

**Trafford Local Plan: Land
Allocations-
Consultation Draft
January 2014**

Sustainability Appraisal Report

November 2013

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SUSTAINABILITY APPRAISAL OF TRAFFORD'S LOCAL PLAN: LAND ALLOCATIONS PLAN

1. NON TECHNICAL SUMMARY

1.1 Introduction

This Report outlines the findings of the Sustainability Appraisal (SA) of Trafford Metropolitan Borough Council's Local Plan: Land Allocations Plan (hereafter referred to as the Allocations Plan). It has been produced to accompany the first consultation draft of the Allocations Plan which is the subject of public consultation from XXXX to XXX.

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. It also suggests ways of avoiding or reducing negative impacts.

This SA considers the potential implications of the Allocations Plan by a series of sites, boundaries and policies against available baseline data and sustainability objectives. The findings of SA should be reflected in the adopted version of the Allocations Plan to help ensure that it maximises its contribution to future sustainability.

1.2 Requirement to Undertake a Sustainability Appraisal

Sustainable development is the core principle underpinning the planning system. In order to ensure that new plans and strategies contribute towards sustainable development, the Planning and Compulsory Purchase Act 2004 introduced the requirement for a SA to be carried out on all new or revised Local Plans (formerly known as Local Development Frameworks). Whilst the Localism Act 2011 and the recent publication of the National Planning Policy Framework (NPPF) have resulted in a number of significant changes to the planning system, there is a continued requirement for Local Plan documents to be subject to SA throughout their preparation.

In addition, local planning authorities must comply with European Union Directive 2001/42/EC, which requires a formal Strategic Environmental Assessment (SEA) of plans and programmes that are likely to have a significant effect on the environment.

While SA and SEA are distinct processes many of their requirements overlap. This report has been produced to meet the requirements of both. Throughout this report, all references to SA should be taken to include the requirements of European Directive 2001/42/EC.

1.3 Sustainability Objectives

The SA considers the potential implications of the Allocations Plan by assessing the plan against a series of social, environmental and economic objectives. Accordingly, the establishment of these objectives is central to the SA process.

Drawing upon the sustainability issues identified through analysis of baseline data and the review of other relevant plans and strategies, twenty-three objectives that reflect Trafford's priorities for achieving a sustainable borough have been identified. These cover a range of issues, for example relating to housing, social exclusion, health, climate change, air quality, water quality, landscape, investment and prosperity. In addition, fifty three sub-objectives have been identified to assist with the assessment against the sustainability objectives.

In addition, to assist with the appraisal of sites that have been suggested for allocation, a series of criteria have been developed for each objective.

1.4 Baseline Characteristics and Key Sustainability Issues

The review of plans, programmes and strategies, the analysis of the baseline data, and consultation with the public and statutory bodies enabled the following key sustainability issues to be identified:

- Need to ensure sufficient supply of all types and tenure of housing. In particular sufficient houses need to be provided in the right places at the right price
- There is a need to reduce the need to travel by car
- Need to tackle the localised areas of high levels of deprivation and ensure regeneration takes place within these areas
- Need to provide additional support for vulnerable children
- Tackle school capacity issues
- Improving health inequalities between different neighbourhoods within the borough
- Create sustainable communities
- Need to minimise the skills shortage
- Need to protect and enhance the environment of local communities
- Need to provide an integrated transport network
- Conserve and enhance the built environment
- Conserve and enhance the natural environment recognising the importance of biodiversity
- Protect, conserve and enhance the designated features of the historic environment and their settings'
- Increase the access to and provision of areas of natural habitat and open space
- Need to secure and promote increased energy efficiency and renewable energy sources
- Need to promote and secure increased sustainable waste management
- Need to consider the impacts of flooding and flood risk
- Ensure that both Trafford and the NW achieve their true economic potential
- Need to ensure that the vitality and viability of our town centres is maintained and enhanced

- Manage and promote tourism development
- Need to improve usage of public transport particularly for trips to centres
- Need to promote the re-use of land and minimise the take-up of greenfield land.

Source: Sustainability Issues were derived from the baseline data gathered in 2012 to inform the SA Scoping Report

1.5 Appraisal Results: Positive and Negative Effects

The SA process concluded that the draft Allocations Plan has the potential to deliver a wide range of social, environmental and economic benefits. A number of recommendations were however made about how individual policies and sites could perform better against the sustainability objectives. In addition, there were several instances where it was recommended that further information be provided on the effects of the options in order to provide greater certainty about their impact on the SA objectives.

Taken as a whole, the appraisals have indicated that the policies and site allocations are likely to support the delivery of new housing and employment development and could therefore support the objectives of achieving a better balance in the housing market and enhancing Trafford's economic performance. Given that many of the sites are located within or in close proximity to Priority Regeneration Areas and Regeneration Areas, the draft plan could also support the objectives of reducing poverty and deprivation and reducing economic inequalities. In addition, several of the policies in the plan should ensure that areas of open space, landscapes, designated natural assets and designated heritage assets are protected and, where possible, enhanced.

Whilst the policies and sites proposed for allocation by the draft plan generally perform well in the appraisal process, the quantum of development that would be delivered by the sites could generate additional traffic and have some impact on the objectives that relate to reducing the impacts of traffic on the environment and protecting air quality. There is however only a low level of certainty about this impact given that many of the sites are well-served by public transport and other policies in the Local Plan seek to promote the use of more sustainable modes of transport.

1.6 Difference the Sustainability Appraisal Process has Made

The Sustainability Appraisal process concluded that the draft Allocations Plan has the potential to deliver a wide range of social, environmental and economic benefits. However, it also identified several instances where options and sites have the potential to have a negative impact on sustainability objectives, a number of uncertain impacts and a range of opportunities for further enhancements to improve the sustainability of the Allocations Plan.

The SA has appraised the sustainability implications of allocating sites for different uses and the outcomes of this appraisal process has informed the Council's decision on which sites should be allocated and for what use. It has also appraised the sustainability implications of a range of options in relation to policy topic areas and informed the Council's decision on which option to pursue in the draft Allocations Plan.

The SA has also resulted in amendments being made to certain sites. For instance, it has resulted in boundaries for certain sites, such as the land fronting Tamworth Court and Chorlton Road site in Old Trafford and the land at Barton Road/Bent Terrace site in Urmston, being amended in order to exclude parts of the site where development could have a negative impact on a range of sustainability objectives. The SA process has also identified a range of mitigation measures to reduce/eliminate potential adverse impacts associated with the development of certain sites. For example, it has advocated the use of ecological surveys and the development management process to ensure that the development of certain sites do not have an adverse impact on designated natural assets. Similarly, the application of maximum parking standards and the securing of contributions towards the enhancement of public transport provision have also been identified as possible measures to mitigate impacts on congestion and air quality. A number of the proposed sites are also located in close proximity to an identified source of noise pollution and the SA has therefore recommended the use of acoustic assessments to establish the degree of impact and to identify appropriate design solutions.

