

CD 12.67.1.1



TRAFFORD
COUNCIL

FURTHER RESPONSE TO INSPECTOR'S NOTE 5

**Response to the planning policy changes
announced in the 2011 Budget.**

01 July 2011

CONTENTS

Council’s response to the planning policy changes announced in the 2011 Budget.

1.0 Introduction 4
2.0 Additional work relating to the GM Enterprise Zone and the Davenport Green proposal 4
3.0 The Preferred Option for Land at Davenport Green 7
4.0 Proposed Amendments to the Core Strategy 8

Appendix A – Amended Policy R4..... 9
Appendix B – Amended Policy W1 15
Appendix C - Updated Sustainability Appraisal – Policy R4 22
Appendix D - Updated Sustainability Appraisal – Davenport Green 37

TRAFFORD CORE STRATEGY EXAMINATION

INSPECTOR'S NOTE 5

Budget 2011 - Planning for Growth

You will no doubt be aware of the planning policy changes that were announced in the 2011 Budget recently, particularly the Written Ministerial Statement 'Planning for Growth' issued by The Rt Hon Greg Clark MP, Minister of State, on 23 March 2011 and the further details contained in the Treasury's 'The Plan for Growth'.

(<http://www.communities.gov.uk/statements/corporate/planningforgrowth>
http://cdn.hm-treasury.gov.uk/2011budget_growth.pdf .)

In view of the great significance attached by the Government to these policy changes, I am inviting your views as to how they might affect your representation and the soundness of the Core Strategy. I am fully aware of the content of the Government's statements and so these should not be repeated. What is important for my consideration is the application of those policies to the soundness of the Core Strategy and to the suggested changes that have been put forward to it by the Council and others.

Your views, if any, should be sent to Yvonne Parker, the Programme Officer, by 9 May 2011. Any submitted views will be taken into account in the forthcoming Hearings sessions and in my report.

Shelagh Bussey
Inspector

Council's response to the planning policy changes announced in the 2011 Budget.

1.0 Introduction

- 1.1 On the 23 March 2011, the Government set out 'A Plan for Growth' Statement and the Inspector, through her Note 5, requested the Council submit representations detailing what, if any, implications for the Trafford Core Strategy there would be arising out of this statement.
- 1.2 In May 2011 the Council provided the Inspector with its initial conclusions relating to the implications of the Government's Plan for Growth. This response detailed that the Council supported many of the features identified in the Plan for Growth. Further details are provided in CD 12.67.1.
- 1.3 The 'Plan for Growth' also detailed the Government's intention to set up 21 new Enterprise Zones across the UK. Within Greater Manchester an Enterprise Zone was identified at Airport City, on land north of Manchester Airport.
- 1.4 In relation to the proposed Enterprise Zone at Manchester Airport, the Council detailed that additional work was required to understand the implications of the announcement on the Trafford Core Strategy. As a result the Council requested that the Hearing Sessions into Matters 4 and 5 were postponed until this work concluded.
- 1.5 Since this time, the Council has reviewed the information relating to the Budget announcements and engaged with key partners to better understand the implications for Trafford. The Leadership of the Council specifically requested that officers commission additional work and engage with the main promoter of the site, to seek their views on these new proposals. The outcome of this work is detailed below.

2.0 Additional work relating to the GM Enterprise Zone and the Davenport Green proposal

- 2.1 Following the announcement of the GM Enterprise Zone, Manchester City Council took a report to its Executive on the 06 April 2011 (CD 12.74) detailing its intention to work with the Manchester Airport Group, other stakeholders and local authorities to bring forward proposals relating to a definitive boundary and associated governance arrangements, for the Enterprise Zone. MCC also published the document *Manchester Airport City Development and Infrastructure Framework* (CD 12.75) for consultation to set the planning context for the development of the Airport City Strategic Site.

- 2.2 To assist in this work, consultants KPMG were appointed to undertake an independent analysis of the options available for defining the full extent of the Enterprise Zone at Airport City. This work is expected to conclude on the benefits and costs of including within the Enterprise Zone a range of additional sites including Davenport Green, Medipark (UHSM), Roundthorn Industrial Estate, land on the Airport estate, Wythenshawe Town Centre and other smaller sites within this broad area. This consultation has taken place with the relevant local authorities and landowners.
- 2.3 Independently, Trafford Council has commissioned consultants DTZ to undertake an assessment of the opportunities and impacts for Trafford relating to the Enterprise Zone. The outcome of the DTZ work is summarised below and detailed in CD12.86.
- 2.4 At the same time the Leader of the Council wrote to RLAM seeking their views on the establishment of Airport City / Enterprise Zone and requested further information so that, in light of the Enterprise Zone announcements, a comprehensive assessment of their proposal could be undertaken. This correspondence is detailed in CD12.83.

