

# Trafford Core Strategy

## Further Sustainability Appraisal of the Davenport Green Site

February 2011

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<b>CONTENTS</b>	<b>PAGE</b>
<b>1. Purpose of the Report and consultation</b>	<b>4</b>
<b>2. Background to the Sustainability Appraisal of Trafford's Core Strategy Sites and Locations and Davenport Green</b>	<b>5</b>
<b>3. Methodology</b>	<b>6</b>
<b>4. Summary of the Significant Effects of the Sustainability of the Strategic Locations</b>	<b>7</b>
SL1: Pomona Island	7
SL2: Trafford Wharfside	8
SL3: Lancashire County Cricket Club (LCCC) Area	8
SL4: Trafford Centre Rectangle	9
SL5: Carrington	10
<b>5. Summary of the Significant Effects of the Sustainability Appraisal of Davenport Green using the Additional Information</b>	<b>12</b>
Davenport Green	12
<b>6. Comparative Analysis of the Sustainability of the Strategic Locations and Davenport Green</b>	<b>13</b>
<b>7. Comparative Analysis of the Sustainability of Davenport Green</b>	<b>15</b>
<b>8. Conclusions</b>	<b>16</b>
<b>APPENDICES</b>	
<b>i) Sustainability Appraisal of the Strategic Locations</b>	<b>17</b>
<b>ii) Sustainability Appraisal of Davenport Green</b>	<b>64</b>
<b>iii) Responses to points raised by JAM in relation to the Sustainability Appraisal</b>	<b>75</b>

## 1. Purpose of the Report and Consultation

Following the pre-examination meeting of the Trafford Core Strategy on the 25 January 2011, the inspector requested that the further Sustainability Appraisal (SA) which appraised Davenport Green taking account of its correct status as outside the Green Belt be made available for consultation. The previous appraisal from 2009 incorrectly stated Davenport Green to be in Green Belt. This report seeks to address the issue by:

- Considering the findings of the results of a new 2009 appraisal for Davenport Green and any differences there are in the performance of the development proposals for this location compared to the previously published report;
- Taking into account new information on Davenport Green submitted as part of the March 2010 and November consultations to carry out a further SA; and
- Undertaking a comparative analysis of the SA results of each of the Strategic Locations and the Davenport Green site.

In accordance with the Inspector's recommendation at the PHM, the Council is now undertaking a two week period of consultation, to enable comments to be submitted to and considered by the Inspector prior to the closure of the formal Hearing sessions.

You are now invited to make comments on this new SA work by **12.00 noon on 24 February 2011**. Such comments should be submitted, ideally, in electronic form, as further representations, to the Programme.officer@ntlworld.com , copied to my assistant programme officer: Andrea.Edwards@trafford.gov.uk

Hard copies should be sent to the following address:

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The Programme Officer,  
c/o Strategic Planning and Developments,  
Trafford Council,  
First Floor,  
Waterside House,  
Sale Waterside,  
Sale,  
M33 7ZF

For information it is currently the intention of the Inspector to deal with this further SA at Hearing Session 4, under Matter 4, The Economy.

## **2. Background to the Sustainability Appraisal of Trafford's Core Strategy Sites and Locations and Davenport Green**

In June 2009 a Sustainability Appraisal (SA) was undertaken of 5 Strategic Sites, 13 Strategic Locations and Davenport Green to inform the Council's decision prior to publishing the Trafford Core Strategy: Preferred Option document. This SA of the development proposals for Davenport Green incorrectly considered the site to be within the Green Belt.

An additional SA was carried out on the Core Strategy: Further Consultation on the Vision, Strategic Objectives and Delivery Strategy in March 2010. At this stage in the plan preparation process, the number of Strategic Sites and Locations in the Core Strategy had been reduced to five Strategic Locations. For the avoidance of doubt Davenport Green was not one of these five.

In June 2010, a SA was carried out on the Publication version of the Core Strategy incorporating additional information received on the five Strategic Locations.

Following the receipt of further information on the proposed development at Davenport Green in March 2010, and also to reflect the fact that Davenport Green was now correctly identified as being outside the Green Belt, a further SA of Davenport Green was also undertaken in July 2010. This SA was completed for the Council as part of its risk assessment in order to establish if this new appraisal made any substantial change to the SA of 2009.

Following consideration of the June 2010 SA and the July 2010 risk assessment the Council published its Core Strategy in September 2010.

### 3. Methodology

At the pre-examination meeting of the Trafford Core Strategy a request was made by the inspector for the Council to agree, if possible, with representor RLAM the methodology for the further SA. In response to this, RLAM submitted a number of proposals on the methodology for the additional Sustainability Appraisal of Strategic Sites/ Locations. These proposals together with the Council's response are provided in Appendix 3 of this report. Where the requests are considered to be reasonable and appropriate they have been taken on board in the further SA of the Strategic Locations and Davenport Green. In particular, additional references to the evidence base and the relevant statutory plans of neighbouring authorities have been incorporated into the further SA. These references to the relevant statutory plans of neighbouring authorities include only those that were available at the time of the original appraisals, June 2010. However following a request by RLAM, an additional reference has been made to Manchester Core Strategy Pre-Publication draft (August 2010) despite the fact that it was not publicly available at the time of the original appraisals.

The appraisal of Davenport Green within this document has been informed by the substantial information submitted by RLAM in November 2010. This information was of such increased volume the Council considered it appropriate to be used in the new appraisal to ensure the SA was carried out with the most up to date information. Submissions in relation to the other Strategic Locations in November 2010 were not considered to contain information that would require significant changes to the appraisal of the Strategic Locations. Therefore the Sustainability Appraisals for these Locations remains based on the data available as of June 2010, with the addition of references to evidence base documents as requested by RLAM.

Summaries of the further appraisals of the five Strategic Locations and Davenport Green are provided in Sections 4 and 5 of this report respectively. The full sustainability appraisal matrices of the Strategic Locations and the Davenport Green proposals are presented in Appendix 1 and 2 of this report.

#### 4 Summary of the Significant Effects of the Sustainability of the Strategic Locations

The Publication version of the Core Strategy includes five Strategic Locations, which are identified as key areas for change. The following section gives a brief summary of the outcomes of the SA of each of these Strategic Locations.

##### *SL 1: Pomona Island*

The proposals for Pomona have the potential to deliver a range of significant sustainability benefits. The key ones relate to reducing poverty and social exclusion; conserving land resources; enhancing Trafford's economic performance; and improving the Borough's image as a business location. By resulting in the redevelopment of a prominent, vacant site the proposals would also have a positive impact on the objectives relating to enhancing townscape character; reducing crime and fear of crime; and improving local neighbourhood quality.

The accessibility of the site by public transport and its proximity to areas of deprivation could also result in positive effects on a range of sustainability objectives, including reducing the effect of traffic on the environment; reducing contributions to climate change and improving air quality. The inclusion of a requirement for development to enhance pedestrian and cycle links to existing Metrolink stations at Cornbrook and Pomona will further strengthen the performance of the proposals against these objectives. Other objectives that the proposals would have some positive impact on include those relating to the social and environmental performance of the economy; transport infrastructure; sense of community identity; and water quality.

Due to an extant planning permission, 546 residential units will be provided at Pomona. The majority of these will be 2 bed dwellings and it is therefore anticipated that the proposals will make a positive contribution to achieving a better balance in the housing market. However, a significant proportion of the Pomona site is at a high risk of flooding. Consequently, the inclusion of a residential element within the proposals means that they are likely to have a negative impact on the objective of reducing the impact of climate change.

As a result of the Sequential Testing of the Strategic Locations, the amended proposals for Pomona no longer include certain leisure uses, healthcare and educational facilities. Consequently, the degree to which the proposals impact positively on the objectives relating to accessibility to services and facilities and reducing disparities is reduced.

As there has been re-vegetation on a portion of the site there is the possibility that its redevelopment could have a negative impact on biodiversity, flora and fauna. However, the amended policy now stipulates that an assessment of biodiversity must be carried out prior to development and that appropriate sites for nature conservation must be provided to compensate for any loss. As a result, it is considered that the proposals will have a positive impact in the long term on the objective of protecting and enhancing biodiversity, flora and fauna.

### *SL 2: Trafford Wharfside*

The proposals for Trafford Wharfside are expected to have a largely positive impact on the sustainability objectives. In particular, the proposals are expected to have a major positive effect on economic performance; reducing poverty and social exclusion; Trafford's image as a business destination; the conservation of land resources; and reducing economic disparities. Other high scoring objectives include improving accessibility for all to services and facilities; improving health; improving qualifications and skills; reducing crime and fear of crime and improving the social and environmental performance of the economy. The proposals place a strong emphasis on securing a high quality design for the redevelopment of Victoria Warehouse and ensuring that tall buildings, in particular, are well designed and iconic. This should enhance the performance of the proposals against the objective of protecting and improving local neighbourhood quality.

The site is well connected to, or within walking distance of, the public transport network and the proposals would also support walking and cycling through the provision of a pedestrian bridge crossing to the Quays and the creation of a processional route to the LCCC Strategic Location. Furthermore, it is stated that development in this location will be expected to contribute to the provision of a high frequency public transport system. Consequently, it is anticipated that the proposals would have a positive impact on traffic generation and, by extension, air quality and contributions to climate change. However, there is only limited certainty about this correlation due to the proposals also having the potential to exacerbate congestion, with the Trafford LDF Transport Modelling report forecasting a significant increase in journey times on the A56 and A5081.

Trafford Wharfside is immediately adjacent to the Manchester Ship Canal and the Level 2 SFRA has demonstrated that a significant proportion of the site is at risk of flooding. The Council's Sequential Test Report showed 42% of the site falling within Flood Zone 2 and 2% in Flood Zone 3. As a result, the proposal is likely to have an adverse impact on the objective of reducing the effects of climate change. It is however noted that the proposals have been amended to specify that all uses classified by PPS25 as being More Vulnerable to flooding must be located outside the part of the site that is within Flood Zone 3. In addition, the amended policy now stipulates that development proposals at Wharfside will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a consequence of these amendments, the proposals are no longer considered to have a negative effect on the objective of reducing the impact of climate change.

There are no anticipated negative or uncertain effects from the proposals for Trafford Wharfside.

### *SL 3: Lancashire County Cricket Club (LCCC) Area*

The proposals for the LCCC Strategic Location have the potential to deliver a wide range of sustainability benefits. The redevelopment of the stadium will significantly enhance Trafford's reputation as a location for national and international sporting events and strengthen Trafford's reputation as a tourism destination. The proposals would also result in the provision of a range of employment opportunities, a superstore, and education, community and leisure facilities in a location that is well related to areas of deprivation and accessible by public transport. As a consequence, it is anticipated that the proposals would have a major positive impact on the objectives relating to economic disparities; poverty and social exclusion; access to services and facilities; health; and skills and qualifications. There would also be some



positive impact on the objectives relating to enhancing Trafford's high economic performance and improving the social and environmental performance of the economy. In addition, the policy stipulates that the proposed superstore would be limited to a scale that will address the deficiencies in retail provision in the Old Trafford/Stretford area, which addresses previous uncertainties about the impact of the proposals on Trafford's town centres. As a result, it is now concluded that the proposals are unlikely to have any significant impact on the Borough's town centres.

The policy states that the residential element of the proposal will comprise principally of accommodation suitable for families, with an appropriate affordable housing contribution. As a result, the Strategic Location should make a significant contribution to Trafford's identified housing needs and thereby have a major positive effect on the objective of achieving a better balance and mix in the housing market. The requirement for development in this location to deliver improvements to the local highway network and better linkages to public transport infrastructure should have a positive impact on the objective of enhancing transport infrastructure and improving accessibility. Similarly, the new reference to protecting and enhancing the Grade II listed Trafford Town Hall and its setting should ensure that the proposals have a positive impact on the objective of protecting and enhancing the diversity and distinctiveness of townscape character.

There are no anticipated negative effects from the proposals for the LCCC area. Nevertheless, there is uncertainty over the impact of the proposals on traffic generation and, by extension, air quality and contributions to climate change. However, the greater emphasis placed upon improvements to the local highway network and enhanced linkages to public transport infrastructure in the amended proposals should reduce the impact on these objectives.

It is recognised that the wider masterplan proposals for the LCCC area have the potential to result in cumulative erosion of habitats and thus generally lead to a decreased level of biodiversity in the area. Nevertheless, it is now specified that development at this location will be required to incorporate features to enhance the level of biodiversity in the area, such as green roofs and appropriate landscaping. As a result, it is concluded that the proposals have the potential to have a positive impact on the objective relating to biodiversity, flora and fauna.

#### *SL 4: Trafford Centre Rectangle*

The Trafford Centre Rectangle Strategic Location has the potential to deliver a range of significant sustainability benefits. The key ones relate to enhancing Trafford's economic performance and improving the Borough's image as a business and tourism location. It is specified that the residential elements of the proposal will comprise predominantly of accommodation suitable for families, with an appropriate affordable housing contribution. As a result, the proposal should make a significant contribution to Trafford's identified housing needs and thereby have a major positive effect on the objective of achieving a better balance and mix in the housing market.

