for Greater Manchester and the parts of the Borough around Dunham that are identified in this study as some of the most natural green spaces within Trafford. Great crested newts are identified in the Greater Manchester Biodiversity Action Plan (2009) as a species of conservation importance in Greater Manchester that requires action in order to conserve and protect them. It is however noted that the Ecology update (November 2010) produced on behalf of RLAM noted that some of the breeding habitat previously recorded for great crested newts at the Davenport Green site has now effectively been lost.</p> <p>The policy will also support the sub-objective of ensuring residents have access to high quality open space by leading to the protection of areas, such as Timperley Wedge, which provide important areas for recreation. In addition, the policy would only allow development to come forward at Davenport Green where 99 hectares of land surrounding the site would be protected, enhanced and managed for ecological interest, recreational access and farming as a rural park.</p> <p>In conclusion, the policy would lead to the protection of a number of important habitats in the Borough and would also protect areas that provide important recreation resources. The policy would also protect land at Davenport Green and would only allow development to come forward at this location where, amongst other things, it would involve 99 hectares of land surrounding the site would be protected, enhanced and managed for ecological interest, recreational access and farming. As such, it is considered that the policy would have a major positive impact on this objective.</p>							
E3. Reduce contributions to climate change	+	+	+	Medium	Borough wide	Long term		Other policies in the Core Strategy will ensure that development is directed to locations that are accessible by a choice of means of transport.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u> The policy will lead to the restriction of urban sprawl, which can result in unsustainable patterns of travel and associated climate change emissions. The policy will instead lead to development being directed to the urban area which provides greater scope to manage and reduce traffic flows through the development of a more compact urban form that increases the viability of public transport. It would also result in land at Davenport Green only being released for development if it is required for an exceptionally high quality business/office development that is accessible by a range of alternative modes other than the private car. The policy could thereby have a positive impact on the sub-objective of reducing carbon emissions. It is however recognised that the resultant development in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report. In addition, the policy does not in itself ensure that development is directed to the most accessible locations within the urban area. In conclusion, it is however considered that, on balance, by restricting urban sprawl, and its associated unsustainable patterns of commuting, the policy would lead to the development of an urban form that provides more scope to tackle congestion and associated carbon dioxide emissions.</p> <p>The policy would provide protection of land at Davenport Green but would lead to land being released at this location if it is required for an exceptionally high quality business/office development. The construction and operation of this development would inevitably result in some carbon emissions. Nevertheless, it is noted that the policy would require the site to be accessible by a range of alternative modes other than the private car.</p> <p>In conclusion, it is therefore considered that the policy should have a positive impact on this objective.</p>							
E4. Reduce impact of climate change	?	?	?	Medium	Borough wide	Long term		Core Strategy policy L5 will ensure appropriate measures are taken to reduce the risk of flooding
	<p><u>Comments:</u> The policy will help prevent development from taking place in some parts of the Borough that are at risk of flooding from, for example, the River Mersey, the River Bollin and Sinderland Brook as identified by the Level 2 SFRA. By preventing urban sprawl, the policy will however result in more development being focussed on urban areas and the Level 2 SFRA has demonstrated that some parts of the urban area, particularly in the north east of the Borough, that are at risk of flooding. In conclusion, the impact of the policy on this objective and its sub-objective of minimising the risk of flooding are uncertain.</p>							
E5. Reduce the environmental impacts of consumption and production	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have significant effects.</p>							

R4: Green Belt, Countryside and Other Protected Open Land								
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	Borough wide	Long term		
	<p><u>Comments:</u> PPG2 states that a key purpose of the Green Belt is to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. A key aim of policy is to conserve land resources by providing lasting protection to the Green Belt and other areas of protected open land. The policy will also result in investment being focused on urban areas, which should increase the likelihood of contaminated land within the urban area being remediated. The policy will also support the sub-objective of increasing the proportion of new homes built on previously developed land. It is therefore concluded that the policy would have a major positive impact on this objective during the first two five-year periods. The policy could however facilitate development coming forward on a significant greenfield site at Davenport Green during the latter stages of the plan period which reduces the impact of the policy on this objective during this part of the Plan period. Nevertheless, it is acknowledged that development would only be permitted at Davenport Green if it is required for an exceptionally high quality, deliverable and sustainable B1 business/office employment related development.</p>							
E7. Protect and improve water quality	0	0	0	Medium	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
E8. Protect and improve air quality	?	?	?	Low	Local	Long term		Other policies in the Core Strategy will ensure that measures are taken to direct investment to accessible locations and to increase the usage of public transport.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>The policy will lead to the restriction of urban sprawl which can result in unsustainable patterns of travel. It is however recognised that the resultant investment in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report and thereby have a negative impact on air quality in these areas, which include areas that are already designated as Air Quality Management Areas.</p> <p>The policy would provide protection of land at Davenport Green but would lead to land being released at this location if it is required for an exceptionally high quality business/office development. Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. In addition, as noted in the Davenport Green Air Quality study (Appendix 10) prepared on behalf of RLAM, part of the site is also within an Air Quality Management Area for Nitrogen Dioxide associated with the M56 motorway. Nevertheless, evidence has been submitted to demonstrate that a large scale employment-led development could be delivered in this location without having an unacceptable impact on air quality. In addition, the policy requires development at this location to be accessible by a range of alternative modes of transport other than the private car. It is therefore considered that releasing land at Davenport Green for a high quality business/office development is unlikely to have a significant impact on air quality.</p> <p>In conclusion, although the appraisal has concluded that the policy has the potential to have a positive impact on objectives E1 and E3, it is considered to be uncertain whether concentrating development in the urban area, including areas designated as AQMAs, is a better approach for protecting air quality than spreading the pollution more thinly across the Borough because the impact on air quality of the additional traffic generated and from the development itself is unknown.</p>							
E9. Protect and enhance the diversity and distinctiveness of	++	++	++	Medium	Borough wide	Long term	Improved perceptions of Trafford	