KPMG / Enterprise Zone

- 2.5 At the time of writing, the assessment undertaken by KPMG has not been published and should any updates become available then this will be reported to the Hearing Sessions when available. The Council has however responded separately to the consultation detailing that, based on its own independent analysis of the Enterprise Zone (see below), it considers that there is no substantive advantage for Trafford in Davenport Green being included within the Enterprise Zone boundary.

Manchester Airport City Development and Infrastructure Framework

- 2.6 The Council has responded separately on this document and detailed that it fully supports the development of Airport City and notes its potential to drive forward the economic prospects for South Manchester, supporting the delivery of the Economic Strategy for Trafford and Greater Manchester. It detailed that Trafford will support this growth via investment in Altrincham Town Centre, its housing offer, its schools and access to its labour force but did not offer a position on DG until the outcomes of the additional work were better understood.

DTZ work commissioned by the Council

- 2.7 The work commissioned by the Council from DTZ has been completed and submitted to the Examination as CD12.86. The key messages emerging from this work are as follows:
- 2.8 DTZ identify that the implications of EZ status for Trafford are as follows:
- The flexibility provided by the relaxed planning framework within Enterprise Zones may limit the Council's ability to influence the type and quality of development in this location.

- The net revenues from the Enterprise Zone in terms of business rates will be pooled at the GM level for deployment across the sub-region using the Single Assessment Framework.
- The financial incentives on offer to businesses in the Enterprise Zone are unlikely to be significant enough to attract the desired large global business and will be more influential to small and medium sized businesses¹

2.9 DTZ's comments in relation to the Davenport Green proposal presented by RLAM are as follows:

- The trend in office market demand over the last 15 years has shifted its focus toward city centres and larger town centres and away from traditional style business parks.
- Davenport Green has failed to attract a large inward investor during a period of continual economic growth.
- The proposal as presented is not exceptional, and the earliest phases of development require significant enabling development (including an hotel) to subsidise the development which could impact negatively on Altrincham Town Centre and other centres
- The uses being proposed could be accommodated on a number of other employment sites within a reasonable drive time of the Airport and would not maximise the potential opportunities and advantages that the Davenport Green site presents
- The scheme includes significant infrastructure investment, estimated in the order of £15m. DTZ state that they would not normally expect a developer to commit to this level of investment without an identified (and committed) occupier whilst occupiers are more likely to show interest in a serviced site.

Further Information Received from RLAM

2.10 The Council wrote to RLAM separately seeking their views on the establishment of Airport City / Enterprise Zone and requested further information so that a further assessment of their proposal could be undertaken. The Council's letter together with RLAM's response are detailed in Appendices A and B of CD12.83 respectively.

2.11 In response to the Council, RLAM welcomed the Council's decision to carry out further work in relation to the HM Treasury's document 'A Plan for Growth' and welcomed the manner in which this review was undertaken, namely in an inclusive manner which offered the opportunity for RLAM's team to engage with senior officers.

2.12 Through its further submissions to the Council, RLAM reaffirmed their opinion that there is a clear and demonstrable need to allocate Davenport Green as a Strategic Site to secure Trafford's Core Strategy objectives and to be consistent with recent changes to central Government policy. RLAM

¹ It should be noted that whilst these issues are of interest to the Council, these points alone do not constitute planning grounds on which the Council's position in relation to the boundary of the Enterprise Zone has been determined.

considers that the appropriate designation for Davenport Green is one which encompasses development proposals which would, in its opinion, complement the proposals at Airport City and UHSM.

3.0 The Preferred Option for Land at Davenport Green

- 3.1 The outcome of the above work was presented to the Council's Executive meeting on the 27 June (CD12.83). The report detailed that, having examined the additional work provided by RLAM, together with the additional work commissioned by the Council itself, sufficient information exists to come to a clear and considered position relating to Davenport Green for resubmission to the Hearing sessions.
- 3.2 The Council has concluded that the case for the inclusion of Davenport Green in the Enterprise Zone is weak and is therefore not supported. Of particular concern is the fact that EZ designation at Davenport Green could undermine the Council's ability to influence the type and quality of development because of the simplified planning framework.
- 3.3 This further work has also confirmed that the additional evidence provided by RLAM has not offered any stronger business case for designating Davenport Green for employment uses in the Core Strategy over the lifetime of the document. The additional information submitted by RLAM reiterated their preference for a general business occupier, a type of development which the Council considers is not directly related to proposals at the Airport and which has the potential to compete with other employment allocations within Trafford and the rest of Greater Manchester. This, in the Council's view, would have the potential to displace investment and impact on the delivery of development elsewhere within the Borough and the sub-region which would be preferable in PPS4 terms.
- 3.4 However, given the conclusion of the DTZ work in relation to the long term impacts of the Enterprise Zone (and the embryonic proposals for the MediPark at the University Hospital South Manchester (UHSM)) it is considered that it is not possible to detail with certainty whether or not there will be a need for this land.
- 3.5 The Council recognises that, in order to comply with PPG2 it must demonstrate that there are exceptional circumstances which justify the proposal to return Davenport Green to the Green Belt. It also recognises that the uncertainty relating to the future need for this site does not provide a demonstration of the 'permanence' required for a Green Belt designation.
- 3.6 Given the uncertainty relating to the future need for this site to support the growth of Airport City and/or the MediPark in the long term, the Council is proposing a change to the submitted Core Strategy that would provide a locally distinctive designation specific to the piece of land. This change would reflect the current designation of the land as outside of the Green Belt whilst establishing strict criteria to control the nature and extent of

development which may be permitted and the circumstances in which such development would be supported.