A significant emphasis is placed upon enhancing the accessibility of the location by public transport, with reference made to the need to significantly improve public transport infrastructure including an integrated, frequent public transit system; re-route local public transport provision through the site and provide a direct pedestrian link to the Trafford Centre Bus Station. As a result, it is concluded that the proposals are likely to have some positive impact on the objectives relating to transport infrastructure; poverty and social exclusion; the effects of traffic on the environment; contributions to climate change; air quality; and economic disparities. The detail

provided on the ancillary community facilities means that it can be concluded with a reasonable degree of certainty that the proposals would have a positive impact on the objectives of improving accessibility for all to services and facilities; improving qualifications and improving health.

The inclusion of a requirement for the development to preserve or enhance 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 should ensure that the amended proposals have a significant positive impact on the objective relating to townscape character. Similarly, the proposals now incorporate a requirement for an assessment of biodiversity to be carried out prior to development and for appropriate sites for nature conservation to be provided to compensate for any loss. As a result, the proposals are likely to have a positive impact on the objective relating to open space, biodiversity, flora and fauna.

The Council's Sequential Test Report demonstrated that 20% of the Trafford Centre Rectangle is in Flood Zone 2 and 4% in Flood Zone 3. This flood risk is particularly acute in the Trafford Quays section of the site, 44% of which is in Flood Zone 2 and 15% is in Flood Zone 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change. Nevertheless, the amended proposals for Trafford Centre Rectangle specify that uses classified in PPS25 as being More Vulnerable to flooding must be located outside of Flood Zone 3 and that development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a result, it is no longer considered that the proposals would have a negative effect on the objective of reducing the impact of climate change.

#### *SL 5: Carrington*

It is anticipated that the proposals for the Carrington Strategic Location will have a significant positive impact on the objectives relating to enhancing Trafford's economic performance; improving the Borough's image as a business location; reducing disparities; and conserving land resources and reducing land contamination. As the proposals involve the remediation and redevelopment of an under-utilised brownfield site there would also be some positive impact on local neighbourhood quality; water quality and townscape character.

The inclusion of a substantial residential element within the proposals and the specification that approximately 80% of this will be accommodation suitable for families should ensure that the proposals have a major positive impact on the objective of achieving a better balance and mix in the housing market. Similarly, the requirement for the development to be accompanied by ancillary community facilities may have some positive impact on the objectives of improving accessibility for all to services and facilities; improving qualifications and skills and improving the health. The proposals now unequivocally stipulate that development in this location will be required to protect and enhance the Mosslands and other sites of nature conservation and biological importance, including Carrington Rides, Broadoak Wood and Brookheys Covert. In addition, new habitats may be created through the required Green Infrastructure provision. As a result, the revised proposals could have a significant positive impact on the objective of protecting, enhancing and restoring open space, biodiversity and flora and fauna.

Carrington is presently poorly served by public transport and development in this area has the potential to result in unsustainable patterns of transport. The proposal

would however deliver significant enhancements to public transport and also provide new road infrastructure to serve the development area, including a contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60, which would have a positive impact on transport infrastructure and the social performance of the economy. The impact of the proposals on the objectives relating to the effect of traffic on the environment and air quality is however less certain. The inclusion of a requirement to protect the Mosslands as a carbon sink, should however ensure that the proposals have some positive impact on the objective of reducing contributions to climate change.

The Council's Sequential Test Report demonstrated that 16% of the site is in Flood Zone 2 and 5% in Flood Zone 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change. Nevertheless, the amended proposals for Carrington now specify that uses classified in PPS25 as being More Vulnerable to flooding must be located outside of Flood Zone 3 and that development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a result of these amendments, it is no longer considered that the proposals for Carrington would have a negative effect on the objective of reducing the impact of climate change.

## 5 Summary of the Significant Effects of the Sustainability Appraisal of Davenport Green using the Additional Information



### *Davenport Green*

The proposals for Davenport Green would bring a number of benefits. In particular, through the creation of a Rural Park they would contribute to the objectives relating to open space, biodiversity, flora and fauna; reducing the impact of climate change; enhancing the distinctiveness of landscape; and enhancing Trafford's image as a tourism destination. The provision of employment opportunities through the office development would also have a positive impact on economic performance and the skills of the population. In addition, the proposed transport infrastructure would have a positive impact on the objective of enhancing accessibility.

However, the development of the site would lead to the permanent loss of a substantial greenfield area and, as such, the proposals would have a significant negative impact on the objective of conserving land resources. There is a significant degree of uncertainty over the impact of the proposal on a wide range of indicators. Development in this area has the potential to result in unsustainable patterns of transport. Nevertheless, it is recognised that measures would be taken to create new and extend existing bus routes, develop links to the interchanges at Altrincham and Manchester Airport, and provide new and improved pedestrian and cycle links. The impact of the proposals on the objectives relating to reducing the effect of traffic on the environment; reducing contributions to climate change; and protecting air quality is therefore considered to be uncertain. Securing significant public transport improvements to areas of deprivation in Trafford and ensuring that public transport offers a viable alternative to the private car will therefore be a key mitigation measure.

The site is located outside of the Regional Centre and the Inner Area and is not accessible from Trafford's more deprived areas where the need for jobs is greatest. It is however well related to areas of deprivation outside of the plan area, such as Wythenshawe, and the proposals have the potential to support economic growth at Manchester Airport. There is however a need for greater certainty over the delivery of programmes to assist disadvantaged people to access the jobs created. The extent to which the proposals would contribute to the objectives relating to poverty and social exclusion and reducing disparities is therefore also considered to be uncertain.

## 6 Comparative Analysis of the Sustainability of the Strategic Locations and Davenport Green



The proposals for all five of the Strategic Locations and Davenport Green would have a positive impact on a range of sustainability objectives. The performance of the locations against a number of other objectives was however more mixed. The following section provides a comparative analysis of the performance of the development proposals for the Strategic Locations and Davenport Green against the SA objectives.

### **Social Objectives**

As the only location that would not incorporate community facilities or a residential element, Davenport Green is the only site that would not have a positive impact on the objectives of improving accessibility for all to services and facilities and achieving a better balance and mix in the housing market.

Each of the Strategic Locations and Davenport Green would have a positive impact on the objectives relating to enhancing transport infrastructure, improving qualifications and improving health. Through the creation of employment opportunities that are well related to areas of deprivation, the development proposals for each of the five Strategic Locations are also likely to have a positive impact on the objective relating to reducing poverty and social exclusion. However, the performance of the proposals for Davenport Green against these objectives is less certain due to the site being located outside of the Regional Centre and the Inner Area and being less accessible from many of Trafford's more deprived areas where the need for jobs is greatest. Although it is recognised that Davenport Green is well related to areas of deprivation outside of the plan area.

The SA concluded that the development proposals for each of the Strategic Locations would have a positive impact on the objective of protecting and improving local neighbourhood quality but that the proposals for Davenport Green would be unlikely to have any significant impact on this objective.

### **Environmental Objectives**

The development proposals for Pomona, LCCC area, Trafford Centre Rectangle, Carrington and Davenport Green would all have a long term positive impact on the objective relating to open space and biodiversity. Notwithstanding its potential to enhance a Site of Biological Importance (SBI) and the proposal to create an area of woodland, Davenport Green would however result in the loss of a substantial area of greenfield land and, as a result, would have a significant negative impact on the objective of conserving land resources. In contrast, Pomona, Trafford Wharfside, LCCC Area and Carrington comprise overwhelmingly of previously developed land and the development proposals for these locations would therefore have a positive impact on this objective.

The performance of the Strategic Locations in relation to the objectives of reducing the effects traffic on the environment and reducing contributions to climate change was relatively mixed. The development proposals for Pomona, Trafford Wharfside and Trafford Centre Rectangle would have a positive impact on these objectives. However, the impact of LCCC Area, Carrington and Davenport Green on the objective of reducing the effects traffic on the environment is uncertain. In the case of LCCC area this uncertainty is due to the potential for the development proposals to exacerbate existing congestion. In the case of Carrington and Davenport Green, this uncertainty reflects the proximity of the sites to the motorways and their presently poor public transport connections

The performance of the Strategic Locations against the objective of reducing the impact of climate change also varies significantly. For instance, the development proposals for Pomona are expected to have a significant negative impact on this objective in the long term, whereas it is envisaged that the proposals for LCCC Area and Davenport Green would have a positive impact on this objective. To a large extent this reflects the level of flood risk at each site.

Each of the Strategic Locations and Davenport Green would have a positive impact on the objective relating to enhancing the diversity and distinctiveness of landscape and townscape character.

### **Economic Objectives**

Through the creation of employment opportunities and/or the redevelopment of prominent vacant sites, the development proposals for the five Strategic Locations and for Davenport Green are all likely to have a positive impact on the objectives relating to enhancing Trafford's high economic performance and enhancing Trafford's image as a business destination.

By creating employment opportunities that are well related to areas of deprivation in Trafford, the development proposals for each of the five Strategic Locations are also likely to have a positive impact on the objective of reducing disparities by releasing the potential of all residents. However, the performance of the proposals for Davenport Green against these objectives is less certain due to the site being located outside of the Regional Centre and the Inner Area and being less accessible from many of Trafford's more deprived areas where the need for jobs is greatest. Although it is recognised that Davenport Green is well related to areas of deprivation outside of the plan area.

The proposals for Davenport Green, Pomona and Trafford Wharfside all incorporate a significant amount of B1 Office development in an out-of-centre location. Nevertheless, the Trafford Other Town Centre Uses Study highlights that there are likely to be insufficient suitable and available sites for projected office development in Trafford's Town Centres. It is also noted that the proposed level of retail provision at each of the Strategic Locations and Davenport Green would be small-scale convenience retail facilities of a scale appropriate to support the needs of people living, working or using the area and as such would not be at a scale that would have a detrimental impact on the retail vitality and viability of Trafford's town centres.

## 7. Comparative Analysis of the Sustainability of Davenport Green



### Revised 2009 Davenport Green Appraisal

The Davenport Green proposals as of June 2009 have been reappraised to take account of its correct status as outside the Green Belt. The new appraisal is shown alongside the appraisal of the 5 Strategic Sites and 13 Strategic Locations in 2009 in a separate report titled "DPD1 Core Strategy; Further Consultation on the Preferred Option Sustainability Appraisal Report June 2009 including revisions February 2011".

This reappraisal, to take into account of the fact that the Davenport Green is outside the Green Belt has very little impact on its performance against the sustainability objectives. In particular, irrespective of whether Davenport Green is within the Green Belt or not, the site still comprises entirely of greenfield land and, as such, the development proposals for the site would have a significant negative impact on the objective of conserving land resources. Similarly, the relative inaccessibility of the site and its distance from the Regional Centre, Inner Areas and Trafford's town centres means that its status as being outside of the Green Belt does not enhance the performance of the development proposals for the site against a range of other objectives, including those relating to reducing the effects of traffic on the environment, reducing contributions to climate change and encouraging the long term sustainability of Trafford's town centres.

### Further Appraisal of Davenport Green using the Additional Information

Additional information on Davenport Green was submitted to the Council in March 2010. Considerably more details on the proposals for Davenport Green was also provided to the Council in November 2010 following consultation on the Publication version of the Core Strategy.

This supplementary information enhances the performance of the Davenport Green development proposals against a number of sustainability objectives. In particular, the additional information provided on improving pedestrian and cycle links and public transport connections to the transport interchanges at Altrincham and Manchester Airport would have a positive impact on the objectives relating to enhancing transport infrastructure. These amendments to the proposals would also improve the performance of the development proposals against the objectives of reducing the effect of traffic on the environment and reducing contributions to climate change. Nevertheless, the proximity of the site to the motorway and the fact that the site is presently poorly served by public transport means that the impact of the development proposals on these objectives remains uncertain.

## 8. Conclusion

The report demonstrates that the reappraisal of Davenport Green to take into account of the fact that the site is outside the Green Belt has very little impact on its performance against the sustainability objectives. It does however demonstrate that the additional information submitted on the development proposals for Davenport Green enhances its performance against a number of sustainability objectives. In particular, it is considered that the additional information improves the performance of the development proposals against the objectives of enhancing transport infrastructure, reducing the effect of traffic on the environment and reducing contributions to climate change. Nevertheless, the proximity of the site to the motorway and the fact that it is presently poorly served by public transport means that there is still limited certainty over the impact of Davenport Green on the objectives relating to reducing the effect of traffic on the environment and reducing contributions to climate change.

The comparative analysis of the Sustainability of the Strategic Locations and Davenport Green demonstrated that all five of the Strategic Locations and Davenport Green would have a positive impact on a range of sustainability objectives. The performance of the locations against a number of other objectives, particularly a number of environmental and social objectives, was however more mixed.