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
landscape and townscape character and cultural facilities	<p><u>Comments:</u>                      The policy will provide long-term protection against development that would have a detrimental impact on the diversity and distinctiveness of landscapes in the Green Belt, Countryside and on and other Protected Open Land. The policy is therefore likely to support the sub-objective of restoring, protecting and enhancing landscape character.</p> <p>PPG2 states that a key purpose of including land within the Green Belt is preserve the setting and special character of historic towns. The policy will preserve the setting and special character of a number of conservation areas in Trafford, including those in Dunham Town, Dunham Woodhouses and Warburton. The policy will also protect the setting of several listed buildings and will result in the protection of open fields and strip fields, which are concentrated within Trafford around Warburton and Davenport Green, and which are identified as being perhaps the most historically significant landscapes in the Borough by the Trafford Urban Historic Landscape Characterisation Report (2008). The policy will also provide protection to other historic landscape types identified in this report, including piecemeal enclosure and agglomerated fields. It is therefore considered that the policy has the potential to have a positive impact on the SA objective and its sub-objectives.</p> <p>The policy could however result in development coming forward at Davenport Green. This reduces the level of certainty that the policy would have a major positive impact on this objective. It is however acknowledged that development would only be permitted at Davenport Green if it is required for an exceptionally high quality, deliverable and sustainable B1 business/office employment related development. Furthermore, evidence has been provided to demonstrate that a large scale employment-led development could be delivered in this location whilst still retaining key landscape features.</p>							
<b>Economic</b>								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	+	+	Medium	Borough wide	Long term		Other policies in the Core Strategy will ensure that sites are brought forward to ensure an appropriate supply of sites and premises.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>The maintenance of a Green Belt can restrict economic development opportunities but can also provide a high quality environment that attracts skilled workers to Trafford. In addition, PPG2 notes that a purpose of the Green Belt is to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p> <p>The policy will protect agricultural land as an important resource for the local economy. It would also protect land to the South of Shell, Carrington, from all but essential development to ensure the site can make the maximum potential contribution to economic development needs beyond the Plan period.</p> <p>The policy would however provide protection to land at Davenport Green that was previously allocated for employment uses in the UDP. The Davenport Green Commercial Review submitted on behalf of RLAM in November 2010 states that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses and that many companies seeking new office buildings will not consider the Strategic Locations contained within the Core Strategy as being appropriate for their business. It should however be recognised that areas such as Salford Quays have demonstrated that former industrial areas that have been perceived to be undesirable to the market can be successfully transformed to areas attractive to office development and that the Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM has demonstrated that the absence of this site has not prevented office development in South Manchester in recent years.</p> <p>It is also noted that the Trafford Employment Land Study (2009) indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's contribution to the requirements suggested in the Greater Manchester Employment Land Position Statement of August 2009 without the need to retain the UDP allocation for an employment site at Davenport Green. This suggests that the policy would not have a negative impact on the sub-objective of creating conditions for sustainable growth through ensuring the supply of appropriate sites and premises. In addition, Trafford's PPS4 assessment of office floorspace in the Borough (2010) concluded that the site was not suitable for office development in relation to the tests in PPS4. However, the Assessment of the Potential Opportunities and Impacts Relating to the Manchester Airport City Enterprise Zone and Davenport Green study (June 2011) recognises that development at Davenport Green has the potential to support the proposals for Airport City and the MediPark. Accordingly, the policy has been amended so that it would now allow development to come forward in this location if it is required for an exceptionally high quality development and, amongst other things, there are no sequentially preferable sites in PPS4 terms that are capable of supporting the future expansion of Airport City or the MediPark.</p> <p>In conclusion, it is considered that policy would not unduly restrict employment opportunities. Furthermore, the policy has also been amended so that development can come forward at Davenport Green if it is required for an exceptionally high quality development which complied with the criteria set out in the Policy It is therefore considered that the policy would have a positive impact on this objective.</p>							

R4: Green Belt, Countryside and Other Protected Open Land								
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	+	+	+	Low	Borough wide	Long term	Improved quality of life	Other policies in the Core Strategy will ensure that investment is well related to, and accessible from, areas of deprivation within Trafford.
	<p>Comments:</p> <p>The policy seeks to control development pressures in the Green Belt and on other Protected Open Land. It should thereby ensure that investment is directed to urban areas, including potentially those that are characterised by relatively high levels of deprivation. This could reduce levels of poverty and social exclusion and contribute to the sub-objectives of reducing multiple deprivation and the number of low income households. The policy would restrict investment opportunities in parts of the Borough which could have implications for job creation. Nevertheless, it is noted that access to these areas is poor from many of Trafford's more deprived areas where the need for jobs is greatest. It is therefore considered that the policy will have a positive impact on this objective and its associated sub-objectives by ensuring that investment is directed to the urban areas, including potentially those that are characterised by relatively high levels of deprivation. However, it is acknowledged that there is only limited certainty over this impact as the policy does not in itself ensure that investment is well related to areas of deprivation.</p> <p>During the latter stages of the plan period, the policy could also lead to business/office development at Davenport Green if it is required for an exceptionally high quality business/office development linked to the proposals for Airport City/Medi Park. It is estimated that this development could create a significant number of jobs for people directly employed at this location and the policy specifies that the development must contribute significantly to the achievement of the Council's regeneration priorities. A range of measures could also be taken to engage deprived communities and individuals in the benefits of the construction phase and the long term business activities at Davenport green. It is therefore considered that the impact of the policy on the objective could be particularly significant in the longer term.</p>							
EC3. Enhance Trafford's image as a business and tourism destination	+	+	+	Medium	Borough wide	Long term		Other policies in the Core Strategy will ensure that sites are brought forward to ensure an appropriate supply of sites and premises.