- 3.7 In proposing such a change to the Plan the Council would provide protection for the land at Davenport Green unless the need for the future development of the site is proven.
- 3.8 It is considered that this option would maintain the Council's approach to delivering a balance of growth and regeneration as detailed throughout the preparation of the Core Strategy, but also allow for the situation where a development proposal could come forward of such exceptionally high quality that would secure substantial additional employment to the sub-region, which would not compromise the priorities of the Core Strategy, including the delivery of the strategic locations or the sub-region. Should the future of Airport City provide the need for the development of this site any future proposal would be required to deliver the 99ha rural park which was originally required as part of the UDP designation,
- 3.9 Whilst this is a change to the Council's published position, it is considered that such an approach is entirely consistent with the thrust of the Government's "Plan for Growth" document and the duty incumbent upon local planning authorities to work with developers.
- 3.10 The Council would also make it clear that it would continue to work with MCC, MAG, UHSM and the land owners to better understand any future land use implications that may emerge from the MediPark and the Enterprise Zone initiatives for this site.

4.0 Proposed Amendments to the Core Strategy

- 4.1 In light of the above, the Council proposes to submit the following changes to the Hearing Sessions relating to Policy R4 (and the supporting text) to the Examination (detailed in Appendix A), together with a consequential change to Policy W1 (detailed in Appendix B). These amendments have been subjected to independent Sustainability Appraisals, which are attached to this response at Appendix B and C.

Appendix A – Amended Policy R4

R4 - GREEN BELT, COUNTRYSIDE AND OTHER PROTECTED OPEN LAND

24.1 Approximately two fifths of Trafford is countryside, which is under continued pressure from a wide variety of development uses. Green Belt land, [Countryside](#) and Protected Open Land serve the important purposes of preventing urban sprawl, controlling development pressures to preserve the open character of the countryside and to assist in urban regeneration.

POLICY R4: GREEN BELT, COUNTRYSIDE AND OTHER PROTECTED OPEN LAND

Green Belt

R4.1 The Council will continue to protect the Green Belt from inappropriate development.

R4.2 New development, including buildings or uses for a temporary period will only be permitted within these areas where it is for one of the appropriate purposes specified in PPG2, where the proposal does not prejudice the primary purposes of the Green Belt set out in PPG2 by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal.

~~R4.3 It is proposed that the land previously identified for employment development at Davenport Green will be returned to the Green Belt, see detailed map at Appendix 2.~~

Countryside Land outside the Green Belt at Davenport Green

R4.3 The Council will protect the land at Davenport Green as detailed in Appendix 2 from development unless it can be demonstrated that it is required for an exceptionally high quality, deliverable and sustainable B1 business/office employment related development.

R4.4 Development on this land will only be permitted where it can be demonstrated that:

- It is in accordance with other policies in the Development Plan for Trafford;
- There is a need for such development to support the future expansion of Airport City or the MediPark proposals at the University Hospital South Manchester or that a need has been generated by a significant change to the economic context of the region as a result of either the growth of Airport City or the MediPark;
- The opportunity will deliver substantial new investment and employment to the sub-region;
- It is in accordance with all relevant policies within PPS4 or its successor;
- There is a comprehensive scheme for the development of the whole site;
- It would contribute significantly to the Plan's objectives, including the sustainable economic growth of the City Region;
- It will contribute significantly to the achievement of the regeneration priorities

[set out in Policy L3;](#)

- [The site will be accessible by a range of alternative modes other than the private car; and](#)
- [The 99ha of land surrounding the development site will be protected, enhanced and managed for ecological interest, recreational access and farming as a rural park.](#)

Agricultural Land

R4.4 The Council will protect existing agricultural land as an important resource for Trafford's local economy. In particular, the Council will seek to protect the Borough's:

- (a) Richest soils located south of Carrington Moss (Settled Sandlands) for agricultural purposes, and
- (b) Pastural landscape located within the Timperley Wedge for agriculture and recreational purposes.

R4.5 In order to support Trafford's agricultural community, the Council will consider appropriate farm diversification proposals where it can be demonstrated that the proposal would not:

- (a) Replace the existing agricultural use;
- (b) Have a detrimental impact on the existing ecology and landscape of the area; and,
- (c) Be contrary to Government Guidance or other policies within this Plan.