## Appendix I. STRATEGIC LOCATIONS



SL 1: Pomona Island									
SA Objective	Timescale			Nature of Effect				Comments	Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
<b>Social</b>									
S1. Achieving a better balance and mix in the housing market	+	+	+	Medium	Local	Long term		The 2006 Housing Market Assessment noted that there is no demand for 1 bed dwellings in Trafford in either market or affordable caegories. Instead it concluded that there is a need for 2 bed dwellings and family housing. Due to an extant planning permission for residential development on the site, 546 residential units will be provided at Pomona. 30% of these will be 1 bed dwellings. However, 62% will be 2 bed units. The proposals will therefore make a positive contribution to the balance and mix of the housing market.	
S2. Improve accessibility for all to services and facilities	+	+	+	High	More than local	Long term	Reduced social exclusion and improved quality of life	The development would incorporate a range of commercial leisure facilities and new community facilities to support those using the development. Given the accessible nature of the site, these facilities could be readily accessed by residents from elsewhere in the Borough. However, as a result of the Sequential testing and 'exceptions test', Pomona Island is no longer considered to be a preferred location for certain leisure uses, healthcare and educational facilities.	

S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	+	+	+	Medium	Borough wide	Long term	Increased usage of public transport would reduce congestion and have a positive impact on air quality and carbon emissions	The provision of jobs and commercial leisure facilities in a highly accessible location within the Regional Centre and immediately adjacent to two Metrolink stops should reduce the need to travel by car. Accessibility would also be enhanced by the improvements that would be made to the local highway network and public transport infrastructure.	
S4. Reduce crime, disorder and the fear of crime	+	+	+	Medium	Local	Long term	Positive effect on perceptions of area	Development will bring a large prominent vacant site back into use, thus contributing to public safety by introducing increased levels of activity, and natural surveillance, to the area.	Other policies in the Core Strategy will ensure that developments are designed to minimise opportunities for crime.
S5. Reduce poverty and social exclusion	+	++	++	High	Borough wide	Long term	Improved quality of life	A range of job opportunities will be provided in an accessible location that is well-related to areas of deprivation. The job opportunities would also be accessible to parts of Central Salford, which is a priority for regeneration in Salford's draft Core Strategy, and Hulme which the Manchester Core Strategy Proposed Option document identifies as an area where many people are missing out on prosperity. Consequently, all members of the community should be able to access the employment opportunities.	Use of s106 agreements to secure training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	+	+	+	Medium	Local	Long term		The provision of a substantial area of open space for informal recreation could help encourage a sense of community identity and welfare.	

S7. Improve qualifications and skills of the resident population	0	0	0	Medium	N/A	N/A		Unlikely to have any significant effects	
S8. Improve the health and, inequalities in health of the population	+	+	+	Medium	Local	Long term		The provision of open space for recreational purposes and the creation of waterside pedestrian and cycle routes could encourage physical activity and deliver benefits to health.	
S9. Protect and improve local neighbourhood quality	+	+	+	High	Local	Long term	Improved perceptions of the area	Development of the site will result in the regeneration of a large vacant site within the Regional Centre. The proposals specify that the Grade II listed Brindley's Weir and its setting will be protected, preserved and enhanced.	
<b>Environment</b>									
E1. Reduce the effect of traffic on the environment	+	++	++	High	Borough wide	Long term	Improved air quality  Reduced carbon emissions	The provision of jobs and commercial leisure facilities in a highly accessible location within the Regional Centre should reduce the need to travel by car. The provision of enhanced pedestrian and cycle links to existing Metrolink stations at Cornbrook and Pomona should also increase the usage of sustainable modes of travel.	

E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	-	0	+	Medium	Local	Long term		Brownfield sites can have high biodiversity value and a significant proportion of the site has been re-vegetated. Nevertheless, the proposals for Pomona now state that an assessment of biodiversity must be carried out prior to development and that appropriate sites for nature conservation must be provided to compensate for any loss.
E3. Reduce contributions to climate change	+	++	++	Low	Borough wide	Long term	Improved air quality  Reduced congestion	<p>The provision of jobs and commercial leisure facilities in a highly accessible location within the Regional Centre should reduce the need for visitors to the site to travel by car. The provision of enhanced pedestrian and cycle links to existing Metrolink stations at Cornbrook and Pomona should increase the usage of sustainable modes of travel.</p> <p>The certainty of the impact is reduced by the limited information available on energy consumption during both construction and operation.</p>

E4. Reduce impact of climate change	-	-	--	Medium	Local	Long term		<p>The provision of on-site open space should provide shade from higher summer temperatures. The proximity to the Ship Canal should also provide a cooling influence.</p> <p>Due to an extant planning permission, it is anticipated that Pomona Island will deliver up to 546 residential units. However, the Level 2 SFRA has demonstrated that a significant proportion of the site is at a high risk of flooding. The Council Sequential Test report showed 51% of the site being within Flood Zone 3. This risk of flooding will be exacerbated by climate change.</p>	Core Strategy policy L5 will ensure appropriate measures are taken to reduce the risk of flooding and the proposals for Pomona stipulate that development in this location must be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe, without increasing flood risk elsewhere.
E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N / A	N / A		Unlikely to have any significant effects. 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. The Trafford Infrastructure Capacity Study (2009) identifies the necessary infrastructure requirements for this Strategic Location and a contribution towards the provision of additional utility capacity is a requirement of the development proposals.	

E6. Conserve land resources and reduce land contamination	+	++	++	High	Local	Long term		The site is wholly previously developed land. The previous industrial uses associated with the site are likely to have resulted in land contamination. Bringing the area back into beneficial use provides the opportunity to tackle this contamination.	
E7. Protect and improve water quality	+	+	+	Medium	Local	Long term	Positive impact on biodiversity	Any additional remediation of this brownfield site will reduce sources and pathways of contaminants.	
E8. Protect and improve air quality	+	+	+	Medium	Borough wide	Long term	Positive impact on health, particularly among those who suffer from respiratory illnesses.	The provision of jobs and commercial leisure facilities in a highly accessible location within the Regional Centre should reduce the need to travel by car. The provision of enhanced pedestrian and cycle links to existing Metrolink stations at Cornbrook and Pomona should increase the usage of sustainable modes of travel.	
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	High	Local	Long term	Improved perceptions of the area	Development of the site will result in the regeneration of a large vacant site within the Regional Centre. The proposals are required to protect, preserve and enhance the Grade II listed Brindley's Weir and its setting.	

<b>Economic</b>									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	+	++	Medium	More than local	Long term	Contributing to overall pool of jobs	The redevelopment of a prominent vacant site within the Regional Centre predominantly for economic activity should provide a significant boost to Trafford's economy. The site is also well-related to Salford Quays and Ordsall Riverside, which are both identified for significant amounts of development in the draft Salford Core Strategy.	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	+	+	High	Borough wide	Long term		A range of job opportunities will be provided in an accessible location that is well-related to areas of deprivation. The job opportunities would also be accessible to parts of Central Salford, which is a priority for regeneration in Salford's draft Core Strategy, and Hulme which the Manchester Core Strategy Proposed Option document identifies as an area where many people are missing out on prosperity. Consequently, all members of the community should be able to access the employment opportunities provided. However, as a result of the Sequential testing and 'exceptions test', Pomona Island is no longer considered to be a preferred location for certain leisure uses, healthcare and educational facilities.	Use of s106 agreements to secure training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.



EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	Medium	Borough wide	Long term	Positive effect on perceptions of area	The redevelopment of a long-term derelict site would have a positive effect on the Trafford's image as a business destination.	Other policies in the Core Strategy will ensure that high standards of design are achieved in new development.
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N / A	N / A		The limited on-site retail and restaurant provision would be small-scale and unlikely to have a significant impact on Trafford's town centres. The hotel element has been removed from the proposals for Pomona.	
EC5. Improve the social and environmental performance of the economy	+	+	+	High	Borough wide	Long term		The provision of job opportunities in a highly sustainable location that is well related to areas of deprivation should improve the social and environmental performance of the economy.	

<p><b>Sustainability Summary</b></p>	<p>The proposals for Pomona have the potential to deliver a range of significant sustainability benefits. The key ones relate to reducing poverty and social exclusion; conserving land resources; enhancing Trafford's economic performance; and improving the Borough's image as a business location. By resulting in the redevelopment of a prominent, vacant site the proposals would also have a positive impact on the objectives relating to enhancing townscape character; reducing crime and fear of crime; and improving local neighbourhood quality.</p> <p>The accessibility of the site by public transport and its proximity to areas of deprivation could also result in positive effects on a range of sustainability objectives, including reducing the effect of traffic on the environment; reducing contributions to climate change and improving air quality. The inclusion of a requirement for development to enhance pedestrian and cycle links to existing Metrolink stations at Cornbrook and Pomona will further strengthen the performance of the proposals against these objectives. Other objectives that the proposals would have some positive impact on include those relating to the social and environmental performance of the economy; transport infrastructure; sense of community identity; and water quality.</p> <p>Due to an extant planning permission, 546 residential units will be provided at Pomona. The majority of these will be 2 bed dwellings and it is therefore anticipated that the proposals will make a positive contribution to achieving a better balance in the housing market. However, a significant proportion of the Pomona site is at a high risk of flooding. Consequently, the inclusion of a residential element within the proposals means that they are likely to have a negative impact on the objective of reducing the impact of climate change.</p> <p>As a result of the Sequential Testing of the Strategic Locations, the amended proposals for Pomona no longer include certain leisure uses, healthcare and educational facilities. Consequently, the degree to which the proposals impact positively on the objectives relating to accessibility to services and facilities and reducing disparities is reduced.</p> <p>As there has been re-vegetation on a portion of the site there is the possibility that its redevelopment could have a negative impact on biodiversity, flora and fauna. However, the amended policy now stipulates that an assessment of biodiversity must be carried out prior to development and that appropriate sites for nature conservation must be provided to compensate for any loss. As a result, it is considered that the proposals will have a positive impact in the long term on the objective of protecting and enhancing biodiversity, flora and fauna.</p>
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<b>Key for effects</b>					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

SL 2: Trafford Wharfside									
SA Objective	Timescale			Nature of Effect				Comments	Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
<b>Social</b>									
S1. Achieving a better balance and mix in the housing market	+	+	+	Medium	Local	Long term	A cumulative overprovision of 1 bed dwellings could result in empty properties and have a negative impact on the image of the area.	The residential element of the proposals, and in particular the inclusion of a specific requirement to make a contribution to affordable housing, should ensure that the policy makes a positive contribution to the balance and mix of the housing market. However, the 2006 Housing Market Assessment noted that there was no need for 1 bed dwellings in either market or affordable categories. It is therefore important that a range of units are provided.	The proposals already specify that a proportion of the residential development should be suitable for families, either in terms of size or type.
S2. Improve accessibility for all to services and facilities	+	+	+	Medium	Local	Long term	Improved quality of life and reduced social exclusion.	Trafford Wharfside is physically disconnected from other residential communities. However, it is within reasonable walking distance of the public transport network and the proposal involves improvements to public transport infrastructure. Furthermore, the site is within convenient walking distance of Salford Quays which is identified as a new town centre in Salford's draft Core Strategy.	

S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	+	+	++	Medium	Borough wide	Long term		Trafford Wharfside is situated in an accessible location and the strategic proposal involves improvements to public transport infrastructure. The development of Victoria Warehouse will also open up access to the canal towpath for walking and cycling.	
S4. Reduce crime, disorder and the fear of crime	+	+	+	Medium	Local	Long term	Positive effect on perceptions of area.	Redevelopment of the site will increase activity levels in the area and will provide opportunities for natural surveillance of roads, walkways and public areas.	Policy L7 in the Core Strategy will ensure that developments are designed to minimise opportunities for crime.
S5. Reduce poverty and social exclusion	+	++	++	High	More than local	Long term	Improved image of Trafford	The scheme will result in the creation of a number of jobs which will be in an accessible location and well-related to areas of deprivation. Consequently, all members of the community should be able to utilise the amenities and access the employment opportunities. In addition, the site is within walking distance of Salford Quays which is identified as a new town centre in Salford's draft Core Strategy.	Use of s106 agreements to secure training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	+	Medium	Local	Long term		Trafford Wharfside is not located in an established residential area and is physically disconnected from other communities. However, the provision of ancillary community leisure and education facilities could assist with the development of a cohesive community.	
S7. Improve qualifications and skills of the resident population	0	+	+	Medium	Local	Long term		The proposals include a requirement for appropriate school provision.	

S8. Improve the health and inequalities in health of the population	+	+	+	Medium	Local	Long term		The provision of health facilities, open space and the creation of safe pedestrian and cycle routes should deliver benefits to health.	Ensure local access to proposed facilities.
S9. Protect and improve local neighbourhood quality	+	+	++	High	Local	Long term		The redevelopment of vacant sites and underused buildings would have a positive impact on local neighbourhood quality. A strong emphasis is also placed on securing a high quality design for the redevelopment of Victoria Warehouse and on ensuring that tall buildings, in particular, are well designed and iconic.	
<b>Environment</b>									
E1. Reduce the effect of traffic on the environment	+	+	+	Low	Local	Long term	Cumulatively with other sites in the vicinity it may exacerbate congestion associated with match days at Old Trafford	The proposed development could potentially exacerbate congestion, with the Trafford LDF Transport Modelling report forecasting a significant increase in journey times on the A56 and A5081. The site is however well connected to, or within walking distance of, the public transport network. The proposals would also support walking and cycling through the provision of a pedestrian bridge crossing at Clippers Quay and Mediacity.uk. Furthermore, proposals in this location are required to contribute towards the provision of a high frequency public transport system. In addition, the site is within walking distance of Salford Quays which is identified as a new town centre in Salford's draft Core Strategy.	Limit the amount of on-site parking.