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u></p> <p>The policy could have a positive impact on Trafford's image as a tourism destination by leading to the protection of the setting of Dunham Massey hall and garden which is identified as an important tourist destination by the indicators for this SA objective. The maintenance of a Green Belt could also provide a high quality environment that can attract skilled workers to the area. It can however also restrict economic development opportunities. Nonetheless, it is recognised that policy on Green Belts contained within PPG2 stipulates that there is a presumption against inappropriate development in the Green Belt.</p> <p>The policy would however provide protection to land at Davenport Green that was previously allocated for employment uses in the Trafford UDP. The Assessment of the Potential Opportunities and Impacts Relating to the Manchester Airport City Enterprise Zone and Davenport Green (June 2011) recognises that development at Davenport Green has the potential to support the proposals for Airport City and the Medi-Park. In addition, the Davenport Green Commercial Review submitted on behalf of RLAM in November 2010 states that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses and that many companies seeking new office buildings will not consider the Strategic Locations contained within the Core Strategy as being appropriate for their business. It should however be recognised that areas such as Salford Quays have demonstrated that former industrial areas that have been perceived to be undesirable to the market can be successfully transformed to areas attractive to office development and that the Davenport Green Commercial Review (Appendix 15) prepared on behalf of RLAM has demonstrated that the absence of this site has not prevented office development in South Manchester in recent years.</p> <p>Moreover, the Trafford Employment Land Study (2009) indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's contribution to the requirements suggested in the Greater Manchester Employment Land Position Statement of August 2009 without the need to retain the UDP allocation for an employment site at Davenport Green. This suggests that the policy would not have a negative impact on the sub-objective of creating conditions for sustainable growth through ensuring the supply of appropriate sites and premises. In addition, Trafford's PPS4 assessment of office floorspace in the Borough (2010) concluded that the site was not suitable for office development in relation to the tests in PPS4 and the Assessment of the Potential Opportunities and Impacts Relating to the Manchester Airport City Enterprise Zone and Davenport Green Study (June 2011) concluded that the proposals for Davenport Green could be developed in various locations within Trafford and Manchester. Furthermore, the policy has been amended so that development can come forward in this location if it is required for exceptionally high quality business/office employment related development and, amongst other things there are no sequentially preferable sites in PPS4 terms that are capable of supporting the future expansion of Airport City or the MediPark..</p> <p>In conclusion, it is envisaged that the policy has the potential to have a positive impact on the sub-objective of increasing Trafford's role as a tourist destination. In addition, the policy would allow for some development in the Countryside if it is required for exceptionally high quality development in line with the criteria set out in the policy. It is therefore considered that the policy would have a positive impact on this objective.</p>							

R4: Green Belt, Countryside and Other Protected Open Land								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
EC4. Encourage the long term sustainability of Trafford's Town Centres	+	+	+	Low	N / A	N / A		Other policies in the Core Strategy will ensure that development supports Trafford's town centres.
	<p><u>Comments:</u> Controlling development in the Green Belt can ensure investment is focused on urban areas, including town centres. It is therefore concluded that the policy is likely to have a positive impact on this objective. However, the policy itself will not ensure that development supports the vitality of Trafford's town centres. In addition, it is noted that the Trafford Other Town Centre Uses Study highlights that there are insufficient suitable and available sites for office development in Trafford's town centres.</p> <p>The policy would also lead to the protection of land at Davenport Green and only release land at this location if it is required for an exceptionally high quality business/office development. The development proposals for Davenport Green would result in a significant amount of B1 office development taking place in an out of centre location and, whilst there is likely to be insufficient suitable and available sites in Trafford's town centres to meet the Borough's needs for office development, Trafford's PPS4 assessment of office floorspace in the Borough concluded that Davenport Green was not suitable for office development in relation to the tests in PPS4 and therefore its potential impact on the Borough's town centres was not assessed. Nevertheless, the policy would only permit development in this location if there are no sequentially preferable sites in PPS4 terms that are capable of supporting the future expansion of Airport City or the MediPark proposals at the University Hospital South Manchester.</p> <p>As a result, it is considered that the policy as a whole would have a positive impact on this objective by ensuring investment is focused on urban areas, including town centres. There is however only limited certainty about the impact of the policy on this objective due to the policy in itself not ensuring that development supports the vitality of Trafford's town centres.</p>							
EC5. Improve the social and environmental performance of the economy	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							

### Sustainability Summary

Policy R4 Green Belt, Countryside and Other Protected Open Land performs well against a number of sustainability objectives. The key potential benefits of the policy relate to protecting, enhancing and restoring biodiversity and open space. In addition, by providing long-term protection against development that would have a detrimental impact on landscapes in the Green Belt, including those identified as being historically significant landscapes by the Trafford Urban Historic Landscape Characterisation Report, and by preserving the setting and special character of a number of conservation areas in Trafford, including those at Dunham Town, Dunham Woodhouses and Warburton, the policy would also have a major positive effect on the objective of protecting the diversity and distinctiveness of landscape and townscape character.

The policy will afford protection to areas of open land that contribute to the image of the Borough and will thereby have a positive impact on the objective relating to protecting local neighbourhood quality. The policy will also have a positive impact on health by affording protection to open spaces that provide important areas for recreation, such as Timperley Wedge. The certainty of this impact is improved by the fact that the policy would only allow development at Davenport Green if 99 hectares of land surrounding the development site will be protected, enhanced and managed for, inter alia, recreational access. By restricting urban sprawl which can result in unsustainable patterns of travel, the policy could also have a positive impact on the objectives of reducing the effect of traffic on the environment and reducing contributions to climate change. It is however recognised that the resultant development in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report, which reduces the level of certainty that the policy would have a positive impact on these objectives.