Other Protected Open Land

R4.6 The Council will protect the following areas of open land (that are not included within the Green Belt) from development:

- (a) Land in Warburton (immediately to the south of Partington), and,
- (b) Land south of Shell, Carrington.

R4.7 Development on this land will only be permitted where it is:

- (a) Required in connection with agriculture or forestry; or
- (b) Proposed for agricultural diversification in accordance with national planning guidance and other Policies in the Development Plan for Trafford; and,
- (c) Would not prejudice the future use of the land.

Implementation

Implementation Mechanisms

Agricultural development and development in the Green Belt will be managed and controlled through the planning application decision making process.

The Green Belt, other protected open land and agricultural land will be maintained through the appropriate allocation of land in the Land Allocations DPD.

Delivery Agent

This will be through the public sector.

Timescales

This will be ongoing throughout the Plan period.

Funding

N/A

Justification

- 24.2 Within the Green Belt, development will be restricted to those uses that are deemed appropriate in the context of PPG2 and which maintain openness. For all other types of development it will be necessary for the applicant to demonstrate very special circumstances to warrant the granting of any planning permission for development.
- 24.3 The main purpose of the Green Belt in Trafford is to keep land open and free from development to maintain the character and identity of individual settlements and to enhance the environmental and recreational value of the countryside.
- 24.4 This Policy will assist the Council in its aim to create sustainable communities by concentrating new development in urban areas particularly the regional centre and inner area and town centres.
- 24.5 National Green Belt planning policy guidance PPG2 describes the purpose of including land within the Green Belt, the objectives for the use of land in the Green Belt, defines appropriate and inappropriate development in the Green Belt, and advises on defining Green Belt boundaries for the long term and on safeguarding land to meet future development needs.
- 24.6 This Core Strategy Policy sets out strict control of development in the open countryside areas. For the avoidance of any doubt no new building other than that within the first three categories of appropriate development listed in paragraph 3.4 of PPG2 will be allowed in the “washed over” village settlements of Dunham Town, Dunham Woodhouses and Warburton.
- 24.7 In relation to the “washed over” village settlements of Warburton, Dunham Town and Dunham Woodhouses, parts of all three of which are designated as Conservation Areas, the Council considers that the scope for further in-filling development is effectively exhausted and that further development, other than in the very limited circumstances prescribed in paragraphs 2.11 and 3.4 of PPG2, would adversely affect the character of these settlements.
- 24.8 Supplementary Planning Documents will set out specific criteria in relation to new residential development, conversion of buildings and house extensions in the Green Belt. ~~Planning applications on land within the Green Belt will more relevantly to be determined in accordance with PPG2, PPS4, and SPDs.~~

[Countryside Land outside the Green Belt at Davenport Green](#)

~~Additions to the Green Belt~~

- ~~24.9 Guidance such as PPG2 states that Green Belt boundaries in development plans should be altered only exceptionally. The Regional Planning Body (4NW) has the ability to determine whether a proposed alteration to Green Belt is a local detailed boundary change and can therefore be determined through the LDF process. During the preparation of the Core Strategy 4NW has confirmed that the proposed alteration to the Green Belt at Davenport Green can be considered by way of the Trafford Core Strategy.~~

24.9 The land at Davenport Green was removed from the Green Belt by way of the 1996 Trafford Unitary Development Plan (UDP). It was removed to enable a scheme of sub regional significance to deliver a strategic high amenity employment site of 36.4 Ha.

24.10 The UDP Inspector was clear that the site fulfilled the first 3 purposes of the Green Belt as set out in PPG2 and that the proposed development of the site would cause significant harm to those purposes. The exceptional circumstances required to be demonstrated under para 2.7 (of PPG2) in order to justify the removal of land from the Green Belt existed only in respect of this very specific development proposal that the inspector considered met a particular economic need that was not able to be met on alternative sites. Although outline planning approval was granted for half of the site in accordance with the UDP, detailed proposals were never submitted and the outline consent has now lapsed. Since that time it is now clear that there is no realistic prospect of this development going ahead.

~~24.12 Government advice is that Local Development Documents must provide up to date evidence to justify their policies and not merely roll proposals forward from one plan to next without an opportunity to test new evidence. Through responses to earlier Trafford Core Strategy consultation documents the owners of the site have relied on evidence dating back to the 1996 UDP to justify the land's continued exclusion from the Green Belt.~~

~~24.13 No new evidence has been provided by the proponents of the scheme to support its retention for the UDP purposes. However, the site was subject to Sustainability Appraisal, as part of preparation of the June 2009 Preferred Option consultation document. The results of this suggested that development at this location would not be as sustainable as other locations for employment activity such as Trafford Park and the main town centres.~~

~~24.14 Although outline planning approval was granted for half of the site, detailed proposals were never submitted and the outline consent has now lapsed. There does not appear to be any realistic prospect of this development going ahead.~~