1.7 Next Steps

This SA Report is being published alongside the draft version of the Allocations Plan to provide the public, statutory consultees and other stakeholders with an opportunity to express opinions on this SA Report and to use it as a reference point whilst commenting on the Allocations Plan document.

Following consideration and analysis of the consultation responses, the SA will be fully updated and augmented ahead of the production of the Publication version of the Allocations Plan. The Council will then submit the Allocations Plan to the Secretary of State for an Independent Examination. This SA report will form part of the evidence base that the Planning Inspector will refer to in order to assess the soundness of the Allocations Plan.

Following the Examination, the Inspector will issue a report to the Council containing amendments that must be made to the Allocations Plan before it is legally adopted. A summary of the main issues raised on the SA, and how these were taken into account in the development of the plan and SA Report, will be produced as part of the adoption statement for the Allocations Plan.

The significant effects of implementing the Allocations Plan will then be monitored.

1.8 How to comment

This SA Report and the draft Land Allocations Plan will be subject to a consultation period in 2014. Comments are invited on the contents of the report, in terms of the appraisal methodology, the accuracy of the assessment of the likely significant effects of the plan and the opportunities for additional mitigation to ensure that the Allocations Plan is as 'sustainable' as possible.

The Allocations Plan and all the supporting documentation is available to view on the Strategic Planning pages of the Council's website:

<http://www.trafford.gov.uk>

Comments should be submitted either by post or email to:

Strategic Planning & Developments
Waterside House
Sale Waterside
Sale
Greater Manchester
M33 7ZF

E-mail: strategic.planning@trafford.gov.uk.

The Council should receive all comments no later than **XXX** pm on **XXX**.

2. INTRODUCTION

2.1 Purpose of the Report

In September 2004, the Planning and Compulsory Purchase Act came into effect and introduced the requirement for Trafford Metropolitan Council to replace its existing land use development plan – the Revised Trafford Unitary Development Plan (Adopted June 2006) – with a Local Development Framework (LDF). This was partially done with the Trafford Local Plan: Core Strategy in 2012, the Greater Manchester Waste Plan (2012) and the Greater Manchester Minerals Plan (2013). Whilst the Localism Act and the recent publication of the National Planning Policy Framework have resulted in a number of significant changes to the planning system, there is a continued requirement for Trafford Council to replace the remaining policies in its existing UDP with a Land Allocations Plan. However, due to the aforementioned changes to the planning system, this replacement plan will now be referred to as a Local Plan rather than a LDF.

The Local Plan will comprise a series of individual documents that collectively deal with the spatial issues that affect the Borough. The overarching document of the Trafford Local Plan is the Core Strategy.

The Council adopted the Core Strategy in January 2012. The Core Strategy sets out the planning framework for development in Trafford up to 2026, with the overall intention of making the district a more attractive and prosperous place to live. It sets out the scale and general location of future development, and includes policies to deliver the Core Strategy Vision, including the identification of five strategic locations. The Core Strategy also contains policies on the level of housing and economic growth that will be delivered in the borough, establishes the borough's retail hierarchy and contains borough-wide planning policies including the Council's approach in relation to meeting housing needs, reducing inequalities, securing sustainable development and protecting the historic and natural environment.

To help deliver the objectives of the Core Strategy and to provide greater certainty for developers and local residents, particularly in relation to the development of specific sites, the Council is producing a Local Plan: Land Allocations Plan (hereafter referred to as the Allocations Plan). The Allocations Plan will include detailed planning policies that planning applications for development will be considered against and will allocate sites for specific uses such as housing, employment, infrastructure and protected open space.

The Greater Manchester Waste Plan adopted in April 2012 and the Greater Manchester Minerals Plan adopted in April 2013 together, identify areas and sites for waste management and safeguard areas and areas of search for minerals development respectively. Therefore the Land Allocations Plan does not seek to identify sites for these uses.

Sustainable development is the core principle underpinning the planning system and, as a consequence, sustainability will be at the heart of the Allocations Plan. In order to ensure that new plans and strategies contribute towards sustainable development, the Planning and Compulsory Purchase Act 2004 requires a Sustainability Appraisal (SA) to be carried out on all new or revised Local Plans.

The purpose of this SA is to promote sustainable development through the integration of sustainability considerations into the preparation, adoption and implementation of Local Plans. SA does not constitute a separate stage in the production of the Allocations Plan but instead represents an iterative, on-going process that forms an integral part of the plan-making process. It involves the identification and evaluation of the social, environmental and economic impacts of the plan. Specifically, regulations require the SA to identify, describe and evaluate the likely significant effects of implementing ‘the plan, and reasonable alternatives’. In doing so, the SA provides an opportunity to consider ways in which the Allocations 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.

This Report outlines the findings of the SA of Trafford Metropolitan Borough Council’s first consultation draft of the Allocations Plan. The SA also provides an appraisal of reasonable alternatives and options to those that have been included within the draft Plan. It is being published alongside the Allocations Plan to provide the public, statutory consultees and other stakeholders with an opportunity to express opinions on this SA Report and to use it as a reference point whilst commenting on the draft Allocations Plan. It should be read alongside the SA Scoping Report and the Flood Risk Sequential Test document that has been prepared to accompany the draft Allocations Plan.

2.2 Requirement for SA / SEA

Under Section 19(5) of the Planning and Compulsory Purchase Act 2004, where a Local Planning Authority is preparing a Local Plan document it is mandatory for the plan to be subject to a sustainability appraisal throughout its production, to ensure that it is fully consistent with, and helps to implement, the principles of sustainable development. The SA performs a key role in providing a sound evidence base for the Allocations Plan and provides a means of demonstrating to decision makers, and the public, that the plan is the most appropriate given reasonable alternatives.

In parallel with this, the European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (the Strategic Environmental Assessment or ‘SEA Directive’), which is transposed into United Kingdom law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the ‘SEA Regulations’), introduced a statutory obligation to conduct an environmental assessment of certain plans. The Regulations apply to a range of UK plans and programmes prepared by public bodies, including the Allocations Plan which meets the relevant criteria in that:

- It is “prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and is required by legislative, regulatory or administrative provisions” (Article 2(b)); and
- It concerns “town and country planning or land use... which sets the framework for future development consent of projects” (Article 5.2(a)).