By controlling development pressures in the Green Belt and preventing urban sprawl the policy is likely to increase the levels of investment in urban areas. This could have a positive impact on the objectives relating to improving accessibility for all to services and facilities; reducing poverty and social exclusion; and reducing disparities. It is however acknowledged that there is only limited certainty over this impact as the policy does not in itself seek to ensure that investment is well related to, and accessible from, areas of deprivation. The policy would also have a positive impact on the objective relating to the long term sustainability of Trafford's town centres although it is acknowledged that policy does not in itself seek to ensure that development supports the vitality of Trafford's town centres.

The policy will provide a high quality environment that can attract skilled workers to the Borough, assist in urban regeneration by enabling investment to be focused on key regeneration areas and provides protection to land that is not included in the Green Belt in Warburton (south of Partington) and to the south of Shell, Carrington, to ensure this land makes the maximum potential contribution to housing and economic development needs beyond the Plan period. The policy would however provide protection to land at Davenport Green that was previously allocated for employment uses in the Trafford UDP. The Trafford Employment Land Study (2009) has indicated that a sufficient supply of suitable and developable employment sites exist to meet the Borough's requirements without the need to retain the allocation of Davenport Green as an employment site and Trafford's PPS4 assessment concluded that the site was not suitable for office development in relation to the tests in PPS4. Nevertheless, the Commercial Review submitted on behalf of RLAM in November 2010 states that Davenport Green is the only site within Trafford that is capable of attracting large levels of investment from multi-national businesses and it is recognised that development at Davenport Green has the potential to support the proposals for Airport City and the Medi-Park. The policy does however now allow for development at Davenport Green where it is required for exceptionally high quality business/office employment related development. As a result, it is considered that policy would have some positive impact on the objectives relating to Trafford's economic performance and its image as a business destination.

It is anticipated that the policy would not have any negative effects on the sustainability objectives. Nevertheless, the policy would have an uncertain impact on a number of sustainability objectives. Although the appraisal has concluded that the policy has the potential to have a positive impact on objectives E1 and E3, it is considered to be uncertain whether concentrating development in the urban area, including areas designated as AQMAS, is a better approach for protecting air quality than spreading the pollution more thinly across the Borough. It is therefore concluded that the policy would have an uncertain impact on air quality. The impact of the policy on the objective of reducing the impact of climate change is also uncertain due to the levels of flood risk within the urban area as identified by the Level 2 SFRA.

## APPENDIX E – SUSTAINABILITY APPRAISAL OF POLICY W1

W1: Economy								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	0	0	0	High	N / A	N / A		
<u>Comments:</u> Unlikely to have any significant effects.								
S2. Improve accessibility for all to services and facilities	0	0	0	High	N / A	N / A		
<u>Comments:</u> Unlikely to have any significant effects.								
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	+	+	+	High	GM wide	Long term	Reduced congestion	
<u>Comments:</u> The policy requires improvements to be made to public transport infrastructure in Trafford Park in order to provide an integrated, frequent public transit system linking the location with surrounding residential and commercial areas. The policy also seeks to direct employment development to a number of accessible locations within the Borough, such as Pomona and Trafford's town centres, and states that employment uses will only be permitted on sites outside of the locations identified by Policy W1 and the Land Allocations DPD where the development would, inter alia, be accessible by a range of alternative modes other than the private car.								
S4. Reduce crime, disorder and the fear of crime	0	0	0	Medium	N / A	N / A		
<u>Comments:</u> Unlikely to have any significant effects.								
S5. Reduce poverty and social	+	+	++	Medium	GM wide	Medium term	Improved quality of life	

W1: Economy								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
exclusion	<p><u>Comments:</u> The policy seeks to focus economic activity in a number of locations the majority of which are well-related to areas of deprivation. In addition, it seeks to improve the accessibility of these locations from surrounding areas by public transport and states that employment uses will only be permitted on sites outside of these locations and those identified by the Land Allocations DPD where the development would, inter alia, contribute significantly to the achievement of the regeneration priorities set out in Policy L3.</p>							
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
S7. Improve qualifications and skills of the resident population	+	+	+	Medium	Borough wide	Medium term	Improved quality of life	Use of legal agreements to secure employment opportunities
	<p><u>Comments:</u> The policy seeks to facilitate the continued modernisation and revival of industrial and commercial activity in the Borough through the release of sufficient land. The resultant new jobs that would be created could improve access to training opportunities and thereby have a positive impact on the objective and its sub-objective relating to developing the right skills for the economy.</p>							
S8. Improve the health and, inequalities in health of the population	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
S9. Protect and improve local neighbourhood quality	+	++	++	High	Borough wide	Long term	Improved image of Trafford	
	<p><u>Comments:</u> By promoting economic activity in key locations, many of which are characterised by a significant proportion of vacant and under-used land, policy W1 should deliver significant improvements to areas in need of enhancement/development. In particular, the policy would result in the redevelopment of a long-standing derelict site at Pomona. Furthermore, the policy states that employment uses will only be permitted on sites outside of the locations identified by Policy W1 and the Land Allocations DPD where the development would, inter alia, promote the use of derelict, vacant or under-used previously developed land.</p>							

W1: Economy								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Environment</b>								
E1. Reduce the effect of traffic on the environment	+	++	++	Medium	GM wide	Long term	Reduced congestion and carbon emissions Improved air quality	Policy L8 in the Core Strategy will also ensure that appropriate contributions are made to improve the accessibility of developments by a choice of means of transport.
<u>Comments:</u> The policy would allow some B1 office development in out of centre locations. Nevertheless, some of these locations, such as Pomona, are accessible by public transport and the policy would result in improvements to public transport infrastructure in Trafford Park. Furthermore, employment uses outside of the named locations would only be permitted where they would be accessible by a choice of means of transport.								
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	0	0	High	N / A	N / A		
<u>Comments:</u> Unlikely to have any significant effects.								
E3. Reduce contributions to climate change	+	+	+	Medium	GM wide	Long term	Reduced congestion and improved air quality	Policy L8 in the Core Strategy will also ensure that appropriate contributions are made to improve the accessibility of developments by a choice of means of transport.
<u>Comments:</u> The policy would allow some B1 office development in out of centre locations. Nevertheless, some of these locations, such as Pomona, are accessible by public transport and the policy would also result in improvements to public transport infrastructure in Trafford Park. Furthermore, employment uses outside of the named locations would only be permitted where they would be accessible by a choice of means of transport.								