~~24.15 Additionally, following NWDA's review of its strategic regional sites, Davenport Green has been removed from the list of designated sites. This reflects a refocusing of NWDA priorities taking account of the changing policy and market context, and consideration of the criteria for ERDF funding under the North West Operational Programme.~~

~~24.16 In the light of the lack of any continuing justification for the retention of the scheme, it is proposed that development proposals for this site should not be included in the strategy and the site should be returned to the Green Belt.~~

~~24.17 The exceptional circumstances which would justify the return of this site to the Green Belt are the important functions which it has continued to serve, and which were recognised by the UDP Inspector. The site, located within the Timperley wedge, is strategically placed to check the unrestricted sprawl of large built-up areas. Its return to Green Belt status would prevent Newall Green and Well Green/Hale/Hale Barns from merging into one another. The Green Belt protection afforded to this site in the past (and which has effectively continued due to the UDP Inspector's decision to remove the site from the Green Belt, for limited specified purposes) has continued to safeguard the countryside from encroachment and protected its rural character. This would accord with 3 key purposes of including land in Green Belts as set down PPG2. It would also, together with policy W1 support urban regeneration by directing~~

~~development to other more sustainable and appropriate areas and encourage the recycling of derelict and other urban land.~~

24.11 PPG2 states that Green Belt boundaries in development plans should be altered only exceptionally and should not normally be needed to be altered at the end of the plan period. Annex B of PPG2 details that "Safeguarded land comprises areas and sites which may be required to serve development needs in the longer term, i.e. well beyond the plan period. It should be genuinely capable of development when needed" and that "Safeguarded land should be located where future development would be an efficient use of land, well integrated with existing development, and well related to public transport and other existing and planned infrastructure, so promoting sustainable development."

24.12 PPS7 recognises that there are areas of landscape and countryside around urban areas that are outside of Green Belt designation, but that are valued highly locally, are important to those who live [in urban areas] and provide the nearest and accessible countryside for urban residents.

24.13 By protecting the land at Davenport Green as Countryside, outside the Green Belt, the Council is reflecting the existing designation, whilst retaining protection against development unless strict criteria are met.

24.14 This protection reflects the current uncertainty/fluidity in relation to the future expansion of Airport City and/or the MediPark proposals at the University Hospital South Manchester. In this way the Council is maintaining its approach to delivering a balance of growth and regeneration which is entirely consistent with the thrust of the Government's "Plan for Growth" document and the duty incumbent upon local planning authorities to work with developers. The Policy requirements set out at R4.4 ensure the Policy's compliance not only with "Plan for Growth" but also with PPS4 and will therefore ensure that such a proposal will not undermine sub regional priorities.

24.15 Given the quality of the environment in this location, any development meeting the strict criteria in economic terms will also be required to deliver concurrently the existing proposal for a 99 ha rural park to protect, enhance and manage the land surrounding the development site for ecological interest, recreational access and farming.

Agricultural Land

24.16 PPS7 sets out the general guiding principles for sustainable development within rural areas and recognises that the presence of a successful agricultural economy can be essential to the sustainability of these communities. In order to ensure the long term economic viability of agriculture in Trafford, the Council also recognises the role that appropriate agricultural diversification can play within this Policy.

24.17 However, the sub division of agricultural land into smaller plots can cause problems. It can create an eyesore which detracts from the openness of the countryside, and when plots are sold and no longer in agricultural use this can lead to neglect, with owners being hard to trace. Furthermore, the subdivision of fields gives the impression that development of land is bound to occur, regardless of any Green Belt status. Therefore where agriculture in Trafford takes place within the Green Belt any appropriate agricultural diversification will be determined in line with PPG2.

24.18 The Trafford Landscape Strategy identifies land to the south of Carrington Moss, known as Settled Sandlands, as the area with the richest soils to support arable

farming, and Timperley Wedge in the East with less rich soils to support a mixture of pasture and horticulture together with recreational uses.

[24.19](#) Applications for agricultural dwellings or buildings and for the removal of agricultural occupancy conditions will be determined in accordance with guidance such as PPG2, PPS7 and SPDs, where relevant.

Other Protected Open Land

[24.20](#) The areas of protected open land [detailed in R4.6](#) that are excluded from the Green Belt and not allocated for development in the Core Strategy or Land Allocations DPD may be required to meet development needs beyond the Plan period. Therefore, these areas will be protected from all but limited essential development to enable them to make ~~the maximum~~ a contribution to meeting future, [as yet](#), unquantified needs. This will reduce the need for the Council to consider alterations to the Green Belt boundary to accommodate the future allocation of land for development in the Borough.