While SA and SEA are distinct processes, many of their requirements overlap. As a consequence, the Government has prepared guidance¹ which advises that an integrated approach to SA and SEA should be pursued, so that the SA process also meets the

¹ CLG Plan Making Manual.

requirements of the SEA Directive and Regulations. This involves extending the breadth of (predominantly environmental) issues required to be considered under SEA to cover the full range of aspects (including social and economic) for sustainability.

In accordance with this guidance, this SA Report meets the SEA requirements, and acts as the 'environmental report' for the purposes of Regulation 12 of the Environmental Assessment of Plans and Programmes Regulations 2004. Throughout this report, all references to SA must be taken to include the requirements of European Directive 2001/42/EC.

2.3 Compliance with these Requirements

As outlined above, the intention of this SA is to adopt an approach to appraisal which also meets the requirements of the SEA Directive and Regulations. The following table shows how this report meets the requirements of the SEA Directive.

Table 1: Compliance with the SEA Directive

Information to be included in an Environmental Report under the SEA Regulations	Relevant sections in the SA Report
An outline of the contents, main objectives of the plan and its relationship with other relevant plans and programmes.	3.2 3.4 – 3.5
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.	3.3
The environmental characteristics of areas likely to be significantly affected.	3.3
Any existing environmental problems which are relevant to the plan, including in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	3.3 3.7
The environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation.	3.2 3.3
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soils, water, air, climatic factors, material assets, cultural heritage, landscape, and the interrelationship between the above factors.	4.1 – 4.25 Appendix Report
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan.	4.5 Section 6 Appendix Report
An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties.	3.1 3.6 Section 4
A description of measures envisaged concerning monitoring.	5
A non-technical summary of the information provided above.	1

2.4 History of the SA in Relation to the Land Allocations Plan

Scoping Report

In February 2013 an SA Scoping Report was produced to define the scope of the SA with regard to the Land Allocations Development Plan Document, and to define the important features of the baseline that will inform the appraisal of the plan. The aim was to ensure that the SA was comprehensive and would address all relevant issues and objectives, by enabling input from key stakeholders and consultation bodies at an early stage in the process.

In particular, the Scoping Report provided an initial assessment of:

- The relationship between the Land Allocations Plan and other relevant plans and programmes;
- The current environmental, social and economic baseline and any trends; and
- The likely key sustainability issues facing Trafford.

The Report also set out the proposed methodology for the SA, giving details of its level of detail and scope.

2.5 Feedback from Consultation

Article 6(2) of the SEA Directive states that authorities with relevant environmental responsibilities and the public must be given an early and effective opportunity to express their opinion on the draft plan and the accompanying environmental report.

Consultation on the SA Scoping Report took place between August and September 2012. Comments were invited from the consultation bodies required by the SEA Regulations – the Environment Agency, English Heritage and Natural England².

In addition to the above, and in line with the adopted Statement of Community Involvement (SCI), wider consultation was undertaken alongside the Local Plan: Land Allocations ‘Shaping the Plan’ consultation.

Comments were received on the draft Scoping Report from Natural England, the Environment Agency and from two other consultees. In response to the comments received, the SA Scoping Report was amended to reflect minor changes to the objectives, sub objectives and indicator information. Changes were also made to the Appendix 3 of the Scoping Report which set out the criteria for scoring sites to make it easier to use and more transparent.

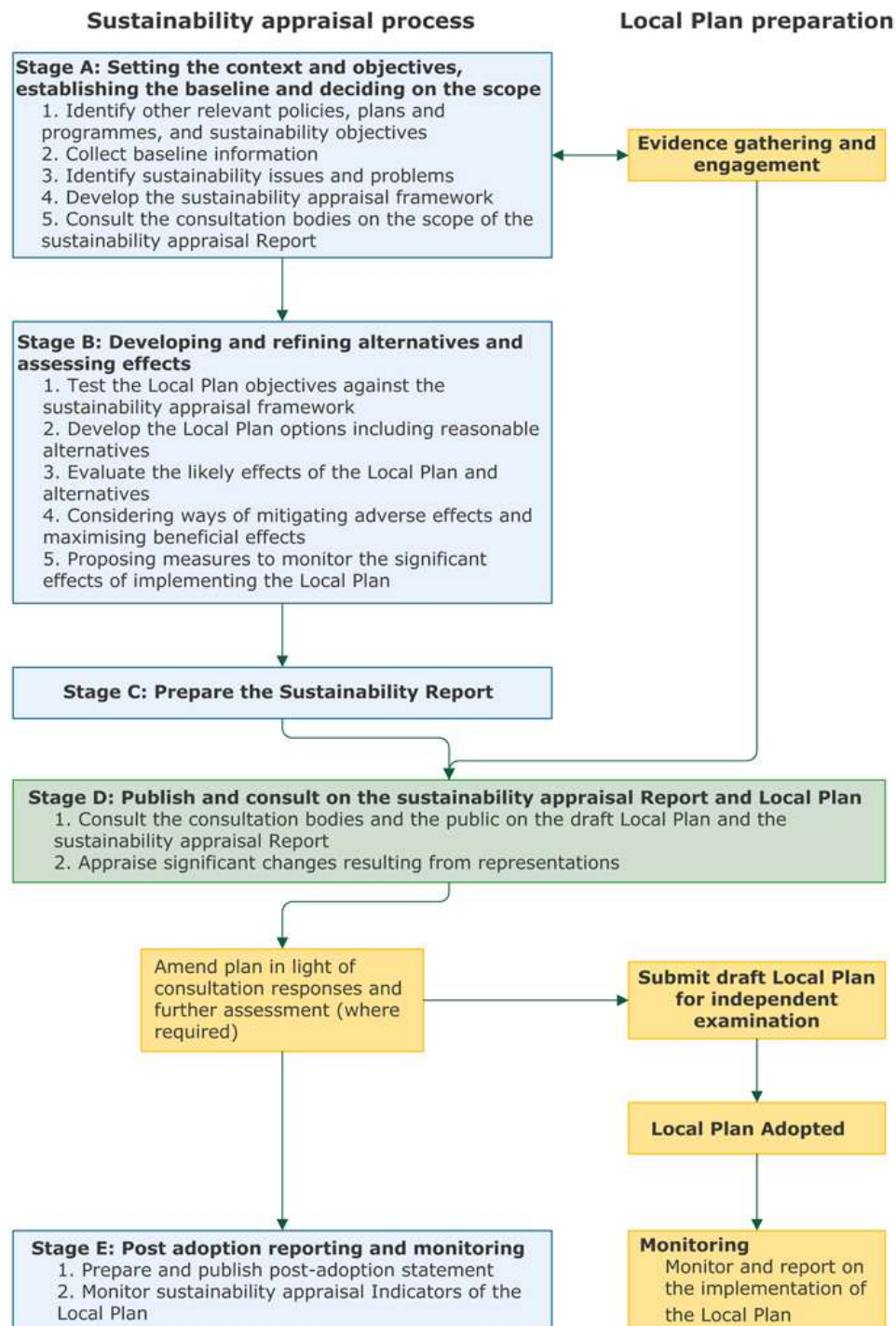
² The SEA Regulations require the Environment Agency, English Heritage, Natural England and the Countryside Agency to be consulted on the scope of sustainability appraisals. However, the Natural Environment and Rural Communities (NERC) Act merged the Countryside Agency and English Nature to form a new agency - Natural England.