W1: Economy								
SA Objective	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	-	-	--	Medium	Local	Long term		Trafford Council's Flood Risk Sequential Test report demonstrated that the proposals for these sites pass the Sequential Test set out in PPS25. An Exceptions Test is unlikely to be needed.  Policy L5 in the Core Strategy will ensure that appropriate measures are taken to reduce the risk of flooding.
	<u>Comments:</u> The Level 2/Hybrid SFRA established that a number of these sites are at risk of flooding. In particular, a proportion of Pomona, Wharfside, Trafford Centre Rectangle, Trafford Park and Carrington is in Flood Zones 2 or 3. This risk of flooding is likely to be exacerbated by climate change.							
E5. Reduce the environmental impacts of consumption and production	0	0	0	High	N / A	N / A		
	<u>Comments:</u> Unlikely to have any significant effects.							
E6. Conserve land resources and reduce land contamination	+	+	+	High	Borough wide	Long term		
	<u>Comments:</u> The development sites prioritised by the policy comprise principally of previously developed land. The policy also promotes the reuse of derelict, vacant or under-used previously developed land and states that employment uses will only be permitted on sites outside of the locations identified by Policy W1 and the Land Allocations DPD where the development would, inter alia, promote the use of derelict, vacant or under-used previously developed land.  It is therefore concluded that there is a high level of certainty that the policy would have a positive impact on the objective and its sub-objective of reducing the amount of contaminated, derelict and underused land.							

W1: Economy								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E7. Protect and improve water quality	?	?	?	Low	Borough wide	Long term	Secondary impacts on biodiversity value of watercourses	Policy L5 in the Core Strategy will ensure new developments incorporate SUDs where appropriate to reduce surface water runoff into watercourses and reduce the risk of flooding from sewers.
	<u>Comments:</u> Significant amounts of development would be directed to canalside areas which have the potential to adversely affect water quality unless adequate mitigation measures are adopted. Nevertheless, this also presents an opportunity to address contaminated sites that may be a source of pollutants to adjacent watercourses.							
E8. Protect and improve air quality	+	+	+	Medium	GM wide	Long term	Health benefits, particularly for people who suffer from respiratory illnesses	Policy L8 in the Core Strategy will also ensure that appropriate contributions are made to improve the accessibility of developments by a choice of means of transport.
	<u>Comments:</u> The policy would allow some B1 office development in out of centre locations and would direct some development to areas that are within, or close to, Air Quality Management Areas. Nevertheless, a number of the identified locations for employment development, such as Pomona, are accessible by public transport and the policy would also result in improvements to public transport infrastructure in Trafford Park. Furthermore, employment uses outside of the named locations would only be permitted where they would be accessible by a choice of means of transport.							
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	++	High	Borough wide	Long term	Improved image of Trafford	
	<u>Comments:</u> By seeking to focus economic activity on key areas which have a significant amount of vacant/underused land, it is considered that there is a high level of certainty that the policy should deliver notable improvements to townscapes in need of enhancement.							
Economic								
EC1. Enhance Trafford's high performance and sustainable	++	++	++	High	GM wide	Long term	Increased inward investment and employment opportunities	

W1: Economy								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
economy to provide a powerful contribution to regional growth	<p><u>Comments:</u> The policy seeks to facilitate the continued modernisation and revival of industrial and commercial activity in the Borough through the release of sufficient land. It places a strong emphasis on building upon the Borough's economic strengths, such as Trafford Park and the Trafford Centre, in order to contribute to economic growth and diversify the range of employment types.</p>							
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	+	+	Medium	Borough wide	Medium term	Improved quality of life  Reduced social exclusion and deprivation	
	<p><u>Comments:</u> The policy seeks to focus economic activity in a number of key areas, the majority of which are well-related to areas of deprivation. It would also result in improvements to public transport infrastructure in Trafford Park and require smaller sites for employment development to be accessible by a range of alternative modes other than the private car. The policy also states that employment uses will only be permitted on sites outside of the locations identified in the policy and by the Land Allocations DPD where the development would, inter alia, contribute significantly to the achievement of the regeneration priorities set out in Policy L3.</p>							
EC3. Enhance Trafford's image as a business and tourism destination	++	++	++	High	GM wide	Long term	Improved perceptions of the area	
	<p><u>Comments:</u> The policy would support the provision of an adequate supply of suitable sites to meet the needs of businesses. A number of the identified key areas for employment development are characterised by vacant and under-used land. The redevelopment of these areas would have a positive impact on Trafford's image as a business destination.</p>							
EC4. Encourage the long term sustainability of Trafford's Town Centres	+	+	+	Medium	Borough wide	Long term	Improved image of Trafford	
	<p><u>Comments:</u> The policy identifies Trafford's town centres as a priority location for economic development. Some B1 office development would be directed to out of centre locations but it is recognised that the Trafford PPS4 Assessment for B1 Office Floorspace demonstrated that the shortage of suitable and available sites for B1 office development in Trafford's town centres means that land outside of town centres must be released for B1 Office development in order for Trafford to realise its economic regeneration objectives. The policy also specifies that any office development in Trafford Park and Carrington will be ancillary to existing or proposed employment uses.</p>							
EC5. Improve the social and environmental performance of the economy	+	+	+	High	GM wide	Long term	Improved image of Trafford  Reduced social exclusion	