[24.21](#) The land in Warburton, south of Partington and the land south of Shell, Carrington are the only significant areas of land (not within the Green Belt) which are not identified for development within the Plan Period. Therefore until such time that a strategic review of the Green Belt takes place they are being protected for potential residential use and potential economic development respectively.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	PE1
Strategic Objective(s)	SO3 & SO5
Place Objective(s)	MVO1 ALO4, ALO17 RCO1, RCO2, RCO4

Appendix B – Amended Policy W1

W1 – Economy

18.1 In order for Trafford to remain competitive and contribute to the growth of the economy of the sub-region, it needs to continue to diversify its range of employment types. The aim of this policy is to facilitate the continued modernisation and revival of industrial and commercial activity through the release of sufficient land.

POLICY W1: ECONOMY

Supporting Growth

W1.1 In order to encourage the development of clusters of economic activity the Council will identify a range of sites for a variety of employment uses, with the appropriate infrastructure to attract key economic growth sectors to Trafford. Employment uses within this policy refers to B1 business/office, B2 general industry and B8 storage or distribution and similar appropriate uses.

W1.2 The Council recognises the significant contribution that existing successful manufacturing industries make to the economy of the Borough and will continue to support these industries where appropriate within the context of the Development Plan for Trafford.

Distribution

W1.3 The Council will focus employment uses in the following places:

- Pomona Island;
- Trafford Wharfside;
- Trafford Park Core;
- Trafford Centre Rectangle;
- Carrington;
- Broadheath; and,
- Town Centres.

W1.4 ~~The amount of land proposed for new employment development within these places is shown in Table W1.~~ [Table W1 shows the amount of land proposed for employment development within these places. It includes recycling of existing employment land and buildings and land that is being brought into employment use for the first time.](#)

W1.5 B1 office uses will be focused in the Regional Centre (Pomona and Wharfside), and the town centres. Some B1 office development will be appropriate within Trafford Park Core, Carrington, Broadheath and at Trafford Centre Rectangle where it supports existing employment uses and employment regeneration initiatives.

W1.6 Trafford Park Core will be a key location for industry and business activity within the Manchester City Region Inner Area and will be the principal location for employment development in the Borough. The focus will be on the provision of modern industrial, storage and distribution and office development which is ancillary to existing or proposed employment uses with residential development not normally supported. Improvements to public transport infrastructure to provide an integrated, frequent public transit system linking the location with surrounding residential and commercial areas will be required.

Comment [A1]: 200.31 –
PARAGRAPH W1.4 BELOW

W1.7 Carrington has significant potential to accommodate large-scale employment development, particularly for general industrial, storage and distribution uses with office development which is ancillary to existing or proposed employment uses, in order to complement the offer in Trafford Park. Part of the former Shell site at Carrington is proposed for employment development as part of the creation of a new mixed-use neighbourhood. Further details are set out in Location SL5.

Comment [A2]: 200.32 – PARAGRAPH W1.11 BELOW

Comment [A3]: SC40 – W1.10 BELOW

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W1.8 Broadheath will be retained and supported as a principal employment location in the south of the Borough, primarily for B2 and B8 uses.

W1.9 Employment development in the other places identified will be detailed in Policy W2 or R4 or through each individual Strategic Location.

W1.10 Outside of these places and ~~or~~ any smaller sites identified within the Land Allocations DPD, the Council will only permit employment uses (including development proposed to support economic activity associated with Manchester Airport other than development which accords with Policy R4) provided that it is in accordance with other policies in the Development Plan for Trafford and that:

- It will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region;
- It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3;
- It promotes the use of derelict, vacant or under-used previously developed land and;
- The sites will be accessible by a range of alternative modes other than the private car.

W1.11 In determining applications for the redevelopment of unallocated ~~existing~~ employment sites for non employment uses, developers will be required to provide a statement to the satisfaction of the Local Planning Authority, demonstrating that:

- There is no need for the site to be retained for employment purposes and it is therefore redundant;
- There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
- The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users, and,
- The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.

Hazardous Installations

W1.12 The Council will only permit the development of hazardous or bad neighbour industries where it can be demonstrated that it will not:

- Increase the risk for residents and members of the public, unless suitable measures can be agreed to mitigate risk;
- Compromise the primary function of the employment locality or the operations of neighbouring users;

- Compromise the potential for economic regeneration of the wider area;
- Bring about a significant deterioration in the quality of the environment of the surrounding areas, and,
- Be contrary to other policies in the Development Plan for Trafford.

Scale

W1.13 The Council will identify sufficient quantity and choice of land to deliver the new employment provision. The distribution of this employment development is shown in Table W1 below.

Table W1: The Supply of Land for New Employment Development 2008/9 to 2025/6

	Up to 2015/6	2016/7 to 2020/1	2021/2 to 2025/6	Total Land Supply for B Use (Hectares)
Pomona Island	4	4	2	10
Trafford Wharfside	3	3	4	10
Trafford Park Core	18	22	15	55
Trafford Centre Rectangle	2	6	7	15
Carrington	25	25	25	75
Broadheath	3	3	4	10
Town Centres	1	2	2	5
Elsewhere	3	3	4	10
Policy W1 Allocation Total	59	68	63	190

IMPLEMENTATION

Implementation Mechanisms

Implementation will be through development at the Strategic Locations identified in this Core Strategy. These and other significant sites elsewhere in the Borough will be allocated in a Land Allocations DPD and Area Action Plan(s). Other sites will be identified through the planning application decision making process.