E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	0	0	0	Medium	N / A	N / A		Unlikely to have any significant effects.	
E3. Reduce contributions to climate change	+	+	+	Low	Local	Long term	Cumulatively with other sites in the vicinity it may exacerbate congestion associated with match days at Old Trafford	<p>The proposed development could potentially exacerbate congestion and it is noted that the Trafford LDF Transport Modelling report forecasts a significant increase in journey times on the A56 and A5081. The site is however well connected to the public transport network and measures would be delivered to encourage walking and cycling and provide a high frequency public transport system.</p> <p>The certainty of the impact is reduced by the limited information available on energy consumption during both construction and operation.</p>	

E4. Reduce impact of climate change	0	0	0	Medium	Local	Long term	<p>The Council's Sequential Test Report demonstrated that 41% of Wharfside falls within Flood Zone 2 with an additional 2% in Flood Zone 3. This risk of flooding will be exacerbated by climate change.</p> <p>It is however specified that residential development and all other uses classified in PPS25 as being More Vulnerable to flooding in this Location must be located outside Flood Zone 3. In addition, development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere.</p> <p>The provision of on-site open space should provide shade from higher summer temperatures. The proximity to the Ship Canal should also provide a cooling influence.</p>	Core Strategy policy L5 will ensure appropriate measures are taken to reduce flood risk.
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E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N / A	N / A		Unlikely to have any significant effects. Issues relating to the capacity of waste management facilities, the likley quantities of waste generated during construction and operation and the amount of waste treatment needed are considered in the Greater Manchester Waste DPD. The Trafford Infrastructure Capacity Study (2009) identifies the necessary infrastructure requirements for this Strategic Location and a contribution towards the provision of additional utility capacity is a requirement of the development proposals.	
E6. Conserve land resources and reduce land contamination	+	++	++	High	Local	Long term		The site is wholly previously developed land. The previous industrial uses associated with the site are likely to have resulted in land contamination. Bringing the area back into beneficial use provides the opportunity to tackle this contamination.	
E7. Protect and improve water quality	+	+	+	Medium	Local	Long term	Positive impact on biodiversity	The remediation of brownfield sites will reduce sources and pathways of contaminants.	



E8. Protect and improve air quality	+	+	+	Low	Local	Long term	Secondary impacts on health	The proposed development could potentially exacerbate congestion and it is noted that the Trafford LDF Transport Modelling report forecasts a significant increase in journey times on the A56 and A5081. The site is however well connected to the public transport network and measures would be delivered to encourage walking and cycling and provide a high frequency public transport system.	
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	High	Local	Long term		The redevelopment of vacant sites and underused buildings would have a positive impact on local neighbourhood quality. In addition, enhancements to the public realm would be provided as part of the proposals for creating a processional route to the LCCC location.	Core Strategy policy L7 will ensure that high standards of design are achieved in new development.
<b>Economic</b>									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	+	++	Medium	GM wide	Long term	Contributing to overall pool of jobs	Wharfside could capitalise on its proximity to Mediacity:uk, which is identified as a regionally significant employment site in the draft Salford Core Strategy, and act as an extension of the Quays and part of a thriving media and knowledge based centre of international significance.	

EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	++	++	High	Borough wide	Long term		A range of job opportunities and facilities will be provided in an accessible location that is well-related to areas of deprivation. The job opportunities would also be accessible to parts of Central Salford which is an area of deprivation that is highlighted as a priority for regeneration in Salford's draft Core Strategy. Consequently, all members of the community should be able to utilise the amenities and access the employment opportunities.	Use of s106 agreements to secure training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	Medium	Borough wide	Long term	Stimulate further investment in the surrounding area	Trafford Wharfside could capitalise on its proximity to Salford Quays, which is identified as a location for major housing and employment development in Salford's draft Core Strategy, and act as an extension of the Quays and part of a thriving media and knowledge based centre of international significance. It will include a mix of high quality office, residential, and leisure uses and effectively act as a powerful new business district for Trafford. It will thereby form part of a strong axis from the Quays, Mediacity, Lowry, IWM, MUFC and Old Trafford.	

EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	N / A	N / A		Limited retail provision will not affect the sustainability of Trafford's town centres. A significant amount of B1 office development is however proposed in this out of centre location. Nevertheless, the Trafford Other Town Centre Uses Study highlights that there are insufficient suitable and available sites for office development in Trafford's town centres.	
EC5. Improve the social and environmental performance of the economy	+	+	+	High	Borough wide	Long term		The provision of job opportunities and community facilities in a sustainable location should improve the social and environmental performance of the economy.	

<p><b>Sustainability Summary</b></p>	<p>The proposals for Trafford Wharfside are expected to have a largely positive impact on the sustainability objectives. In particular, the proposals are expected to have a major positive effect on economic performance; reducing poverty and social exclusion; Trafford's image as a business destination; the conservation of land resources; and reducing economic disparities. Other high scoring objectives include improving accessibility for all to services and facilities; improving health; improving qualifications and skills; reducing crime and fear of crime and improving the social and environmental performance of the economy. The proposals place a strong emphasis on securing a high quality design for the redevelopment of Victoria Warehouse and ensuring that tall buildings, in particular, are well designed and iconic. This should enhance the performance of the proposals against the objective of protecting and improving local neighbourhood quality.</p> <p>The site is well connected to, or within walking distance of, the public transport network and the proposals would also support walking and cycling through the provision of a pedestrian bridge crossing to the Quays and the creation of a processional route to the LCCC Strategic Location. Furthermore, it is stated that development in this location will be expected to contribute to the provision of a high frequency public transport system. Consequently, it is anticipated that the proposals would have a positive impact on traffic generation and, by extension, air quality and contributions to climate change. However, there is only limited certainty about this correlation due to the proposals also having the potential to exacerbate congestion, with the Trafford LDF Transport Modelling report forecasting a significant increase in journey times on the A56 and A5081.</p> <p>Trafford Wharfside is immediately adjacent to the Manchester Ship Canal and the Level 2 SFRA has demonstrated that a significant proportion of the site is at risk of flooding. The Council's Sequential Test Report showed 42% of the site falling within Flood Zone 2 and 2% in Flood Zone 3. As a result, the proposal is likely to have an adverse impact on the objective of reducing the effects of climate change. It is however noted that the proposals have been amended to specify that all uses classified by PPS25 as being More Vulnerable to flooding must be located outside the part of the site that is within Flood Zone 3. In addition, the amended policy now stipulates that development proposals at Wharfside will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a consequence of these amendments, the proposals are no longer considered to have a negative effect on the objective of reducing the impact of climate change.</p> <p>There are no anticipated negative or uncertain effects from the proposals for Trafford Wharfside.</p>
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<b>Key for effects</b>					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

SL 3: Lancashire County Cricket Club Quarter									
SA Objective	Timescale			Nature of Effect				Comments	Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
<b>Social</b>									
S1. Achieving a better balance and mix in the housing market	+	+	++	High	Local	Long term	Improved image of the LCCC area	Proposal would increase the range of housing and support the regeneration of the City Region Inner Area. In addition, the specification that the residential elements of the proposal will comprise principally of accommodation suitable for families, with an appropriate affordable housing contribution, should ensure it makes a significant contribution to Trafford's housing needs as identified by the 2006 Housing Market Needs Assessment.	
S2. Improve accessibility for all to services and facilities	+	+	++	Medium	More than local	Long term	Reduced social exclusion and improved quality of life	The proposal would result in the provision of enhanced education, community and leisure facilities. It would also result in the provision of a superstore in an area that was identified by the Trafford Retail and Leisure Study as being deficient in retail provision in both quantitative and qualitative terms. Furthermore, the proposed upgrading of Sir Brian Statham Way and Warwick Road would improve pedestrian connections to Wharfside and Salford Quays.	

S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	+	+	+	Medium	More than local	Long term		The Strategic Location is well served by public transport, including buses and the Metrolink, and the proposal would result in the provision of employment opportunities and leisure facilities in a highly accessible location. It would also deliver improvements to the local highway network and linkages to public transport infrastructure.	
S4. Reduce crime, disorder and the fear of crime	+	+	+	High	Local	Long term	Improved perceptions of the area	Redevelopment for a range of uses would bring greater activity to the area, increasing natural surveillance and helping reduce incidents of crime.	Other policies in the Core Strategy will ensure that developments are designed to minimise opportunities for crime.
S5. Reduce poverty and social exclusion	+	+	++	Medium	Local	Long term	Improved quality of life	Employment opportunities would be created through the expansion of the cricket ground, the provision of ancillary sports/leisure facilities and the development of a superstore . This has the potential to have a significant positive impact on social exclusion and poverty due to LCCC's close proximity to areas with relatively high levels of deprivation and the site's accessibility by public transport.	Use of s106 agreements to secure training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	+	+	+	Medium	More than local	Long term		Sports and leisure facilities will be made available to the community and Trafford Town Hall, which represents a significant landmark in the area, will be protected and enhanced.	
S7. Improve qualifications and skills of the resident population	+	++	++	Medium	More than local	Long term	Secondary impacts on deprivation and quality of life	The proposals involve on-site provision or contributions towards new educational facilities.	

S8. Improve the health and inequalities in health of the population	+	+	++	Medium	Borough wide	Long term	Improved quality of life	The proposals seek to encourage the increased participation by the local community in sports and recreation activities and will result in new/improved facilities that are available to the community.	
S9. Protect and improve local neighbourhood quality	+	+	+	High	Local	Long term	Improved perceptions of the area	The proposals will contribute to the regeneration of the Gorse Hill, LCCC and Trafford Town Hall areas.	
<b>Environment</b>									
E1. Reduce the effect of traffic on the environment	?	?	?	Low	More than local	Long term	Cumulatively with other sites in the vicinity it may exacerbate congestion	The site adjoins Old Trafford Metrolink station and is within walking distance of a number of bus stops on Chester Road. The provision of employment opportunities and leisure facilities in this highly accessible location should therefore reduce the need to travel by car. However, the increased capacity at LCCC stadium and the proposed superstore could potentially exacerbate congestion, with the Trafford LDF Transport Modelling report forecasting a significant increase in journey times on the A56 and A5081.	The proposed improvements to the local highway network and enhanced linkages to public transport infrastructure, together with Core Strategy policies L4 and L8, will help reduce the impact.

E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	+	+	+	Low	Local	Medium term	Improved perceptions of the area	Wider masterplan proposals have the potential to result in cumulative erosion of habitats and thus generally lead to a decreased level of biodiversity in the area. However, the amended proposals specify that development at this location will be required to incorporate features to enhance the level of biodiversity in the area, such as green roofs and appropriate landscaping.	
E3. Reduce contributions to climate change	?	?	?	Low	More than local	Long term	Cumulatively with other sites in the vicinity it may exacerbate congestion	<p>The provision of employment opportunities and leisure facilities in a location that is highly accessible by public transport should reduce the need to travel by car. However, the proposals have the potential to exacerbate congestion with the Trafford LDF Transport Modelling report forecasting a significant increase in journey times on the A56 and A5081.</p> <p>The certainty of the impact is reduced by the limited information available on energy consumption during both construction and operation.</p>	The proposed improvements to the local highway network and enhanced linkages to public transport infrastructure, together with Core Strategy policies L4 and L8, will help reduce the impact.



E4. Reduce impact of climate change	+	+	+	Low	Local	Long term		LCCC falls wholly within Flood Zone 1. The Level 2 SFRA did however demonstrate that parts of the site may be susceptible to surface water flooding. Nevertheless, the proposed provision of appropriate Green Infrastructure and open space should reduce surface water run-off and also lessen the urban heat island effect.	Policy L5 in the Core Strategy will ensure that appropriate measures are taken to reduce the risk of surface water flooding, such as the use of Sustainable Drainage Systems (SUDS).
E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N / A	N / A		Unlikely to have any significant effects. 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. The Trafford Infrastructure Capacity Study (2009) identifies the necessary infrastructure requirements for this Strategic Location and a contribution towards the provision of additional utility capacity is a requirement of the development proposals.	
E6. Conserve land resources and reduce land contamination	+	+	+	High	Local	Long term		The site comprises predominantly of previously developed land.	
E7. Protect and improve water quality	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	

E8. Protect and improve air quality	?	?	?	Low	More than local	Long term	Potential secondary impact on people's health, particularly those who already suffer from respiratory illnesses.	The provision of employment opportunities and leisure facilities in a location that is highly accessible by public transport should reduce the need to travel by car. However, the proposals have the potential to exacerbate congestion along the A56, which is a designated Air Quality Management Area.	The proposed improvements to the local highway network and enhanced linkages to public transport infrastructure, together with Core Strategy policies L4 and L8, will help reduce the impact.
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	Medium	Local	Long term	Safeguarding the town hall will contribute to a sense of place and local identity	The site contains the Grade II listed Trafford Town Hall. Significant redevelopment is proposed for the area. However, the proposals seek to secure the protection and enhancement of the town hall and could also enhance its setting through the proposed public realm enhancements to Warwick Road.	
<b>Economic</b>									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	+	+	Medium	Local	Long term	Contributing to overall pool of jobs	The proposal would create a significant number of employment opportunities and is likely to encourage the expansion of the sport and leisure sector which may result in the expansion or establishment of small and medium sized businesses.	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	+	++	Medium	Local	Long term	Improved quality of life	The scheme will generate a wide range of job opportunities. This will have a positive impact on social exclusion and poverty due to LCCC's close proximity to areas of deprivation and its accessibility by public transport.	Use of s106 agreements to secure training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.

EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	High	GM wide	Long term	Creation of jobs at cricket club	The expansion of LCCC stadium will enhance Trafford's reputation as a location for national and international sporting events.	
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Low	N/A	N/A		The proposed superstore would not be in a town centre or seemingly in a location that would promote linked trips with the borough's town centres. However, as the policy stipulates it would be limited to a scale that will address the deficiencies in retail provision in the Old Trafford / Stretford area, it is envisaged that the proposal is unlikely to have a significant impact on Trafford's town centres.	
EC5. Improve the social and environmental performance of the economy	+	+	+	Medium	Local	Long term		The provision of job opportunities and sports/leisure facilities in a highly accessible location that is well related to areas of deprivation is likely to improve the social and environmental performance of the economy.	

<p><b>Sustainability Summary</b></p>	<p>The proposals for the LCCC Strategic Location have the potential to deliver a wide range of sustainability benefits. The redevelopment of the stadium will significantly enhance Trafford's reputation as a location for national and international sporting events and strengthen Trafford's reputation as a tourism destination. The proposals would also result in the provision of a range of employment opportunities, a superstore, and education, community and leisure facilities in a location that is well related to areas of deprivation and accessible by public transport. As a consequence, it is anticipated that the proposals would have a major positive impact on the objectives relating to economic disparities; poverty and social exclusion; access to services and facilities; health; and skills and qualifications. There would also be some positive impact on the objectives relating to enhancing Trafford's high economic performance and improving the social and environmental performance of the economy. In addition, the policy stipulates that the proposed superstore would be limited to a scale that will address the deficiencies in retail provision in the Old Trafford/Stretford area, which addresses previous uncertainties about the impact of the proposals on Trafford's town centres. As a result, it is now concluded that the proposals are unlikely to have any significant impact on the Borough's town centres.</p> <p>The policy states that the residential element of the proposal will comprise principally of accommodation suitable for families, with an appropriate affordable housing contribution. As a result, the Strategic Location should make a significant contribution to Trafford's identified housing needs and thereby have a major positive effect on the objective of achieving a better balance and mix in the housing market. The requirement for development in this location to deliver improvements to the local highway network and better linkages to public transport infrastructure should have a positive impact on the objective of enhancing transport infrastructure and improving accessibility. Similarly, the new reference to protecting and enhancing the Grade II listed Trafford Town Hall and its setting should ensure that the proposals have a positive impact on the objective of protecting and enhancing the diversity and distinctiveness of townscape character.</p> <p>There are no anticipated negative effects from the proposals for the LCCC area. Nevertheless, there is uncertainty over the impact of the proposals on traffic generation and, by extension, air quality and contributions to climate change. However, the greater emphasis placed upon improvements to the local highway network and enhanced linkages to public transport infrastructure in the amended proposals should reduce the impact on these objectives.</p> <p>It is recognised that the wider masterplan proposals for the LCCC area have the potential to result in cumulative erosion of habitats and thus generally lead to a decreased level of biodiversity in the area. Nevertheless, it is now specified that development at this location will be required to incorporate features to enhance the level of biodiversity in the area, such as green roofs and appropriate landscaping. As a result, it is concluded that the proposals have the potential to have a positive impact on the objective relating to biodiversity, flora and fauna.</p>
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<b>Key for effects</b>					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

SL 4: Trafford Centre Rectangle									
SA Objective	Timescale			Nature of Effect				Comments	Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
<b>Social</b>									
S1. Achieving a better balance and mix in the housing market	+	+	++	High	More than local	Long term	Quality of life and opportunity	The site has the potential to deliver a range of housing types and tenures. In addition, the specification that two thirds of the housing to be provided will comprise of accommodation suitable for families, with an appropriate affordable housing contribution, should ensure the proposal makes a significant contribution to Trafford's housing needs as identified by the 2006 Housing Market Needs Assessment.	
S2. Improve accessibility for all to services and facilities	+	+	+	High	Local	Long term	Positive impact on quality of life	The development would incorporate retail and community facilities, including a school and health facilities, in an accessible location.	

S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	+	+	+	Medium	More than local	Long term		Part of the location is not well served by public transport and is located in close proximity to the motorway network, which has the potential to result in a car dependent development. However, the proposal now requires development in this location to deliver significant improvements to public transport infrastructure, re-route local public transport provision through the site and provide an attractive pedestrian link to the Trafford Centre Bus Station.	
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	
S5. Reduce poverty and social exclusion	+	+	+	High	More than local	Long term	Increased opportunities and quality of life	The proposals offer the potential to create a large number of new jobs close to areas of deprivation. Measures will also be taken to improve the accessibility of the site for all sections of the community.	
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	+	+	High	Local	Long term		The site is not in an established residential area and is physically disconnected from other communities. However, the provision of community facilities and preservation of heritage assets could help develop a cohesive community and a sense of place.	
S7. Improve qualifications and skills of the resident population	+	+	+	Medium	Local	Long term		The proposals include a requirement for appropriate school provision.	

S8. Improve the health and inequalities in health of the population	+	+	+	Medium	Local	Long term	Positive impact on quality of life	The proposal would result in the provision of community facilities, including health facilities. Furthermore, development in this location will include open space, sports facilities and enhanced walking and cycling provision along the Manchester Ship Canal.	
S9. Protect and improve local neighbourhood quality	+	+	+	Medium	Local	Long term	Improved perceptions of the area.	Comprehensive redevelopment of this area offers the opportunity to improve existing linkages and neighbourhood quality. It will provide the opportunity to improve sites that are currently outworn and give the location a sense of identity.	
<b>Environment</b>									
E1. Reduce the effect of traffic on the environment	+	+	+	Medium	More than local	Long term	Reduced air pollution and carbon emissions	Part of the location is not well served by public transport and is located in close proximity to the motorway network. Consequently, it has the potential to result in a car dependent development that augments congestion in the area. However, the proposals require significant improvements to public transport infrastructure, the re-routing of public transport through the site and the provision of a pedestrian link to the Trafford Centre bus station. These requirements will also further enhance the accessibility of the Trafford Centre and surrounding areas, such as Trafford Park, by public transport.	

E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	+	+	+	Medium	Local	Long term		<p>The greenfield site at Trafford Quays is adjacent to a designated Wildlife Corridor. However, the proposals now state that an assessment of biodiversity must be carried out prior to development and that appropriate sites for nature conservation must be provided to compensate for any loss. In addition, the requirement for the development to deliver an appropriate scale of Green Infrastructure should provide additional habitat for species.</p>
E3. Reduce contributions to climate change	+	+	+	Low	More than local	Long term		<p>Development in this location will be required to incorporate a range of measures to enhance the accessibility of the site by public transport. These measures should also further enhance the accessibility of the Trafford Centre and surrounding areas, such as Trafford Park, by public transport and thereby reduce the need to travel by car.</p> <p>The certainty of the impact is reduced by the limited amount of information available on energy consumption during both construction and operation.</p>



E4. Reduce impact of climate change	0	0	0	Medium	Local	Long term		<p>The Council's Sequential Test report demonstrated that 20% of the site is in Flood Zone 2 and 4% in Flood Zone 3. Flood risk is particularly acute in the Trafford Quays section of the site, 44% of which is in Flood Zone 2 and 15% is in Flood Zone 3. This risk of flooding will be exacerbated by climate change.</p> <p>Nevertheless, the Council's Flood Risk Sequential Test report demonstrated that the proposals pass the Sequential Test. In addition, the amended proposals for Trafford Centre Rectangle specify that uses classified as being More Vulnerable to flooding must be located outside of Flood Zone 3 and that development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere.</p> <p>The requirement for the location to deliver an appropriate scale of Green Infrastructure and open space should help mitigate higher summer temperatures and also provide additional habitat for species.</p>	
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E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N / A	N / A		Unlikely to have any significant effects. 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. The Trafford Infrastructure Capacity Study (2009) identifies the necessary infrastructure requirements for this Strategic Location and a contribution towards the provision of additional utility capacity is a requirement of the development proposals.	
E6. Conserve land resources and reduce land contamination	?	?	?	High	Local	Long term		The site comprises predominantly of previously developed land. However, the Trafford Quays site constitutes a large area of greenfield land.	To minimise the need to release additional greenfield sites development should be built to an appropriate density whilst still providing for appropriate high quality open amenity space.
E7. Protect and improve water quality	?	?	?	Low	Local	Long term	Negative impact on biodiversity interest in the Manchester Ship Canal	A significant amount of development would be directed to a canalside area which has the potential to adversely affect water quality unless adequate mitigation measures are adopted.	Policy L5 in the Core Strategy will ensure the development incorporates measures to reduce runoff into watercourses and reduce the risk of flooding from sewers.

E8. Protect and improve air quality	+	+	+	Low	More than local	Long term	Secondary impacts on health and quality of life.	The site is partly within an Air Quality Management Area and the quantum of development proposed is likely to lead to an increase in traffic which could have a negative impact on air quality. The prescribed enhancements to public transport should however minimise this impact and also enhance the accessibility of the Trafford Centre, other attractions and surrounding areas by public transport.	
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	++	++	High	Local	Long term	Increased sense of place and improved perceptions of the area	Development in the area is required to to preserve or enhance 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. The amendments made to the policy should ensure that the setting of these assets is also protected.	
<b>Economic</b>									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	++	++	High	More than local	Long term	Increased employment opportunities and reduced deprivation	The Location has the opportunity to provide high quality commercial development, improve tourism infrastructure and provide high quality residential development close to areas of employment.	

EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	+	+	High	More than local	Long term	Increased opportunities and quality of life	The proposals offer the potential to create a large number of new jobs close to areas of deprivation. Measures will be undertaken to improve the accessibility of the site for all sections of the community.	
EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	High	Borough wide	Long term		The development will complement the existing visitor attractions that already exist within the Trafford Centre and the Trafford Sports Village. It would also help meet the need for a upper mid-market hotel identified in the Trafford Other Town Centres Uses Study.	
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	High	Local	Long term		The proposals include a number of town centre uses. Nevertheless, the retail provision will be ancillary to the development and the Trafford Other Town Centres Uses Study (2009) concludes that an out of centre hotel in the Borough is unlikely to have any impact upon the nearest town centre.	
EC5. Improve the social and environmental performance of the economy	0	0	0	Medium	N / A	N / A		Unlikely to have any significant effects.	