W1: Economy								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
	<p><u>Comments:</u>                      Focusing employment opportunities in accessible locations would enhance the social performance of the economy. Improvements to public transport in Trafford Park would enhance the environmental performance of the economy.</p>							
Sustainability Summary								
<p>There are a number of significant sustainability benefits associated with Policy W1 Economy. The key ones relate to enhancing Trafford's high economic performance; improving Trafford's image as a business destination; improving local neighbourhood quality; and protecting and enhancing townscape character. In addition, by seeking to focus economic activity on a number of key locations that are well related to areas of deprivation and by requiring smaller sites for employment development to be accessible by a range of alternative modes other than the private car, the policy will have a major positive impact on poverty and social exclusion and some positive impact on economic disparities. Policy W1 could also have a positive effect on the skills of the resident population. However, in order to increase the certainty of this impact, reference could be made to the use of legal agreements to secure employment opportunities for local residents.</p> <p>Although B1 office developments would be focused in the Regional Centre and town centres, the policy would enable some B1 office development in out of centre locations. Nevertheless, some of these out of centre locations are accessible by public transport and a strong emphasis is placed on ensuring that new employment development is located where it will be accessible by a range of alternative modes other than the private car. In addition, it is specified that B1 office development in Trafford Park and Carrington will be ancillary to existing or proposed employment uses.</p> <p>Another key objective of the policy is to improve public transport infrastructure in Trafford Park. Policy W1 should therefore still have a positive impact on reducing the effect of traffic on the environment; reducing contributions to climate change; improving air quality; and improving the environmental performance of the economy.</p> <p>A number of the proposed locations for economic development are adjacent to the Manchester Ship Canal and/or Bridgewater Canal. Consequently, there is a degree of uncertainty over the impact of the proposals on water quality. However, other policies in the Core Strategy should ensure that new developments incorporate appropriate measures to reduce surface water runoff into watercourses and reduce the risk of flooding from sewers. As such, no mitigation measures are proposed.</p> <p>Policy W1 seeks to focus employment uses in a number of locations, several of which are known to be at risk of flooding, including Pomona, Wharfside, Trafford Centre Rectangle, Trafford Park and Carrington. As a result, the policy is likely to have a negative impact on the objective of reducing the impact of climate change. Nevertheless, Trafford Council's Flood Risk Sequential Test report (2010) has demonstrated that the proposals for these areas pass the Sequential Test set out in PPS25 and an Exceptions Test is unlikely to be required. Furthermore, other policies in the Core Strategy will ensure that appropriate measures are taken to reduce the risk of flooding. As a result, no mitigation measures are proposed.</p> <p>The amendments made to the policy since it was last consulted upon do not have a significant impact on its performance against any of the sustainability objectives.</p>								

**Key for effects**

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



## APPENDIX E – SUSTAINABILITY APPRAISAL OF THE POLICY L5

## Appraisal of the Amended Policy L5 (April 2011)

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
<b>Social</b>								
S1. Achieving a better balance and mix in the housing market	0	0	0	Medium	N/A	N/A		
<p><u>Comments:</u>            Requiring new development, including major new development, where energy savings can be maximised, to minimise its contributions towards and / or mitigate its effects on climate change could restrict the supply of housing where it makes development unviable through the costs associated with design and construction techniques and renewable / low carbon technologies. However, the SHLAA has demonstrated that there are sufficient and developable housing sites in the Borough to meet its housing provision requirements. Trafford's Low Carbon study identified local CO2 emission reduction targets primarily linked to the location of development and how this influences viability. The policy provides flexibility in situations where viability concerns are raised as a barrier to deliverability of new developments (including housing). Such flexibility will ensure that housing schemes of an appropriate mix of types and tenures to meet local need can come forward, whilst also maximising the contribution that new development makes towards reducing CO2 emissions wherever possible.</p> <p>In conclusion, the policy will have a neutral impact on the objective because achieving a better balance and mix in the housing market should not be hindered by the policy.</p>								
S2. Improve accessibility for all to services and facilities	0	0	0	High	N/A	N/A		Other policies in the Core Strategy will ensure that development is directed to more accessible areas within Trafford.
<p><u>Comments:</u>            Unlikely to have any significant effects.</p>								
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	0	0	0	High	N/A	N/A		Other policies in the Core Strategy will ensure that development is directed to more accessible areas within Trafford.
<p><u>Comments:</u>            The policy deals primarily with the role of built development on addressing the effects of climate change and therefore will have no significant effect on the objective of enhancing transport infrastructure.</p>								

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N / A	N / A		
<u>Comments:</u> Unlikely to have any significant effects.								
S5. Reduce poverty and social exclusion	+	+	+	High	Borough wide	Long term	Improved quality of life Improved health	Other policies in the Core Strategy will ensure that development is well related to, and accessible from, areas of deprivation in Trafford
<u>Comments:</u> The provision of new homes built to a higher standard of energy efficiency should reduce the incidence of fuel poverty. The cost of energy supplied from greener energy infrastructure could also potentially be lower than traditional fossil fuel energy infrastructure, although there is only limited certainty in relation to this.								
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	High	N / A	N / A		
<u>Comments:</u> Unlikely to have any significant effects.								
S7. Improve qualifications and skills of the resident population	0	0	0	High	N / A	N / A		
<u>Comments:</u> Unlikely to have any significant effects.								
S8. Improve the health and, inequalities in health of the population	+	+	+	High	Borough wide	Long term	Improved quality of life	
<u>Comments:</u> The policies seeks to reduce CO2 emissions across the Borough (whilst recognising that the achievable levels of reduction are dependent upon the scale and location of new development). Reducing CO2 emissions will have significant benefits for public health, for example by providing a better living environment for people with respiratory diseases.  The policy will also ensure that development that has potential to cause adverse pollution (air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place. Within the Borough's Air Quality Management Zone developers will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that development would not have an adverse impact on air quality.  In conclusion, the policy will have a positive impact on the health of the local population.								