3. METHODOLOGY

3.1 Overall Approach

The approach adopted to undertake the SA was based on the process set out in the CLG Plan Making Manual and the National Planning Practice Guidance. This guidance advocates the following process to undertaking SA:

Figure 1: Sustainability Appraisal process



Trafford Council undertook the first stage (Stage A), identifying the initial scope of the SA, in August 2012. In conjunction with key stakeholders, the Council identified and reviewed other relevant plans, policies and programmes that will affect and influence the Allocations Plan; set out relevant social, environmental and economic baseline information; identified the key sustainability issues for the SA to address; established an SA Framework consisting of sustainability objectives, indicators and targets; and produced a Scoping Report for consultation on the scope of the appraisal.

As part of Stage A of the SA process, twenty-three sustainable development objectives were established for appraising the Core Strategy. The establishment of these SA objectives is central to the SA process. The SA framework, based on these objectives, provides a way in which sustainability effects are described, assessed and compared.

The sustainability objectives used for the SA of the Allocations Plan were drawn from the sustainability issues identified through the analysis of the baseline data and review of other plans and strategies set out in the SA Scoping Report. They cover a range of issues, for example relating to housing, social exclusion, health, climate change, air quality, water quality, landscape, investment and prosperity. In addition, fifty four sub-objectives have been identified to assist with the assessment against the sustainability objectives.

The SA Framework can be found in the accompanying Sustainability Appraisal Appendices report, which is available on the Council's website.

3.2 Links to Other Plans, Programmes and Strategies

Stage A of the SA process involves establishing the context in which the Allocations Plan is being prepared, namely the other plans, programmes and strategies that influence its content (and vice-versa) and the opportunities and challenges they present. The SEA Directive specifically requires environmental objectives established at international, European Community or national levels to be taken into account in developing the Allocations Plan. However, in order to facilitate a comprehensive approach and maximise its sustainability, guidance on SA recommends that this should be widened to consider how the Allocations Plan can support the full range of other plans, policies and programmes that already exist, including at the regional, sub-regional and local levels, taking into account their economic and social as well as environmental objectives.

In reviewing these plans, policies and programmes the aim is to identify their implications for the Allocations Plan to ensure that the relationship between these documents and the Allocations Plan has been fully explored. This will in turn ensure that Trafford Council is able to exploit potential synergies and address any identified inconsistencies between international, national, regional and local objectives.

Table 2 below shows a list of the plans, policies and programmes that were reviewed as part of the SA. The full review is provided in the SA Scoping Report for the Land Allocations Plan (February 2013), which is available on the Council's website.

Table 2: List of all Plans, Programmes and Strategies reviewed as part of the SA

INTERNATIONAL
<ul style="list-style-type: none"> • Johannesburg Declaration on Sustainable Development. • Guiding Principles for the Sustainable Spatial Development of the European Continent (ESDP) (2000). • European Sustainable Development Strategy (2006) • A Sustainable Europe for a Better World: A European Strategy for Sustainable Development (2001) • EU Sixth Environmental Action Programme (2002) • EU Framework Directives on: Air Quality, Water, Nitrates, Water Quality, Drinking Water Quality, Pollution, Wild Birds, Conservation of Wild Habitats and of Wild Flora and Fauna, Waste, Landfill of Waste, Packaging, Packaging Waste, and Noise. • European Directive on SEA • European Biodiversity Strategy • European Landscape Convention (2006) • European Spatial Development Perspective • EU Renewable Energy Directive (2009)
NATIONAL
<ul style="list-style-type: none"> • Securing the Future-Delivering UK Sustainable Development Strategy (2005) • English Forestry Strategy- A new Focus for England's Woodland (Forestry Commission 1998) • 'Working with the Grain of Nature- A Biodiversity Strategy for England' (DEFRA, 2002) • The Strategy for Sustainable Farming and Food- Facing the Future (DEFRA, 2002) • Air Quality Strategy for England, Scotland, Wales and Northern Ireland (DEFRA, 2007) • Air Quality (England Regulations 2000: Air Quality (England) (Amendment) Regulations 2002: The Air Quality Standards Regulations (2010) • Rural White Paper: Our Countryside, The Future- A Fair Deal for Rural England (DETR, 2000) • Urban White Paper: Our Towns and Cities, the Future- Delivering an Urban Renaissance (DETR, 2000) • UK Waste Strategy (DEFRA 2007) • The Contaminated Land (England) Regulations (2006) • Planning and Energy Act (2008) • Climate Change Act (2008) • Energy Act (2008) • Planning our electric future: an Energy White Paper for secure, affordable and low carbon electricity (2011) • Sustainable Communities: People Places and Prosperity (ODPM 2005) • Creating Sustainable Communities: Building for the Future (ODPM, 2003) • Sustainable Communities in the North West (ODPM, 2003) • Moving Forward: The Northern Way (ODPM 2004) • Delivering Affordable Housing (2006) • Homes for the Future: More Affordable: More Sustainable (2007) • Lifetime Homes, Lifetime Neighbourhoods (2008) • The Future of Transport White Paper- July 2004 • Guidance on Transport Assessment (2007) • Choosing Health: Making Healthier Choices Easier, White Paper (DOH, 2005) • Living Places: Cleaner, Safer, Greener (2002) • Safer Places: The Planning System and Crime Prevention (2004) • Soil Action Plan- DEFRA, (May 2004) • The Countryside in and around Towns – a vision for connecting town and Country in pursuit of Sustainable Development – Countryside Agency and Groundwork 2005 • Natural Environment White Paper – The Natural Choice: securing the value of nature (2011) • The Conservation of Habitats and Species Regulation (2010) • Environmental Quality in Spatial Planning (2005) • Natural Environment and Rural Communities Act (2006) • Countryside and Rights of Way Act 2000 • Laying the Foundations: A Housing Strategy for England (2011)