<p><b>Sustainability Summary</b></p>	<p>The Trafford Centre Rectangle Strategic Location has the potential to deliver a range of significant sustainability benefits. The key ones relate to enhancing Trafford's economic performance and improving the Borough's image as a business and tourism location. It is specified that the residential elements of the proposal will comprise predominantly of accommodation suitable for families, with an appropriate affordable housing contribution. As a result, the proposal should make a significant contribution to Trafford's identified housing needs and thereby have a major positive effect on the objective of achieving a better balance and mix in the housing market.</p> <p>A significant emphasis is placed upon enhancing the accessibility of the location by public transport, with reference made to the need to significantly improve public transport infrastructure including an integrated, frequent public transit system; re-route local public transport provision through the site and provide a direct pedestrian link to the Trafford Centre Bus Station. As a result, it is concluded that the proposals are likely to have some positive impact on the objectives relating to transport infrastructure; poverty and social exclusion; the effects of traffic on the environment; contributions to climate change; air quality; and economic disparities. The detail provided on the ancillary community facilities means that it can be concluded with a reasonable degree of certainty that the proposals would have a positive impact on the objectives of improving accessibility for all to services and facilities; improving qualifications and improving health.</p> <p>The inclusion of a requirement for the development to preserve or enhance 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 should ensure that the amended proposals have a significant positive impact on the objective relating to townscape character. Similarly, the proposals now incorporate a requirement for an assessment of biodiversity to be carried out prior to development and for appropriate sites for nature conservation to be provided to compensate for any loss. As a result, the proposals are likely to have a positive impact on the objective relating to open space, biodiversity, flora and fauna.</p> <p>The Council's Sequential Test Report demonstrated that 20% of the Trafford Centre Rectangle is in Flood Zone 2 and 4% in Flood Zone 3. This flood risk is particularly acute in the Trafford Quays section of the site, 44% of which is in Flood Zone 2 and 15% is in Flood Zone 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change. Nevertheless, the amended proposals for Trafford Centre Rectangle specify that uses classified in PPS25 as being More Vulnerable to flooding must be located outside of Flood Zone 3 and that development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a result, it is no longer considered that the proposals would have a negative effect on the objective of reducing the impact of climate change.</p>
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<b>Key for effects</b>					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

<b>SL 5: Carrington</b>									
SA Objective	Timescale			Nature of Effect				Comments	Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
<b>Social</b>									
S1. Achieving a better balance and mix in the housing market	++	++	++	High	More than local	Long term	Quality of life and opportunity	The proposals will result in a large-scale residential development with an appropriate affordable housing contribution and it is specified that approximately 80% of the housing to be provided will be accommodation suitable for families. This would make a significant contribution to Trafford's housing needs as identified by the 2006 Housing Market Needs Assessment.	
S2. Improve accessibility for all to services and facilities	+	+	+	High	More than local	Long term	Positive impact on quality of life	The development would include retail and community facilities that would be accessible to the local community and also to residents in Partington.	
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	+	+	+	Medium	More than local	Long term		The area presently suffers from poor public transport links. The proposal would deliver significant enhancements to public transport and also provide new road infrastructure to serve the development area.	
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	

S5. Reduce poverty and social exclusion	+	+	+	High	More than local	Long term	Improved quality of life	The provision of a range of employment opportunities and the improvements to the accessibility of the site by public transport should help reduce poverty and social exclusion in nearby areas that are characterised by relatively high levels of deprivation.	
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	+	Medium	Local	Long term		The site is not located in an established residential area and is physically disconnected from other communities. However, the provision of ancillary community facilities could assist with the development of a cohesive community.	
S7. Improve qualifications and skills of the resident population	+	+	+	Medium	Local	Long term		The proposals include a requirement for appropriate school provision. This new facility may also be accessible to the community in Partington.	Use of s106 agreements to secure training opportunities in the construction trades during the development period and for other permanent opportunities created by the development.
S8. Improve the health and, inequalities in health of the population	+	+	+	Medium	Local	Long term	Positive impact on quality of life	The proposal would result in the provision of community facilities, including health facilities. Furthermore, development in this location will improve access to surrounding greenspace and the open countryside.	
S9. Protect and improve local neighbourhood quality	+	++	++	High	Local	Long term	Improved image of Carrington	The development will provide benefits in the reuse of an under-utilised brownfield site and will provide significant regeneration benefits to the area. It is also specified that the development will be required to demonstrate good standards of design.	

Environment									
E1. Reduce the effect of traffic on the environment	?	?	?	Low	More than local	Long term	Secondary impacts on air quality and carbon emissions.	The area presently suffers from poor public transport links and is located in close proximity to the motorway network. Consequently, development in this area has the potential to result in unsustainable patterns of transport and exacerbate congestion. Significant improvements to public transport infrastructure would however be delivered and the use of Manchester Ship Canal for freight transportation purposes could reduce traffic. New road infrastructure to relieve congestion would also be provided, including a contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60, although this would not necessarily support the shift to more sustainable modes of travel.	Need to ensure that public transport offers a viable alternative to the private car. Public transport improvements are already part of the proposals for this site.
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	++	++	++	Low	Local	Long term		Ecological surveys will need to be undertaken to establish the potential impact of the proposals on nature conservation value. However, the proposals require the development to protect and enhance the Mosslands and sites of nature conservation and biological importance. In addition, new habitats may be created through the required Green Infrastructure provision.	Policy R2 will ensure nature conservation surveys are undertaken in order to ensure that development can take place without having an unacceptable impact on the safeguarding, enhancement and restoration of these important features.



E3. Reduce contributions to climate change	+	+	+	Low	National	Long term	<p>Development in this area has the potential to result in unsustainable patterns of transport and exacerbate congestion. Significant improvements to public transport infrastructure would however be delivered and the use of Manchester Ship Canal for freight transportation purposes could reduce emissions. New road infrastructure to relieve congestion would also be provided, including a contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60, although this would not necessarily support the shift to more sustainable modes of travel.</p> <p>The proposed protection and enhancement of the Mosslands as a carbon sink should have a significant impact on mitigating climate change.</p> <p>The certainty of the impact on this objective is also reduced by the limited amount of information available on energy consumption during both construction and operation.</p>	Need to ensure that public transport offers a viable alternative to the private car. Public transport improvements are already part of the proposals for this site.
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E4. Reduce impact of climate change	0	0	0	Medium	Local	Long term		<p>The Council's Sequential Test Report demonstrated that 16% of the site is in Flood Zone 2 and 5% in Flood Zone 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change.</p> <p>Nevertheless, the Council's Flood Risk Sequential Test report demonstrated that the proposals pass the Sequential Test. In addition, the amended proposals specify that the uses classified in PPS25 as being More Vulnerable to flooding must be located outside of Flood Zone 3. Development proposals are also required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe and would not increase flood risk elsewhere.</p> <p>The requirement for development in this location to deliver an appropriate scale of Green Infrastructure and open space should help mitigate higher summer temperatures and also provide additional habitat for species.</p>	
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E5. Reduce the environmental impacts of consumption and production	0	0	0	Medium	N / A	N / A		Unlikely to have any significant effects. 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. The Trafford Infrastructure Capacity Study (2009) identifies the necessary infrastructure requirements for this Strategic Location and a contribution towards the provision of additional utility capacity is a requirement of the development proposals.	
E6. Conserve land resources and reduce land contamination	+	++	++	High	Local	Long term	Positive impact on biodiversity	The development will maximise the use of previously developed land. It is anticipated that 95% of the land utilised will be brownfield. In order for this to take place it will be necessary to clear and de-contaminate the land.	
E7. Protect and improve water quality	+	+	+	Medium	Local	Long term	Secondary impacts on biodiversity	The remediation of contaminated land is likely to eliminate any sources of contaminants to adjacent watercourses.	

E8. Protect and improve air quality	?	?	?	Low	More than local	Long term	Secondary impacts on health.	Development in this area has the potential to result in unsustainable patterns of transport and exacerbate existing poor air quality which could potentially have a detrimental impact on the Air Quality Management Areas associated with the A6144 and M60. Significant improvements to public transport infrastructure would however be delivered and traffic could potentially be reduced by the use of Manchester Ship Canal for freight transportation purposes. New road infrastructure to relieve congestion would also be provided, including a contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60, although this would not necessarily support the shift to more sustainable modes of travel.	Need to ensure that public transport offers a viable alternative to the private car. Public transport improvements are already part of the proposals for this site.
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	++	++	High	Local	Long term	Improved image of Carrington	The development will provide benefits in the reuse of an under-utilised brownfield site and will provide significant regeneration benefits to the area. In addition, the listed Church of St George and its setting would be protected from harm. It is specified that the development will be required to demonstrate good standards of design and the production of an Area Action Plan to guide the development of Carrington should ensure that the proposed growth is delivered in a well-planned, coordinated manner.	

<b>Economic</b>									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	++	++	++	Medium	Borough wide	Long term	Improved quality of life	Significant development of currently under-utilised brownfield land will introduce Carrington as a key economic driver within the Borough.	
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	+	++	++	Medium	Borough wide	Long term	Improved quality of life	Improving employment opportunities in Carrington will have a positive benefit on the residents of nearby Partington and Sale West (and Irlam and Cadishead in Salford, both of which are identified for a significant amount of development in the draft Salford Core Strategy) via the creation of local jobs. The proposed improvements to public transport should ensure these opportunities are accessible to all residents.	
EC3. Enhance Trafford's image as a business and tourism destination	++	++	++	Medium	Borough wide	Long term	Improved quality of life	The development will create significant employment opportunities across a range of business sectors.	
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	

EC5. Improve the social and environmental performance of the economy	+	+	+	Medium	Borough wide	Long term	Improved quality of life	Improving employment opportunities in Carrington will have a positive benefit on the residents of nearby Partington and Sale West (and Irlam and Cadishead in Salford and which are both identified for a significant amount of development in the draft Salford Core Strategy) via the creation of local jobs. The proposed improvements to public transport should ensure these opportunities are accessible to all residents.	
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<p><b>Sustainability Summary</b></p>	<p>It is anticipated that the proposals for the Carrington Strategic Location will have a significant positive impact on the objectives relating to enhancing Trafford's economic performance; improving the Borough's image as a business location; reducing disparities; and conserving land resources and reducing land contamination. As the proposals involve the remediation and redevelopment of an under-utilised brownfield site there would also be some positive impact on local neighbourhood quality; water quality and townscape character.</p> <p>The inclusion of a substantial residential element within the proposals and the specification that approximately 80% of this will be accommodation suitable for families should ensure that the proposals have a major positive impact on the objective of achieving a better balance and mix in the housing market. Similarly, the requirement for the development to be accompanied by ancillary community facilities may have some positive impact on the objectives of improving accessibility for all to services and facilities; improving qualifications and skills and improving the health. The proposals now unequivocally stipulate that development in this location will be required to protect and enhance the Mosslands and other sites of nature conservation and biological importance, including Carrington Rides, Broadoak Wood and Brookheys Covert. In addition, new habitats may be created through the required Green Infrastructure provision. As a result, the revised proposals could have a significant positive impact on the objective of protecting, enhancing and restoring open space, biodiversity and flora and fauna.</p> <p>Carrington is presently poorly served by public transport and development in this area has the potential to result in unsustainable patterns of transport. The proposal would however deliver significant enhancements to public transport and also provide new road infrastructure to serve the development area, including a contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60, which would have a positive impact on transport infrastructure and the social performance of the economy. The impact of the proposals on the objectives relating to the effect of traffic on the environment and air quality is however less certain. The inclusion of a requirement to protect the Mosslands as a carbon sink, should however ensure that the proposals have some positive impact on the objective of reducing contributions to climate change.</p> <p>The Council's Sequential Test Report demonstrated that 16% of the site is in Flood Zone 2 and 5% in Flood Zone 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change. Nevertheless, the amended proposals for Carrington now specify that uses classified in PPS25 as being More Vulnerable to flooding must be located outside of Flood Zone 3 and that development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a result of these amendments, it is no longer considered that the proposals for Carrington would have a negative effect on the objective of reducing the impact of climate change.</p>
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<b>Key for effects</b>					
++ major positive;	+ minor positive;	0 neutral;	- minor negative;	-- major negative;	? uncertain

## Appendix II. DAVENPORT GREEN





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

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

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

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

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

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

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



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

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

### **Appendix III. RESPONSES TO POINTS RAISED BY JAM IN RELATION TO THE SUSTAINABILITY APPRAISAL**

Sustainability Appraisal (SA) is a systematic process used to assess the extent to which a plan or strategy will help to achieve relevant social, environmental and economic objectives. Its purpose is to promote sustainable development by ensuring that sustainability considerations have been integrated into the preparation, adoption and implementation of a plan. In doing so, it provides an opportunity to consider ways in which a plan can make an effective contribution to sustainable development and provides a means of avoiding or reducing any adverse effects that the plan might have.

SA is not intended as a detailed site evaluation tool to assess the viability or deliverability of proposals. Consequently, whilst issues regarding the viability / deliverability of the options are central to the soundness of a Core Strategy, they are not central to the scope of a SA. When assessing alternative Strategic Locations contained within the Trafford Core Strategy it is therefore necessary for the outcomes of the SA to be considered alongside a range of other studies, including, for example, the Trafford Delivery Strategy (October 2009) and the Trafford Economic Viability Study (May 2009).

*Planning Policy Statement 12 (PPS12): Local Spatial Planning* specifies that Core Strategies may include sites that are regarded as central to the delivery of the strategy. Given the strategic nature of these sites, the level of detail that is available on each site is inevitably less comprehensive than what information would be expected to be submitted alongside a specific development proposal.

The SA has been prepared in accordance with Government guidance on sustainability appraisal. Whilst SEA and SA are distinct processes, the intention of the SA reports produced has been to adopt an approach to the appraisal which also meets the requirements of the SEA Directive and Regulations. This approach is entirely consistent with national guidance on SA<sup>1</sup>. It is also noted that neither the statutory consultees (English Heritage, Environment Agency and Natural England), Government Office for the North West nor the North West Leader's Forum (4NW) raised concerns about the robustness of the Sustainability Appraisal or its methodology in the representations they submitted in recent consultations. These recent consultations cover the Core Strategy: Further Consultation on the Preferred Option (June 2009), Core Strategy: Further Consultation on the Vision, Strategic Objectives and Delivery Strategy (March 2010) and the Core Strategy: Publication (July 2010).

The Council's responses in consultation with Urban Vision to representations received from JAM in relation to the sustainability appraisal are listed below.