L5: Climate Change								
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	+	+	+	High	Borough wide	Long term	Improved image of the Borough and increased inward investment	
<p><u>Comments:</u> The policy requires new development to incorporate flood mitigation and management measures and seeks to prevent air, light, water, ground pollution and noise or vibration which can all have a detrimental impact on the quality of life for those affected. Whilst the policy is broadly supportive of commercial or community low carbon, renewable and decentralised energy generation and distribution facilities – this is only where it would have an acceptable impact on the local environment and where suitable mitigation measures are proposed.</p> <p>In conclusion, it is considered that the policy would have a positive impact on the quality of the local environments in Trafford and there are no perceived drawbacks to this objective.</p>								
Environment								
E1. Reduce the effect of traffic on the environment	0	0	0	Medium	Borough wide	Long term		Other policies in the Core Strategy will ensure that development is directed to more accessible areas within Trafford.
<p><u>Comments:</u> The policy deals primarily with the role of built development on addressing the effects of climate change and therefore will have no significant effect on the objective of reducing the effect of transport on the environment. This represents a change in the scoring from the previous policy as the revised policy no longer refers to the Code for Sustainable Homes or BREEAM standards (and the provision of adequate facilities for cyclists).</p>								
E2. Protect, enhance and restore open space, biodiversity, flora	+	+	+	Medium	Borough Wide	Long term	Improved image of the Borough.	

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
and fauna, geological and geomorphological features	<p><u>Comments:</u></p> <p>Adapting to Climate Change in Trafford (October 2009) states that Trafford's parks and open spaces will be significantly affected by the projected changes to the climate in the North West of England. Hotter, drier summers will mean an increased risk of droughts which could damage trees, shrubs and open areas of grass and meadows. Prolonged dry spells also dehydrate topsoil, which means that rain is less easily absorbed when it comes, and this can increase the risk of flooding in extreme weather events which are forecast to increase in frequency. At present, parks and open spaces can absorb heavy rainfall and allow it to soak away without running off onto highways or into residential areas, but this ability will be reduced by the hotter, drier summers which are forecast to occur in the future.</p> <p>The policy requires developments to minimise their contribution towards and / or mitigate its effects of climate change, achieved through measures such as applying sustainable design and construction techniques and / or utilising renewable energy generation technologies. In addition, by preventing development that would result in adverse pollution, the policy is likely to have a positive impact on biodiversity, flora and fauna, geological and geomorphological features.</p> <p>Areas of green open space – provided as part of new developments have the potential to provide carbon sinks – as well as having a beneficial impact on biodiversity. The use of SUDs can also benefit biodiversity. Other measures which the policy would support (seeking a reduction in CO2 emissions) would include new tree planting scheduled based on urban heat island and flooding models (see the Adapting to Climate Change in Trafford Study).</p> <p>In conclusion, climate change is a major threat to Trafford's parks and open spaces and this policy – which seeks to mitigate and reduce the impact of new development on climate change factors – will have a positive impact on this objective. The evidence provided in the policy points to a medium level of confidence in the affects.</p>							
E3. Reduce contributions to climate change	++	++	++	High	Borough wide	Long term	Increased energy security. Reduced energy costs may improve business competitiveness	
	<p><u>Comments:</u></p> <p>Policy will lead to the construction of more energy efficient buildings and will increase the proportion of energy that is generated from low carbon or renewable energy sources. It also encourages the development of commercial and community low carbon, renewable or decentralised energy generation.</p>							

L5: Climate Change								
SA Objective	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	++	++	++	High	Borough wide	Long term	Integrating SUDs into new development can enhance biodiversity	
<p><u>Comments:</u> Organisations such as the Met Office, UK Climate Impacts Programme and the Tyndall Centre for Climate Research focus on three main themes for the UK relating to climate change:-</p> <ul style="list-style-type: none"> <li>• Warmer, wetter winters with increased rainfall and flooding.</li> <li>• Hotter, drier summers with increasing dry spells and drought.</li> <li>• More extreme weather events such as storms, hurricanes and flash floods.</li> </ul> <p>The Greater Manchester Strategic Flood Risk Assessment has identified parts of Trafford as being a High Risk area for future flooding. This policy requires developers to incorporate flood mitigation and management measures appropriate to the use and location. Developers will be required to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS) approach to the various parts of the Borough as mapped in the SFRA.</p> <p>There is also flexibility to negotiate on a site-by-site basis about developments where viability concerns are raised as a potential impediment to growth.</p> <p>In conclusion, the policy will have a significant positive impact on this objective.</p>								
E5. Reduce the environmental impacts of consumption and production	+	++	++	Medium	Borough wide	Long term		
<p><u>Comments:</u></p> <p>The policy requires new developments to maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation. The increased generation of energy from renewable sources should decrease the need to extract, transport and consume fossil fuels.</p> <p>In conclusion, the policy will have a positive impact on this objective. The effects are stepped up in the medium and longer term in anticipation of the increasing requirements of national policy on energy conservation set out in the policy's justification.</p>								