Delivery Agent

Private Sector

Timescales

This will be ongoing throughout the plan period. The Land Allocations DPD is scheduled to be adopted in 2012. Phasing for the development of the identified employment areas is set out in detail in Table W1. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will generally be through public and private sector investment.

Justification

- 18.2 Policy W1 seeks to guide economic regeneration and development across the Borough to achieve the aims, objectives and spatial development requirements of the Trafford Sustainable Community Strategy and the Trafford Economic Development Plan.
- 18.3 Trafford is a fundamentally important part of the City Region economy and a location where the development of significant clusters of economic activity in key economic growth sectors, supported by appropriate infrastructure, will be essential for the Borough to diversify and grow its employment base to properly contribute to the city region, maintaining and improving its competitiveness and developing into one of Europe's premier city regions.
- 18.4 The key economic growth sectors the policy is seeking to foster and allow to develop are those that have been identified by the NWDA, the Greater Manchester Forecasting Model and the Trafford Economic Development Plan. The key economic growth sectors are:
- financial and business services;
 - distribution;
 - cultural, creative and media industries;
 - advanced engineering, and,
 - other personnel services.
- 18.5 Other key growth sectors such as retail, commercial leisure and hotels and waste management facilities are covered in Policies L6, W2 and R6.

- 18.6 The findings of the Trafford Employment Land Study of May 2009 indicate that a sufficient supply of suitable and developable employment sites exists to meet the Borough's contribution to the requirement suggested in the Greater Manchester Employment Land Position Statement of August 2009 (170 hectares of land plus or minus 10% up to 2026) without the need to retain the historic but unimplemented UDP allocation for a high amenity employment site at Davenport Green.
- 18.7 The new employment land development proposals set out in Table W1 take account of the site by site findings of the Trafford Employment Land Study, current (April 2010) known development commitments and expectations for the recycling/re-use of currently developed land to provide accommodation to meet the changing needs of business. The amount of land proposed for new employment development in this policy is set as a global total supply to accommodate all the types of development required to meet the Borough's needs over the Plan period, allowing flexibility to accommodate inevitable changes in the requirements of businesses over time as they seek to respond to changing economic circumstances. Detailed proposals, disaggregated by broad employment use (B1 office, B2 industry and B8 warehousing) will be included in the Land Allocations DPD.
- 18.8 The historic development and current (April 2010) land supply data used to compile Table W1 indicates an overall 85:15% split between industry/warehousing and office development. The Council expects that this ratio will be maintained over the Plan period, albeit that there may be geographical variations dependant upon the characteristics of those areas.
- 18.9 The strategic development locations identified in Policy W1 are key proposals intended to secure the revival, modernisation and development of a diversity of industrial, commercial, warehousing/distribution, service and support activities. The range of activities to be prioritised and encouraged in each of the Strategic Locations is set out in greater detail in Strategic Locations section of the Plan, detailed employment allocations will be identified in the Land Allocations DPD.
- 18.10 Outside the Strategic Locations and those identified within the LADPD, development and redevelopment for economic purposes will be supported in a measured way commensurate with the need for the development, the availability or otherwise of suitable alternative development locations and their effect on environment and amenity of surrounding land uses.
- 18.11 All proposals for the development of any industrial, commercial, warehousing and storage uses associated with Manchester Airport will be subject to very careful assessment in consultation with Manchester Airport Plc and other appropriate agencies to determine the appropriateness of the proposal.
- 18.12 Insofar as the development of new hazardous installations is concerned all such proposals will be subject to very careful assessment in consultation with the Health and Safety Executive to determine the scale of risk both to the prospective workforce and the occupiers of adjacent developments before any planning consent for development is granted.

PPS4 Testing

- ~~18.13 The Council has undertaken a study of other main town centre uses including B1 office. As part of this study B1 uses were subject to the tests outlined in paragraph EC5.1 of PPS4. The study concluded that, in order to meet the identified need for office uses, due to a low number of suitable and available sites in town centre~~

Comment [A4]: SC41

~~locations, even if the Altair planning permission is implemented, it may be necessary to consider further sites situated in regeneration areas of the Borough (in accordance with PPS4) where offices could form part of mixed-use developments, or are ancillary to other forms of economic development~~

18.13 The Council has assessed the need for the development of further B1 office accommodation in the borough in the period to 2026. The analysis undertaken concludes that significant growth in the demand for B1 office accommodation can be expected in the plan period. This is due to a predicted significant growth in financial, business services and intensive knowledge based industries. The need identified ranges from 143,000-181,000 sq metres (gross).