NATIONAL – PLANNING POLICY GUIDANCE NOTES & STATEMENTS

- Town and Country Planning Act 1990, Planning and Compulsory Purchase Act 2004, Planning Act 2008 Localism Act 2011
- National Planning Policy Framework (NPPF) & Technical Guidance (2012)
- Plan for Growth (2011)
- Infrastructure Plan (2011)
- Planning Policy for traveller sites (2012)
- Designing Gypsy and Traveller Sites Good Practice (2008)
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Ancient Monuments and Archaeological Areas Act 1979
- The Government statement *The Historic Environment: a Force for Our Future* (DCMS 2001)
- Low Emissions Strategies using the planning system to reduce transport emissions. Good Practice Guidance (2010)
- Planning for Climate Change– guidance and model policies for Local Authorities (2010)
- PPS 10 – Planning for Sustainable Waste Management (DCLG, 2011)

NATIONAL – MINERALS PLANNING GUIDANCE NOTES AND STATEMENTS

- MPG 4 Main Document
- MPG 8 Main Document
- MPG 9 Main Document
- MPG 11 Control of Noise at Surface Mineral Workings
- MPG 14 Environment Act 1995: Review of Mineral Planning Permissions

REGIONAL

- Regional Spatial Strategy to 2021 for the North West of England (2008)
- North West Regional Economic Strategy (2006)
- North West Regional Housing Strategy (2005)
- Action for Sustainability – The Regional Sustainable Development Framework for the North West (2004)
- North West Regional Transport Strategy (2008)
- North West Regional Freight Strategy (2003)
- The Strategy for Tourism in England’s North West (2003)
- Regional Waste Strategy for the North West (2004)
- The Regional Forestry Framework for England’s North West – The Agenda for Growth
- North West Sustainable Energy Strategy (2006)
- Green Infrastructure to combat Climate Change: A Framework for Action in Cheshire, Cumbria, Greater Manchester, Lancashire and Merseyside (2001)
- NW Biodiversity Action Plan
- Countryside Character Volume 2: North West England
- NW Green Infrastructure Guide- Draft
- North West Sustainable Energy Strategy (July 2006)
- Rising to the Challenge- A Climate Change Action Plan for England’s North West- June 2006
- The Cultural Strategy for England’s North West (2001)
- Streets for All

GREATER MANCHESTER

- Sharing the Vision – A Strategy for Greater Manchester
- The Greater Manchester Economic Development Plan 2004/5 – 2006/7
- Greater Manchester Forecasting Model (2011)
- Manchester City Region Development Plan
- Prosperity for All: The Greater Manchester Strategy (2009)
- Understanding the impact of the recession on AGAM’s housing growth ambitions (201)
- Manchester Independent Economic Review (2009)
- Manchester Multi Area Agreement (2008)
- Greater Manchester Local Investment Plan (2011-2015)
- Greater Manchester LTP3 2011/12-2015/16
- Greater Manchester Rail Policy (2012)
- M60/M602/A627(M)/A663 Manchester Outer Ring Road Route Management
- Hosing Growth Targets in Greater Manchester (2011)
- Greater Manchester Strategic Housing Market Assessment Update (2010)

- Greater Manchester Gypsy & Traveller Accommodation & Needs Assessment (2008)
- Greater Manchester Derelict Land Strategy-2002
- Greater Manchester Climate Change Strategy (2011)
- AGMA Decentralised and Zero Carbon Energy Planning Study (2010)
- Sustainable Energy Action Plan (2009)
- Greater Manchester Green Infrastructure Framework (2011)
- Greater Manchester Ecological Framework (2008)
- Red Rose Forest Plan- 1994 and the Supplementary Review-2000
- Greater Manchester Biodiversity Action Plan (2003 &2009)
- Greater Manchester Air Quality Action Plan
- Greater Manchester Noise Plan Draft (2006)
- Greater Manchester Joint Waste DPD (2012)
- Greater Manchester Waste Management Strategy (2006/7) Baseline Report 2011
- Greater Manchester Joint Minerals DPD (2011) Publication Stage
- Destination Manchester – A Five Year Tourism Strategy 2003 – 2008
- Conservation in Greater Manchester AGMA
- Noise Action Plan- Manchester Agglomeration (March 2010) DEFRA

LOCAL

- Trafford Corporate Strategy 2010/11
- Trafford Community Strategy 2021: A Blueprint- March 2010
- Trafford Local Plan: Core Strategy (January 2012)
- SPD: Planning Obligations (February 2012)
- Trafford Economic Viability Study (May 2009) and update (June 2011)
- Trafford Economic Development Plan (2010-2013)
- Trafford Employment Land Study (march 2009)
- Trafford Other Town Centre Uses Study (January 2010)
- Trafford Retail and Leisure Study (November 2007)
- Trafford Housing Strategy 2009 – 2012
- Trafford Transport Strategy 2009
- Trafford Sustainable Strategy 2008
- Parks and Open Space Strategy (Draft) 2005-2010
- Trafford Green and Open Spaces- An Assessment of Need (March 2009)
- Green Space Strategy (2010)
- Trafford Outdoor Sports Facilities Study- An Assessment of Need (March 2009)
- Action for Nature in Trafford 2005-2010
- Trafford Play Strategy (2007)
- Trafford Culture Strategy (June 2010)
- Trafford Urban Historic Characterisation Report (March 2012)
- PG7 – The Downs, The Devisdale, Bowdon, Ashley Heath Conservation Areas
- PG8 – South Hale Conservation Areas
- PG23 – Linotype Estate Conservation Area (2000)
- PG30 – Landscape Strategy (2004)
- Safer Trafford: Drugs, Crime and Disorder Strategy 2005-2008
- Trafford Contaminated Land Inspection Strategy
- Old Trafford Master planning Report 2009
- Western Gateway Regeneration Framework 2001-2016
- Lancashire County Cricket Club Quarter- (March 2011)
- LTP3 'Transport for Trafford' 'A Local Implementation Plan'
- Sustainable Trafford Strategy (2013 - 2020)
- Trafford Park Growth Strategy

3.3 Baseline Characteristics and Key Sustainability Issues

The collection and analysis of baseline information is a key component of the SA process and a legal requirement under the SEA Directive. It facilitates the identification of the key sustainability issues that need to be taken into account when developing a Local Plan Document and assists in the formation of objectives, indicators and targets for the plan.

Baseline data also provides the information necessary to assist in predicting and monitoring the effects of a plan.