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<sup>1</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (ODPM, 2005)

## Headline points

### 1.0 Baseline information

- 1.1 Review baseline to ensure that it is up-to-date and complete e.g., to include draft Manchester City Council Core Strategy.

#### **Council/Urban Vision Response**

*The appraisal will be updated to ensure it incorporates necessary references to the evidence base and the relevant statutory plans of neighbouring authorities that were available at the time of the original appraisals. This will include appropriate references to Manchester's Core Strategy Proposed Option report. The Manchester Pre-Publication Core Strategy was not issued until August 2010 and was not therefore considered during the original appraisals; appropriate references to this document will however be incorporated into the new appraisal.*

- 1.2. Reflect correct status of Davenport Green i.e., as per saved UDP Policy as opposed to as being within the Green Belt.

#### **Council/Urban Vision Response**

*The Davenport Green site was reappraised in July 2010 to take into account the fact that the site is not within the Green Belt. This fact will continue to be reflected in the new appraisal work being carried out to inform the Hearing sessions.*

### 2.0 Evidence

- 2.1 Review most up-to-date evidence available and ensure that the findings of the information and studies are accurately represented in the SA results (e.g., scores for the Strategic Locations have changed significantly between 2009 and 2010). Examples include the Land Contamination Prioritisation Study, draft Manchester Core Strategy and the Airport Masterplan. (See Examination of DPD's Soundness Guidance, August 2009 ("Soundness Guidance") 2.9 'Key Questions')

#### **Council/Urban Vision Response**

*It is acknowledged that, whilst the evidence base documents were used in carrying out the original appraisals, it is not always clear which documents resulted in which comments. The further appraisal will, therefore, make clear references to the evidence base documents, which were available at the time of the original appraisals. This will include appropriate references to Manchester's Core Strategy Proposed Option report and the Airport Masterplan. The Manchester Pre-Publication Core Strategy was not issued until August 2010 and was not therefore considered during the original appraisals; however references to this document will be incorporated into the new appraisal work.*

*Although the Land Contamination Prioritisation Study was mentioned within the initial comments made by the Environment Panel (see CD 6.3.3, page 37), in relation to the February 2008 Sustainability Appraisal of the Draft Options, it was not available to the panel members and its scope was not clear. It did not, therefore, form part of that formal appraisal. Since that initial SA work was carried out the study's scope has become clearer, it is only intended as an audit of contaminated land. Additionally and*

*notwithstanding this fact, the study was never completed and published. Consequently this document will not be referred to in the new appraisal work.*

*The scores appropriately changed between 2009 and 2010 given the further detail (and therefore certainty) provided within the draft Core Strategy. This further certainty was supported by information provided by prospective developers and land owners of the proposed Strategic Locations at various stages in the plan making process.*

- 2.2 List all the information relied upon in assessing Sites / Locations, including the latest information relating to Davenport Green (i.e., as contained within RLAM's representations of 1 November 2010); (See Practical Guide to SEA, 2005, Appendix 9). The commentary needs to explain where that information has been used/relied upon in the assessment.

#### **Council/Urban Vision Response**

*The appraisal will be updated to ensure it incorporates necessary references to the evidence base. The latest information received in November 2010, in relation to Davenport Green, will be used to inform the new SA work in order to compare the site against the Strategic Location appraisals.*

#### **3.0 Assessment of effects**

- 3.1 Where the SA relies on assumptions due to limited detail of the evidence base this should be clearly spelt out (2009 SA para. 3.6).

#### **Council/Urban Vision Response**

*This is detailed in the SA Report. For instance, section 3.6 of the Core Strategy: Further Consultation on Preferred Option SA Report (June 2009) states that it was necessary to assume that the proposals would be implemented in accordance with the proposed development phasing contained within the Core Strategy Preferred Option Document. This section of the SA Report also states that at this stage in the plan preparation process there was limited detail in the evidence base in relation to levels of flood risk, the ecological values of a number of Strategic Sites and Locations and limited detail on some of the proposals for the Strategic Locations. Most of these limitations were resolved before the appraisal of the Core Strategy: Publication Document undertaken in June 2010.*

- 3.2 A consistent approach must be taken in the assessment of effects for each Strategic Location: - the results for all the Strategic Locations should be reviewed to ensure that a consistent approach to the assessment has been made. A detailed commentary alongside the results will help the review of the results and show a transparent approach to the reader. Where evidence is not available the fact that it is not available should be documented e.g., infrastructure.

### **Council/Urban Vision Response**

*The SA Scoping Report (2007) (CD 6.4.1) sets out the Sustainability Objectives, Sub Objectives and Indicators which would be consistently used to appraise the Plan as it evolved. This document was subject to the statutory consultation.*

*Following the initial appraisal work carried out in 2008 (CD 6.3.3), the SA was undertaken in an objective and consistent manner by a team of independent consultants who reached a consensus view on the sustainability of the Strategic Sites/Locations. It is noted that this approach is consistent with guidance on sustainability appraisal that is provided by the Planning Advisory Service (PAS) which recognises that using independent consultants to carry out the SA can ensure that the plan and its impacts are viewed more objectively.*

### **4.0 Scoring**

- 4.1 The scoring method used must be set out clearly and include commentary explaining the reasoning behind the score, including why the level of certainty has been applied. Such reasoning must be based upon /derive from the evidence base.

### **Council/Urban Vision Response**

*The methodology of the SA and a summary of the performance of each Strategic Location against the SA Framework are set out in each of the SA Reports. An explanation of the reasoning behind each score is provided in the appendices document. For example, the SA of the Core Strategy: Publication Document concludes that the development proposals for Pomona have the potential to have a negative impact on the objective of reducing the impact of climate change. At page 15 of the Core Strategy: Publication Document SA Appendices report (CD 6.2.3,) it is explained that the negative scoring is based on the fact that 546 residential units will be provided on this site due to an extant planning permission but that the Level 2 SFRA has demonstrated that a significant proportion of the site is at a high risk of flooding.*

- 4.2. The score should reflect the impact upon sustainable development WITHOUT mitigation measures and the same approach must be taken for ALL Strategic Locations, despite the level of detail that may be available at this stage.

### **Council/Urban Vision Response**

*A consistent approach has been taken to the appraisal of all Strategic Locations. The performance of each Strategic Location against the SA objectives was appraised without mitigation measures. Scores reflect the position of the policy without mitigation measures. However as the plan has evolved these mitigation measures have been incorporated into revised versions of the policies so improving their sustainability score. Section 4.5 of the SA Report of the Core Strategy: Publication document (CD 6.2.2) provides a summary of what difference the SA process has made during each stage of the plan preparation process and provides details of mitigation measures that have been introduced. The detailed Appraisal Appendices demonstrate the improvements in the locations sustainability scores; for example in*

*the June 2009 SA appraisal appendices (CD 6.3.12), the scores against objective S3 (which assesses transport infrastructure) for both the Trafford Centre Rectangle and Carrington Locations are negative, due to the lack of public transport in those areas, (pages 63 and 74 respectively). Mitigation comments were made seeking more public transport services. In the June 2010 Appraisal Appendices these measures were incorporated into the development requirements of the Policies therefore the sustainability scores became positive (see CD 6.2.2, pages 33 and 41).*

- 4.3 The commentary should include mitigation measures that will prevent, reduce or offset significant adverse effects.

#### **Council/Urban Vision Response**

*Mitigation measures are documented in the SA appendices report where the SA produces negative scores. For example, the appraisal of the Trafford Centre Rectangle proposals contained within the Core Strategy: Further Consultation on the Preferred Option Report concluded that the development proposals for this location had the potential to have a detrimental impact on air quality. Accordingly, as a mitigation measure, the SA recommended that there was a need to ensure that public transport offers a viable alternative to the private car and, in particular, improve public transport services from the site to Trafford Park, the Quays and the conurbation core (see CD 6.3.13, page 6) As the iterative process of the Plan preparation evolved, those mitigation measures that were identified previously were incorporated into future revisions.*

#### **5.0 Evidence/Audit trail**

- 5.1 Show how information received during the consultation process, particularly from the statutory consultees, has affected the SA. The results of the consultation process should be clearly documented in the SA report. (The 2009 SA was incomplete in this respect.) (See Soundness Guidance 2.9 'Key Questions')

#### **Council/Urban Vision Response**

*A summary of the main comments received on the SA during the previous consultation period was incorporated within section 2.5 of the Core Strategy: Further Consultation on Preferred Option SA Report (June 2009) (CD.3.12). For example comments were received by GONW requesting an SA to be carried out on the Strategic Sites and comments from Natural England requested closer links to be made between the SA reports and the SA Scoping Report. In addition the Environment Agency requested the SA to be informed by the SFRA. The 2009 SA addressed these comments. In June 2009 only three respondents made comments on detailed scoring and none of these were statutory consultees. These were taken into consideration as appropriate in the March and June 2010 SAs (CD 6.3.23, 6.2.2).*

## Specific Revisions to Methodology adopted in the Council's Sustainability Appraisal

For ease of reference these are identified in relation to the relevant SA objectives listed in the 2009 SA Report. One step in achieving these revisions is to amend/add to the sub-objectives for the relevant objective assessment. Where it is considered that the revision of the methodology has a bearing upon assessment of the specific SA objectives the relevant SA objective(s) is indicated in brackets.

### 1. Deliverability

- 1.1 The deliverability of the sites for economic growth must be considered and given relative scoring. (2009 SA is incomplete) (EC1) (See Soundness Guidance 2.10 'Key Questions').

#### Council/Urban Vision Response

*Section 2.10 of the Planning Advisory Service's Examining Development Plan Documents: Soundness Guidance includes a series of questions to consider when assessing whether a DPD is deliverable. The questions relating to deliverability do not refer to the Sustainability Appraisal, because whilst issues regarding the viability/deliverability of the options are central to the soundness of the Core Strategy, they are outside the scope of the SA. The questions in 2.10 relating to deliverability are designed to establish whether or not the DPD in question clearly identifies the delivery mechanisms and timescales for implementation; , who is intended to implement each section of the strategy and; whether the infrastructure implications of the strategy have been clearly identified.*

*The Council has dealt with matters of deliverability within the Core Strategy Document and other supporting documentation. The role of the SA is to ensure that sustainability considerations have informed the content of the Plan. It is not intended as a site evaluation tool to assess viability of proposals. The SA reports therefore note that when undertaking the appraisal of the Strategic Locations it was necessary to assume that the proposals would be implemented in accordance with the proposed development phasing contained within the Core Strategy (see sections 3.6 of both the Core Strategy: Publication Document SA Report [June 2010] and the Core Strategy: Further Consultation on the Preferred Option SA Report [June 2009]).*

### 2. Economy

- 2.1 The assessment should reflect the net additional activity at both the sub regional and the regional level and not just activity from firms that are attracted to relocation from within Greater Manchester. (EC1)

#### Council/Urban Vision Response

*The appraisal considers the contribution that the Strategic Locations can make to both Trafford's economic performance and regional growth as reflected in the wording of the objective and sub objectives linked to EC1. For instance, the appraisal of Trafford Wharfside against EC1 notes that the Strategic Location, together with the adjacent MediaCity site could form a thriving media and knowledge based centre of international significance (see CD 6.2.2, page 23).*



- 2.2 When considering economic growth in the southern part of the borough the issues of Manchester Airport, Wythenshawe and access to a skilled labour pool should all be included in the evidence base. (EC1)

**Council/Urban Vision Response**

*The impact of cross boundary issues known at the time of appraisal on the performance of the Strategic Locations has been taken into consideration. For example, the appraisal of Trafford Wharfside recognises that the proximity of the site to Salford Quays has a positive impact of the performance of the development proposals against a number of economic objectives (see CD 6.2.2, pages 23 and 24). In addition, the appraisal of the development proposals for Davenport Green carried out in July 2010 noted that the site is well related to areas of deprivation outside the plan area, such as Wythenshawe (see CD 12.3 Appendix 8.3 comments to objective EC2 together with Appendix II of this report). The appraisals will however be updated to ensure that appropriate references are made to the relevant statutory plans of neighbouring authorities.*

- 2.3 Improving accessibility and removing barriers to movement should be assessed and included in the evidence base when assessing the impact. (EC2)

**Council/Urban Vision Response**

*The performance of the Strategic Locations against this objective takes into consideration not just the accessibility of the site but also the proposed measures to improve accessibility to each location. For instance, the appraisal of the development proposals for Trafford Centre Rectangle recognised that measures to enhance the accessibility of the site form an integral part of the development proposals themselves (CD 6.2.2, pages 30 – 31).*

**3.0 Infrastructure**

- 3.1 Services and facilities outside the borough boundary should be taken into account where appropriate e.g. Manchester Airport, University Hospital of South Manchester. (S2)

**Council/Urban Vision Response**

*The impact of services and facilities outside the borough on the performance of the Strategic Locations has already been taken into consideration. The appraisals will however be updated to ensure that appropriate references are made to the relevant statutory plans of neighbouring authorities.*

- 3.2 The impact of providing new infrastructure should be included in the assessment and be linked to the evidence base. (S3)