L5: Climate Change								
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	0	0	0	High	N / A	N / A		
	<p><u>Comments:</u> Unlikely to have any significant effects.</p>							
E7. Protect and improve water quality	+	+	+	High	Borough wide	Long term	Positive secondary benefits for biodiversity.	
	<p><u>Comments:</u> The policy requires developers to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDs) appropriate to the various parts of the Borough as mapped in the SFRA.</p> <p>The policy also states that development that has the potential to cause adverse pollution (including of water) will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
E8. Protect and improve air quality	+	+	+	High	Borough wide	Long term	Improved quality of life, particularly for those who suffer from respiratory illnesses	
	<p><u>Comments:</u> The policy states that development that has potential to cause air pollution will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place. Within the Borough's Air Quality Management Zones developers will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality.</p> <p>Evidence to support the policy – the AGMA decentralised energy study – provides operational guidance on appropriate low carbon solutions in different areas of the Borough, including AQMZs. Air quality is a potential locational and operational constraint. Biomass plants contribute to nitrogen dioxide and particulate emissions. Recent modelling by AEA Technology for the London Councils has suggested that biomass plant in Air Quality Management Areas may require closer regulation – particularly near major roads. In particular, the specification of combustion systems, pollution control equipment and stack height are likely to require specific attention.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	0	0	0	High	N / A	N / A		
<p><u>Comments:</u>            Unlikely to have any significant effects. Supporting guidance on sustainable design and construction techniques and / or utilising renewable energy generation technologies has been prepared to support the policy. This will help to ensure that CO2 reduction is built into the design and construction in a manner which protects and enhances diversity and distinctiveness of the landscape / townscape.</p> <p>L5.13 ensures that whilst promoting commercial and community low carbon, renewable and decentralised energy generation and distribution facilities, that the development of such infrastructure will not be allowed where it would have an unacceptable impact on the local environment and where suitable mitigation measures are not proposed.</p>								
Economic								
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	++	++	Medium	Borough wide	Long term	Increased inward investment Reduced poverty and deprivation	Other policies in the Core Strategy will ensure that sites are brought forward to ensure an appropriate supply of sites and premises.
<p><u>Comments:</u>            The policy will improve the sustainability of the economy by providing more energy efficient premises for businesses. This could reduce operating costs for businesses and improve their competitiveness. In addition, the policy may also lead to the creation of new employment opportunities in the design and production of renewable energy generation technologies and infrastructure.</p> <p>The deliverability of the CO2 reduction targets and the need to consider their effect on viability has been considered, which will ensure that the pace of new development envisaged to make a powerful contribution to regional growth will not be impeded. There is also flexibility to negotiate on a site-by-site basis where viability concerns are raised as a potential impediment to growth.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>								
EC2. Reducing disparities by releasing the potential of all	+	+	+	Low	Borough wide	Long term		

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
residents particularly in areas of disadvantage	<p><u>Comments:</u> The policy will improve the sustainability of the economy by providing more energy efficient premises for businesses. This could reduce operating costs for businesses and improve their competitiveness. In addition, the policy may also lead to the creation of new employment opportunities in the design and production of renewable energy generation technologies and infrastructure.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
EC3. Enhance Trafford's image as a business and tourism destination	+	+	+	Medium	Borough Wide	Long Term		
	<p><u>Comments:</u> The policy encourages the development of low carbon, renewable or decentralised energy generation infrastructure, which may improve Trafford's image as a green energy industry/business area.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
EC4. Encourage the long term sustainability of Trafford's Town Centres	+	+	+	High	Borough wide	Long term	Increased inward investment	
	<p><u>Comments:</u> The policy requires new development to incorporate appropriate flood mitigation and management measures and seeks to prevent air, light, water, ground and noise pollution. Local CO2 emission reduction targets have been set for the Low Carbon Growth Areas (LCGAs) and outside LCGAs. Altincham Town Centre is included as a LCGA where the policy sets a reduction target of 40% from a baseline part L Building Regulations 2006. Other town centres outside the LCGAs have a target of 30% reduction. The achievement of these targets will have a drastic impact on the air quality.</p> <p>The AGMA decentralised energy study (2010) specifically identified a number of strategic projects that would become priority investments. Of relevance to Trafford's town centres was the recommendation for the development of strategic heating projects in and around thirty four local centres, anchored by public buildings and based on 1-5 MWe scale natural gas or bio fuel CHP technology. Whilst these specific projects may not be implemented in Trafford, they do provide the private sector with examples of ways to address this issue and provide a high level of confidence in the effects.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
EC5. Improve the social and environmental performance of	+	+	+	High	Borough wide	Long term		

L5: Climate Change								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
the economy	<p><u>Comments:</u> The policy would reduce energy consumption for businesses. It would also direct development to areas that are not susceptible to flooding, limit adverse pollution and encourage the development of low carbon and renewable energy generation infrastructure.</p> <p>In conclusion, the policy will have a positive impact on this objective.</p>							
<b>Sustainability Summary</b>								
<p>Unsurprisingly, Policy L5 Climate Change has the potential to deliver a number of significant sustainability benefits, including reducing both contributions to and the effects of climate change and reducing the environmental impacts of consumption and production. It has positive effects on a number of other objectives.</p> <p>It is anticipated that the policy would not have any negative effects on the sustainability objectives. Evidence supporting the policy demonstrates that the CO2 reduction targets are deliverable and will not impact upon the supply or pace of housing delivery set out in the Council's housing trajectory. As a result, there is a greater level of certainty that the costs of incorporating the necessary features to meet these standards will not have a significant impact on the Council's objective of achieving a balanced housing market. Similarly, objectives relating to Trafford's high performance economy can be achieved as there is also flexibility to negotiate on a site-by-site basis where viability concerns are raised as a potential impediment to growth.</p> <p>The policy would not have an uncertain impact on any of the sustainability objectives. The policy is unlikely to have any significant effects in relation to the following objectives: improving the accessibility for all to services and facilities, encouraging a sense of community identity and welfare, improving qualification and skills, conserving land resources, protecting and enhancing landscape and townscape character. Other policies within the Core Strategy are intended to support the achievement of these SA objectives.</p>								

<b>Key for effects</b>					
++ major positive;	+ minor positive;	0 neutral;	– minor negative;	– – major negative;	? uncertain