For the Allocations Plan, baseline data was obtained from a number of different sources, including Trafford's Annual Monitoring Report 2012 and the Local Transport Plan 3 (LTP3). The analysis of the key baseline characteristics for Trafford, together with an assessment of other relevant plans, policies and programmes, has facilitated the identification of the key sustainability issues that need to be taken into account when developing the Allocations Plan.

From this analysis it is evident that Trafford is one of the most sought after locations to live in the north of England, with a high quality environment, strong and diverse economy, excellent schools and crime rates lower than any other metropolitan area. Nevertheless, it is recognised that not everyone in Trafford has the opportunity to share in this excellent quality of life and there are considerable disparities between neighbourhoods in the Borough. The major social, environmental and economic issues for Trafford are identified below:

- Need to ensure sufficient supply of all types and tenure of housing. In particular sufficient houses need to be provided in the right places at the right price.
- There is a need to reduce the need to travel by car.
- Need to reduce the fear and incidents of crime.
- Need to tackle the localised areas of high levels of deprivation.
- Create sustainable communities.
- Increase public involvement and participation in decision making.
- Need to minimise the skills shortage.
- Need to protect and enhance the environment of local communities.
- Need to provide an integrated transport network.
- Conserve and enhance the built environment.
- Conserve and enhance the natural environment recognising the importance of biodiversity.
- Protect, conserve and enhance the designated features of the historic environment and their settings'.
- Increase the access to and provision of areas of natural habitat and open space.
- Need to secure and promote increased energy efficiency and renewable energy sources.
- Need to promote and secure increased sustainable waste management.
- Need to consider the impacts of flooding and flood risk.
- Ensure that both Trafford and the NW achieve their true economic potential.
- Manage and promote tourism development.
- Need to improve usage of public transport and the level of walking and cycling.
- Need to promote the re-use of land and minimise the take-up of greenfield land.
- Need to balance high level of demand for development in the south of the borough against limited capacity.

Source: Sustainability Issues were derived from the baseline data gathered in 2012 to inform the SA Scoping Report.

3.4 Sustainability Appraisal Objectives

The SA appraises the potential implications of the Allocations Plan from a social, environmental and economic perspective. SA is fundamentally based on an objectives-led approach whereby the potential impacts of a plan are gauged in relation to a series of objectives for sustainable development. The establishment of these objectives is therefore central to the SA process as it provides the methodological yardstick against which the sustainability effects of the Allocations Plan can be described, assessed and compared.

Drawing upon the sustainability issues identified through analysis of baseline data and the review of other relevant plans and strategies, the SA Scoping Report for the Allocations Plan identifies twenty-three objectives that reflect Trafford's priorities for achieving a sustainable borough. In addition, a number of sub-objectives have been identified for each objective to assist with the assessment against them. These objectives and their sub-objectives are listed below.

The objectives have been designed to be fully comprehensive, whilst minimising any overlap between individual objectives that could potentially cause confusion and skew the results of any appraisal. Each objective is inevitably broad in its scope given the wide-ranging nature of the Allocations Plan and its potential sustainability implications.

SOCIAL

S1 Achieve a better balance and mix in the housing market between availability and demand.

- Ensure sufficient supply of all housing in line with the indicative housing development targets in the Core Strategy (L1).
- Ensure sufficient supply of affordable houses.
- Ensure sufficient supply of family accommodation
- Increase the range of housing for all social groups particularly young people, older people "lifetime homes" and those with support needs.
- Ensure all housing is high quality and there are less vacant properties.
- Reduce Homelessness

S2 Improve accessibility for all to essential services and facilities.

- Improve access to services particularly in most deprived areas of the borough.

S3 Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities

- Provide efficient, inclusive and affordable public transport.
- Improve participation in walking and cycling.
- Improve road safety.

S4 Reduce crime, disorder and the fear of crime.

- Reduce incidences of crime for burglaries, drug related, and violent, domestic abuse.

S5 Reduce poverty and social exclusion.

- Reduce multiple deprivation.

- Improve the financial position of low income families
- S6 Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity.**
 - Provide opportunities and support for engagement and role in decision-making particularly in the young, those over 50, black and minority ethnic groups and disabled people.
- S7 Improve qualifications and skills of the resident population.**
 - Improve children's services.
 - Minimise educational inequality.
 - Improve educational standards for all and develop the right skills for the economy to address skills shortages
- S8 Improve the health and, inequalities in health of the population.**
 - Promote better health and reduce health inequalities between different neighbourhoods in the Borough.
 - Increase participation in and access to sport and physical activity facilities.
 - Increase awareness and use of cultural facilities.
- S9 Protect and improve local neighbourhood quality.**
 - Percentage of principal highways requiring structural maintenance
 - Number of instances of fly tipping.

ENVIRONMENTAL

- E1 Reduce the effect of traffic on the environment.**
 - Manage traffic flows to reduce congestion.
 - Improve levels of traffic related noise in priority location of noise action
- E2 Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geo-morphological features.**
 - Conserve and enhance the natural environment including geodiversity, habitat and species diversity.
 - Ensure residents have access to high quality open space.
- E3 Reduce contributions to climate change.**
 - Reduce the amount of carbon emissions.
 - Increase energy efficiency.
 - Increase the proportion of energy needs generated from renewable sources.
- E4 Reduce impact of climate change.**
 - Minimise risk of flooding and increase use of SUDS.
- E5 Reduce the environmental impacts of consumption and production.**
 - Reduce the amount of waste produced and increase the proportion that is recycled and reused.
 - Reduce the amount of waste produced by business and increase the proportion that is reused.

- Ensure the sustainable management of minerals resources.
- E6 Conserve land resources and reduce land contamination.**
 - Reduce the amount of derelict and underused land.
 - Reduce the amount of contaminated land
 - Increase the percentage of homes built on previously developed land.
- E7 Protect and improve water quality.**
 - Improve the biological and chemical quality of waterbodies
- E8 Protect and improve air quality.**
 - Reduce traffic related emissions
 - Decrease the emission of air borne pollutants from all sources.
- E9 Protect and enhance the diversity of sites of archaeological importance, the distinctiveness of landscape and townscape character and cultural facilities.**
 - Protect and enhance conservation areas
 - Protect and enhance sites of archaeological importance and scheduled ancient monuments
 - Achieve high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality.
 - Protect and enhance listed buildings.
 - Protect and enhance registered historic parks and gardens.