**Council/Urban Vision Response**

*In relation to SA objective S3, the performance of the Strategic Locations against this objective takes into consideration not just the accessibility of the site but also the proposed improvements to transport infrastructure for each site.*

3.3 The viability and deliverability of providing the new infrastructure should be included (S3)

**Council/Urban Vision Response**

*Issues regarding the viability/deliverability of the options are outside the scope of the SA. Notwithstanding this, the SA reports note that when undertaking the appraisal of the Strategic Locations it was necessary to assume that the proposals would be implemented in accordance with the proposed development phasing contained within the Core Strategy.*

3.4 The assessment should include the capacity of waste management/treatment facilities; forecasts of the likely quantities of waste for each strategic location during the construction and operation of the plan period; the amount of off-site waste treatment that will be needed; the number of vehicle movements that will be generated; the distance from each Strategic Location to waste management facilities. (The neutral results given in all of the SAs are not considered to be accurate.) (E5)

**Council/Urban Vision Response**

*Whilst it is considered that this level of detail is potentially more suited to an appraisal of a specific development proposal rather than a strategic allocation in a Core Strategy, it is noted that information regarding the capacity of waste management/treatment facilities; the likely quantities of waste generated during construction and operation and the amount of off-site waste treatment needed are all considered in the Greater Manchester Waste DPD, Needs Assessment (2010) as referred in paragraph 15.3 of CD 6.2.1. The neutral score is considered to be consistent with the outcomes of the Waste DPD Needs Assessment and its Waste DPD and its associated SA.*

3.5 The assessment should also address the infrastructure requirements with regard to water supply and sewage capacity – both issues are identified within the Infrastructure Plan as potential issues for several of the locations. (The neutral results given in all of the SAs are not considered to be accurate.) (E5)

**Council/Urban Vision Response**

*The issue of infrastructure requirements for each of the Strategic Locations is considered in the Trafford Infrastructure Capacity Assessment (2009). This study identifies the necessary infrastructure requirements for each Strategic Location and a contribution towards the provision of this additional utility capacity is a requirement of the development proposals for each Strategic Location. The neutral scoring is consistent with the outcomes of the LIP.*

#### 4.0 Cross boundary Issues

4.1 Relevant statutory plans which may affect, or be affected by, the Core Strategy should be considered (e.g., draft Manchester Core Strategy) (SA does not address) (See (See Practical Guide to SEA, 2005, Appendix 2 and Soundness Guidance 2.10 'Key Questions')

##### **Council/Urban Vision Response**

*It is acknowledged that, whilst the relevant statutory plans of neighbouring authorities were used in carrying out the original appraisals, it was not always clearly documented. The new appraisal will ensure that appropriate references are made to the relevant statutory plans of neighbouring authorities.*

4.2 Services and facilities that are located outside the borough boundary but which will have a significant impact must be considered in the assessment e.g. Manchester Airport – a multi modal public transport interchange - and University Hospital of South Manchester (S2 and S3)

##### **Council/Urban Vision Response**

*The impact of services and facilities outside the borough on the performance of the Strategic Locations against the SA Framework has already been taken into consideration. For instance, the appraisal of Trafford Wharfside takes into consideration the proximity of the site to MediaCity and Salford Quays. The new appraisal will however be updated to ensure that appropriate references are made to the relevant statutory plans of neighbouring authorities and specifically takes into account more recent information, for example proposals in the Manchester Pre-Publication Core Strategy (August 2010).*

4.3 The impact of options on areas outside the borough boundary should also be considered e.g. Wythenshawe. (S5)

##### **Council/Urban Vision Response**

*The impact of the options on areas outside the borough has already been taken into consideration. For example, the appraisal of Trafford Wharfside recognises that the proximity of the site to Salford Quays has a positive impact of the performance of the development proposals against a number of economic objectives (see CD 6.2.1, pages 23 and 24). In addition, the appraisal of the development proposals for Davenport Green notes that the site is well related to areas of deprivation outside the plan area, such as Wythenshawe (see CD 12.3 Appendix 8.). The new appraisal will include appropriate references to the relevant statutory plans of neighbouring authorities.*

4.4 When considering economic growth in the southern part of the borough the issues of Manchester Airport, Wythenshawe and access to a skilled labour pool should all be included in the evidence base. (EC1)

##### **Council/Urban Vision Response**

*The impact of cross boundary issues on the performance of the Strategic Locations against the SA Framework has already been taken into consideration. For example, the appraisal of Davenport Green in July 2010 makes reference to the proximity of the site to areas of deprivation outside the plan area, such as Wythenshawe, and the public transport interchange at Manchester Airport (see CD 12.3 Appendix 8.3). The appraisals will however be updated to ensure that appropriate references are made to the relevant statutory plans of neighbouring authorities.*

## 5.0 Climate Change

5.1 Consideration must be given to all relevant elements of climate change impacts (- Climate change impacts include consideration of emissions generated from the built environment in relation to both construction and operation, not just transport). (E3)

### **Council/Urban Vision Response**

*The assessment was based on the information available which included limited information on the predicted energy consumption during both construction and operation. Whilst it is considered that this level of detail is potentially more suited to an appraisal of a specific development proposal rather than a strategic allocation in a Core Strategy, it is considered that the SA should be amended so that the level of certainty of the proposals on objective of E3 is reduced to low and the comment column updated accordingly to explain this.*

5.2 Proper consideration should be given to the impact a site will have on the contributions to climate change (- It is unlikely that any site will have a positive impact on the contributions to climate change). (E3)

### **Council/Urban Vision Response**

*The assessment was based on the information available which included limited information on the predicted energy consumption during both construction and operation. Whilst it is considered that this level of detail is potentially more suited to an appraisal of a specific development proposal rather than a strategic allocation in a Core Strategy, it is considered that the SA should be amended so that the level of certainty of the proposals on objective of E3 is reduced to low and the comment column updated accordingly to explain this.*

5.3 The impact on the contributions to climate change should be measured in a logical and meaningful manner. Ideally, objective E3 should be re-phrased to 'reduce additional contribution to/impact of Climate Change' but, at the least, a clear scoring system should be used to show how this is to be measured. (E3)

**Council/Urban Vision Response**

*It is considered that the impact on the contributions to climate change have been measured in a logical and meaningful manner. In the SA report (CD 6.2.2) the appraisal of the impact of a proposal on the contributions to climate change has considered a range of impact dimensions, including the timescale of the impact, the level of certainty of the impact, its geographic scale, permanence and whether there are any secondary, cumulative or synergistic impacts. The phrasing of the SA objectives was set out in the Council's SA Scoping Report (CD 6.4.1). They were agreed with Statutory Consultees following the necessary period of consultation and cover all the key considerations required by sustainability objectives. This approach is consistent with national guidance on both SEA (see sections 3 and 5 of A practical Guide to the Strategic Environmental Assessment Directive [ODPM, 2005]) and Sustainability Appraisal (see section 2.2.20 of Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents [ODPM, 2005]).*

5.4 The results must be linked to the evidence base, in particular the GMTU modelling, and be assessed in a consistent manner. (E1)

**Council/Urban Vision Response**

*It is acknowledged that, whilst the evidence base documents were used in carrying out the original appraisals, they are not always clearly referenced. The appraisal will be updated to ensure it incorporates relevant references to the evidence base documents.*

5.5 The findings of the SFRA should be used to assess the significance of impacts. Consequential changes to the scoring should be made in this regard. (The results given in the SAs are not considered to be accurate or to reflect/represent the evidence base.) (E4)

**Council/Urban Vision Response**

*The SA of the Core Strategy: Further Consultation on the Preferred Option Report (June 2009) (CD 6.3.12) states in section 3.6 that there was uncertainty over the impact of some of the proposals on flood risk and adapting to climate change due to the Level 2/Hybrid SFRA having not been completed. The Level 2 SFRA was finalised in February 2010 and the findings of this study were used to assess the performance of the Strategic Locations against objective E4 in the sustainability appraisals of both the Core Strategy: Further Consultation on the Vision, Strategic Objectives and Delivery Strategy Report (March 2010)(CD 6.3.23) and the Core Strategy: Publication Document (June 2010) (CD 6.2.2). One of the key changes as a result of the SFRA findings is detailed in SL1 Pomona ( CD 6.2.1)*

5.6 Contaminated land matters and water table levels should be considered when proposing the use of SUDS. The application of SUDS may be limited in areas where contamination and water table levels are high - scoring should be reviewed accordingly. (E4)

### **Council/Urban Vision Response**

*The development proposals for the Strategic Locations do not make specific reference to the use of SUDS. As such, the Strategic Locations were appraised with the assumption that SUDS would not be incorporated within the proposed development. Where it was considered that the development proposals would have a negative impact on objective E4, due to the level of flood risk at the Strategic Location, the SA noted that in terms of mitigation Core Strategy policy L5 would ensure that appropriate measures to reduce the risk of flooding. These mitigation measures may or may not include the use of SUDS, depending on a range of factors including the appropriateness of SUDS on the particular site, however the suitability of the site for SUDS would not affect the performance of the Strategic Location against objective E4.*

### **6.0 Contamination**

- 6.1 The impact of contaminated land must be assessed as part of this objective. (The Land Contamination Prioritisation Study was not published or included in the Council's list of key documents. It is not clear that it has been taken into account in the 2009 SA). The findings of this study (if it exists) are likely to have significant implications for the viability and deliverability of development in several locations. (E6)

### **Council/Urban Vision Response**

*In February 2008, the Council's Environmental Protection team began an audit of known contamination in the Borough however the, previously referred to, "Land Contamination Prioritisation Study" was not in fact produced. The issue of land contamination was however taken into account during the appraisal of the Strategic Locations against objective E6. For example, the appraisal of both Pomona and Trafford Wharfside notes that the previous industrial uses of the sites are likely to have resulted in ground contamination and that the development proposals provide the opportunity to tackle this contamination (see CD 6.2.3, pages 16 and 23).*

*The role of the SA is to ensure that sustainability considerations have informed the content of the Plan. It is not intended as a site evaluation tool to assess the viability of proposals. Issues regarding the viability of the options are outside the scope of the SA and the SA reports therefore note that when undertaking the appraisal of the Strategic Locations it was necessary to assume that the proposals would be implemented in accordance with the proposed development phasing contained within the Core Strategy (see sections 3.6 of both the Core Strategy: Publication Document SA Report [June 2010] and the Core Strategy: Further Consultation on the Preferred Option SA Report [June 2009]).*

### **7.0 Air Quality**

- 7.1 The Guidance on Air Quality and Planning provided by Environmental Protection UK should be followed including the significance of any increase in emissions of local air pollutants and greenhouse gasses and any proposed mitigation measures. (E8)

**Council/Urban Vision Response**

*The impact of proposals on greenhouse gas emissions is considered through the assessment of the proposals against SA objective E3. The potential implications of development proposals on air quality have been assessed and where these are considered to be negative mitigation measures have been recommended. For example, the appraisal of the Trafford Centre Rectangle proposals contained within the Core Strategy: Further Consultation on the Preferred Option Report concluded that the development proposals for this location had the potential to have a detrimental impact on air quality. Accordingly, as a mitigation measure, the SA recommended that there was a need to ensure that public transport offers a viable alternative to the private car and, in particular, improve public transport services from the site to Trafford Park, the Quays and the conurbation core (see CD 6.3.13, page). This was addressed in later versions of the Core Strategy which incorporated a development requirement in SL4 for significant improvements to public transport infrastructure including an integrated frequent public transit system.*

7.2 The assessment should be based on evidence and include consideration of journey times, catchment areas and existing levels of pollution. (E8)

**Council/Urban Vision Response**

*The impact of the proposals on existing levels of congestion has been considered using the Trafford Transport Impacts of LDF report (CD 8.6.3) For example, the appraisal of the proposals for both Trafford Wharfside and LCCC area make reference to the potential for these proposals to exacerbate existing congestion (see CD 6.2.2, pages 21 and 28). Existing levels of pollution, and specifically Air Quality Management Areas, have been considered. For instance, the SA of the LCCC Area and Trafford Centre Rectangle proposals in the Core Strategy: Publication Document includes a specific reference to the proximity of the sites to Air Quality Management Areas and the potential for the development proposals to have an adverse impact on air quality (see CD 6.2.2, pages 29 and 38).*

7.3 An assessment of the Core Strategy Core Policies will also need to be undertaken to reflect the findings of the SA of the strategic locations. The assessment should be linked to evidence and be consistent with the SA of the Strategic Locations. Where mitigation measures are being proposed through the Core Policies it would be helpful if these measures were reflected in the mitigation measures in the SA of the Strategic Locations.

7.4 Once the SA has been undertaken it will be necessary to review the Core Strategy policies to see if any changes need to be made in light of the results.

**Council/Urban Vision Response**

*This has already been undertaken and, as evidenced by the SA Report of the Core Strategy Publication document (CD 6.2.2), a clear improvement in the emerging strategy's performance against the sustainability objectives can be identified. It is therefore considered that it is not necessary to review the Core Policies.*