Comment [A5]: SC41

~~18.14 The key considerations for determining whether office development is appropriate in out-of-centre locations are set out in paragraph EC5.1e. of PPS4. These are:~~

Comment [A6]: SC41

- ~~• The physical regeneration benefits of developing on previously developed sites;~~
- ~~• Employment opportunities;~~
- ~~• Increased investment in an area;~~
- ~~• Social inclusion~~

18.14 The Council has assessed the potential to accommodate some or all of this need on sites within or on the edge of the Borough's four town centres. The analysis has shown that town centre sites / edge of centre sites are capable of accommodating c.27,000 sq metres of accommodation.

Comment [A7]: SC41

~~18.15 Outside of existing town centres, the main areas identified for additional office development in the Core Strategy are Pomona and Wharfside. Development in both of these areas will result in the development of previously developed land (in Pomona's case a long standing derelict site), will provide significant employment opportunities (in Wharfside's case in particular, it will support the expansion of Mediacity:uk), will allow for increased investment in the area and will support social inclusion as they are closely linked to the deprived areas of Old Trafford and Ordsall in Salford. These two Locations are also within the Regional Centre which is a focus for office development.~~

Comment [A8]: SC41

18.15 This means that in order for the borough to realise its economic regeneration objectives, land outside of town centres must be released for B1 Office development. A range of sites have been identified and assessed having regard to Planning Policy Statement 4.

Comment [A9]: SC41

~~18.16 Some office development in Trafford Park Core, Carrington, Broadheath and Trafford Centre Rectangle is appropriate as it will involve previously developed land, can be linked to existing employment uses and to varying degrees can promote social inclusion by providing greater access to jobs for people in neighbouring deprived areas.~~

Comment [A10]: SC41

18.16 Outside town centres, the main areas identified for additional office development in the Core Strategy are Pomona and Wharfside. Development in both of these areas will result of the development of previously developed land (in Pomona's case a long standing derelict site), will provide significant employment opportunities (in

Wharfside's case in particular, it will support the expansion of Mediacity:uk), will allow for increased investment in the area and will support social inclusion as they are closely linked to the deprived areas of Old Trafford and Ordsall in Salford. These two locations are also within the Regional Centre which is a key focus for office development.

Comment [A11]: SC41

18.17 Some office development in Trafford Park Core, the Trafford Centre Rectangle, Carrington and Broadheath is appropriate as it will involve previously developed land, can be linked to existing employment uses and, to varying degrees, can promote social inclusion.

Comment [A12]: SC41

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE1, SE2, SE3, SE4, SE5, SE7, SE10, SE13
Strategic Objective(s)	SO2, SO3, SO4 & SO6
Place Objective(s)	TPO3, TPO8, TPO14 OTO8, OTO10 STO8, STO17 SAO4, SAO11 ALO12, ALO14, ALO23 CAO9, CAO10, CAO17

Appendix C - Updated Sustainability Appraisal – Policy R4

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			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieving a better balance and mix in the housing market	+	+	+	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

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>							
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, 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> 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>							
E6. Conserve land resources and reduce land contamination	+ +	+ +	+	Medium	Borough wide	Long term		

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> 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> 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>							
Economic								
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> 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>							
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.

R4: Green Belt, Countryside and Other Protected Open Land

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 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> 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>							
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.

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> 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.

Key for effects

++ major positive;

+ minor positive;

0 neutral;

- minor negative;

-- major negative;

? uncertain

Appendix D - Updated Sustainability Appraisal – Davenport Green

Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
Social								
S1. Achieving a better balance and mix in the housing market	0	0	0	High	N / A	N / A		
<p><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.</p>								
S2. Improve accessibility for all to services and facilities	+	+	+	Low	More than local	Long term	Reduced social exclusion and improved quality of life.	
<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>								

Davenport Green

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.	+	+	+	Medium	More than local	Long term	Secondary impacts on air quality and greenhouse gas emissions	
<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 the fear of crime	0	0	0	High	N / A	N / A		
<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>								

Davenport Green

SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
S5. Reduce poverty and social exclusion	+	+	++	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>								

S6. Encourage a sense of	0	0	0	High	N/A	N/A		
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Davenport Green								
SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
community identity and welfare and value diversity, improve equity and equality of opportunity	<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	
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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>							
Environment								
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>Comments:</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. 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>							
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> 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>							
E3. Reduce contributions to	+	+	+	Low	National	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	
climate change	<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>							
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.

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 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>							
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.

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 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 quality	+	+	+	Medium	Local	Long term	Secondary impacts on biodiversity	
	<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> 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>							
E9. Protect and enhance the	+	+	+	Medium	Local	Long term	Improved perceptions of the area	

Davenport Green

SA Objective	Timescale			Nature of Effect				Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	
diversity and distinctiveness of landscape and townscape character and cultural facilities	<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
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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> 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. 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 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> 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 the economy	+	+	+	Medium	Borough wide	Long term		
	<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>							

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