ECONOMIC

- EC1 Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth.**
 - Encourage the growth of existing and attract inward investment from key business sectors.
 - Secure new business floor space in line with Policy W1 of the Core Strategy and to meet employment needs in Trafford
 - Create conditions for sustainable growth ensuring the sufficient supply of appropriate sites and premises in line with policy W1 of the Core Strategy and will respond to growth in key sectors
- EC2 Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage.**
 - Target interventions that will tackle barriers to work, including transport access, address basic skills issues and link workless people to vacancies.
- EC3 Enhance Trafford's image as tourism destination.**
 - Increase Trafford's role as a tourist destination.
- EC4 Encourage the long term sustainability of Trafford's Town Centres.**
 - Enhance town centre vitality.
 - Encourage more non-car access to Altrincham Town Centre
 - Encourage developers to include sustainability and energy efficiency policies for their town centre schemes

EC5 Improve the social and environmental performance of the economy.

- Encourage ethical trading.
- Encourage companies to use environmental management systems.

In addition, to assist with the appraisal of sites that have been suggested for allocation, a series of criteria have been developed for each objective. These criteria were detailed in the Scoping Report. In advance of the appraisal of the sites, a number of minor wording changes have been made to these criteria and an updated version of these criteria is provided in Appendix X. An updated version of the SA Scoping Report has been produced and is also available for consultation alongside this SA Report.

3.5 Strategic Objectives of the Local Plan: Land Allocations

The Council have decided that it would be appropriate for the Allocations Plan to use the same Strategic Objectives that were identified for the Core Strategy.

Table 3: Strategic Objectives

STRATEGIC OBJECTIVE NO.	STRATEGIC OBJECTIVE
SO1	Meet housing needs - promote sufficient high quality housing in sustainable locations, of a size, density and tenure needed to meet the borough's needs and to contribute towards those of the city region.
SO2	Regenerate - the physical, economic, environmental and social fabric of the most disadvantaged communities within the borough to reduce inequalities and improve prosperity.
SO3	Meet employment need - establish the right conditions to sustain employment sites for new and diverse investment to enable Trafford to remain competitive and contribute to the growth of the economy of the sub-region and to attract and retain employment opportunities.
SO4	Revitalise town centres - maintain a clear hierarchy of vibrant, diverse and distinct shopping centres across the borough to be the focus for commercial, retail and leisure uses to meet the needs of the local population.
SO5	Provide a green environment - achieve an appropriate level of green-space, to protect and enhance the landscape character, recreational and biodiversity value of the borough's natural environment in both urban and countryside areas and to provide for the growing community.
SO6	Reduce the need to travel - promote significant levels of development in the most sustainable locations in the borough and make less sustainable locations accessible by improving transport links, particularly public transport.
SO7	Secure sustainable development - promote the reuse of resources, the principles of sustainable construction and the use of new technologies to combat and adapt to climate change to minimise impact of all new development on the environment.
SO8	Protect the historic built environment - protect, enhance and value the borough's heritage to contribute to the attractiveness and distinctiveness of the borough.

In order to ensure that the Strategic Objectives are consistent with the principles of sustainable development they must be tested against the SA framework. This enables conflicts and tensions between the objectives to be identified and necessary additions or amendments to be made.

The Strategic Objectives were tested against the SA objectives as part of the SA of the Core Strategy. Table 4, below, reproduces this assessment.

Table 4: Testing Strategic Objectives against the SA Objectives

Summary SA Objective	Achieve a better balance and mix in the housing market	Improve accessibility for all to essential services and facilities	Enhance Transport infrastructure and improve choice of travel mode	Reduce crime, disorder and fear of crime	Reduce poverty and social exclusion	Encourage community identity, value diversity and improve equality of opportunity	Improve qualifications and skills	Improve health and inequalities in the health of the population	Protect and improve local neighbourhood quality	Reduce the effect of traffic on the environment	Protect and enhance open space, flora and fauna, biodiversity, and geological features	Reduce contributions to climate change	Reduce impacts of climate change	Reduce environmental impacts of consumption and production	Conserve land resources and reduce land contamination	Protect and improve water quality	Protect and improve air quality	Protect and enhance landscape and townscape character	Enhance Trafford's high performance and sustainable economy	Reduce disparities by releasing the potential of all residents	Enhance Trafford's image as a tourism destination	Encourage the long term sustainability of Trafford's town centres	Improve the social and environmental performance of the economy
SA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Core Strategy Objective																							
SO1 Meeting housing needs	+	+	0	+	+	0	0	0	+	+	0	+	+	0	+	0	+	+	+	0	0	+	0
SO2 Regenerate	+	+	+	+	+	+	+	+	+	?	+	0	0	0	+	0	0	+	+	+	+	+	+
SO3 Meet Employment Need	0	0	0	0	+	0	+	0	0	?	0	0	0	0	+	0	0	0	+	+	+	+	+
SO4 Revitalise Town Centres	0	+	0	+	+	+	0	0	+	+	0	+	0	0	+	0	+	+	+	+	+	+	+
SO5 Provide a Green Environment	0	0	0	0	0	+	0	+	+	0	+	+	+	0	+	+	+	+	+	0	+	0	+
SO6 Reduce the Need to Travel	0	+	+	0	+	+	0	0	+	+	0	+	0	+	0	+	+	0	+	+	+	+	+
SO7 Secure Sustainable Development	0	0	0	0	+	0	0	+	?	0	+	+	+	+	+	+	+	?	0	+	+	0	+
SO8 Protect the Historic Built Environment	0	0	0	0	0	+	0	0	+	0	0	0	0	+	0	0	0	+	?	0	+	0	0

+ Objectives are compatible
 - Objectives are not compatible
 ? Uncertain relationship
 0 No direct relationship

Overall the Strategic Objectives are considered to be compatible with the SA objectives. In particular, the objectives relating to regenerating the physical, economic, environmental and social fabric of the most disadvantaged communities within the Borough; revitalising town centres; providing green infrastructure; and securing sustainable development, are especially consistent with the principles of sustainable development.

There were no instances where the Strategic Objectives were considered to be incompatible with a SA objective. Nevertheless, there were some uncertain relationships between the two sets of objectives. For instance, the Strategic Objective of meeting employment need would have an uncertain impact on the objective relating to reducing the effect of traffic on the environment.

3.6 Data Limitations/Technical Difficulties

The SEA Directive requires the identification of any difficulties encountered; these may include technical deficiencies or lack of knowledge.

A key technical difficulty encountered when appraising the sites was predicting when any development on the site is likely to come forward and, by extension, when impacts on the sustainability objectives are likely to occur.

Where a site has been included within the Council's Strategic Housing Land Availability Assessment (SHLAA) or Employment Land Study and this provides an indication of when the site is likely to be developed it has been assumed that the site would come forward in accordance with these timescales unless there is more up-to-date evidence to indicate otherwise.

If a site which has been included within the SHLAA is also being appraised for employment or mixed-use development it has been necessary to assume that the site will come forward along the same timeframes irrespective of which use it is allocated for. Whilst it is recognised that there may be differing lead in times for development depending on the use (due, for example, to the requirement for more intensive remediation), many of the constraints that affect when a site is likely to come forward such as ownership or the presence of existing occupiers, would affect the development of the site regardless of what the intended proposed use is.

A number of other technical difficulties/data limitations have been encountered during the appraisal of the draft Allocations Plan. These include:

- Many of the sites would result in development taking place within an AQMA and have the potential to have a detrimental impact on air quality by generating additional traffic. However, due to their being little certainty about the number of vehicular movements that would be generated by the development of the site, and in the absence of a formal air quality impact assessment, it is difficult to establish whether any impact on air quality would be significant.
- A number of the sites are located in close proximity to designated natural assets and the development of these sites therefore has the potential to have a negative impact on the objective of protecting biodiversity, flora and fauna. However, in the

absence of formal appropriate ecological surveys and due to Core Strategy policy R2 requiring proposals to protect and enhance biodiversity, it is difficult to establish whether the development of the site would have an adverse impact on these designated natural assets.

- The Trafford Contaminated Land Prioritisation Mapping has been used to assess whether the development of a site would offer opportunities to potentially result in the remediation of an area of contaminated land. The mapping is based on a data from a range of sources. However, it does not provide a comprehensive assessment of land contamination across the Borough.
- A further technical difficulty was encountered in relation to the assessment of sites against the objective of protecting water quality. Several sites are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land and are located in close proximity to watercourses. The redevelopment and remediation of these sites could therefore have a positive impact on water quality by eliminating a potential source of contaminants. Nevertheless, there is little available evidence on whether these sites are an existing source of contaminants for these water courses.
- Limited information is presented on the quantum of office development that is likely to come forward on some of the sites that could come forward for employment development.
- Limited information is available on whether the waste generated by sites is likely to be dealt with using measures at the top of the waste hierarchy.

3.7 Habitat Regulation Assessment

Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna – the ‘Habitats Directive’ – provides legal protection for habitats and species of European importance. Article 6 of this Directive introduced the requirement to undertake a ‘Habitat Regulation Assessment’ (HRA) of the implications of proposed land use plans for the integrity of nature conservation sites of European importance. Such sites are known as Natura 2000 sites, and include Special Areas of Conservation (SACs), candidate Special Areas of Conservation (cSACs), Special Areas of Protection (SPAs), potential Special Areas of Protection (pSPAs), Ramsar sites and Offshore Marine Sites (OMs).

The purpose of a HRA is to determine whether or not significant effects on European sites are likely and to suggest ways in which they could be avoided. Under the provisions of the Habitats Directive, consent can only be granted for such a plan if, as a result of the HRA, it can be demonstrated that the integrity of the sites will not be adversely affected or, where adverse impacts are anticipated, there is shown to be no alternative solutions and imperative reasons of overriding public interest for the plan to go ahead.

The Core Strategy was subject to HRA throughout its preparation in order to determine whether it was likely to have a significant effect on a European site (whether within Trafford or in neighbouring authority). This HRA was undertaken by the Greater Manchester Ecological Unit (GMEU) and concluded that the proposals for the Carrington Strategic Location could have a significant effect on the Manchester Mosses SAC through potential atmospheric pollution and recreational pressure. It was also established that Core Policies

L1: Land for New Homes and L4: Sustainable Transport and Accessibility also had the potential to have a significant effect on the SAC.

A more detailed Assessment of the possible effects of development of the Carrington Strategic Location and Core Policies L1 and L4 on the Manchester Mosses SAC was therefore completed by GMEU. This concluded that, providing mitigating plans, policies and strategies are adopted and implemented appropriately through the development management process, development within the identified areas could proceed without harm being caused to the special interest of the Moss.

The HRA of the Allocations Plan will be conducted alongside, but separate from, the SA. An initial screening exercise to determine whether the draft Allocations Plan is likely to have a significant effect on the integrity of a European site has been undertaken by GMEU. This exercise has indicated that the Manchester Mosses SAC has the potential to be affected by development in this Plan but that the policy wording within this Plan should be sufficient to ensure that there will be no adverse impact on the SAC. Further details can be found in the “Habitat Regulations Assessment – Screening Report”.

4. DRAFT ALLOCATIONS PLAN - SUMMARY OF SIGNIFICANT EFFECTS

This section provides a summary of the results of the SA of the draft Allocations Plan. The policies, options and sites were each appraised against the twenty-three sustainability objectives. The appraisal of the sites utilised the criteria for scoring sites contained within Appendix 3 of the Scoping Report. A number of minor refinements were made to these criteria to aid their implementation and an updated version of these criteria is provided in Appendix X and also in the revised SA Scoping Report which is available on the Council's website.

This appraisal considered the degree and type of impact, split by short term (0-5 years), medium term (5-10 years), and long-term (10+ years). It also predicted the certainty of impact (in terms of high, medium and low); the scale of impact (which ranged from local to national); the permanence of the impact; any key secondary, cumulative and/or synergistic impacts; and options for mitigation.

When undertaking this appraisal the default level of certainty was considered to be medium. When it was considered that the impact of a policy on a particular objective was uncertain it was attributed a low level of certainty. Where the appraisal considered that a policy could have a negative impact on a sustainability objective it sought to identify potential measures that could help mitigate its impact. Measures were also suggested if it was considered that there were potential ways of enhancing an already positive impact.

The scale of any impact on an objective has been predicted taking into account the size of the site and the quantum of development it is likely to accommodate. In relation to housing sites, the yield of sites has either been taken from the SHLAA or has been calculated by multiplying the density assumptions contained within the plan by the site area. Where a housing site has a potential yield of less than 50 dwellings it has been assumed that any impact on the objective of achieving a better balance in the housing market would be local in scale. Where the yield is between 50 and 150 dwellings it is assumed that any impact would be 'more than local' in scale and when the yield exceeds 150 any impact has been classified as 'Borough wide'. Similarly, in relation to the impact of employment development on the objective of enhancing Trafford's economic performance, it has been assumed that sites that are less than 3ha in size would have a local impact on this objective, sites between 3ha and 10ha would have a 'more than local' impact and sites in excess of 10ha could have a 'Borough wide' impact on the objective.

A summary of the SA of each aspect of the draft Allocations Plan is presented below. The full appraisal matrices are available in the appendices which accompany this report. A number of other sites were subject to SA but have been discounted from the draft Allocations Plan. The appraisal of these sites is contained within Appendix W and information on the reasons why the Council does not propose to allocate these sites is provided in separate documentation to support the Allocations Plan.

4.1 Pomona Strategic Location

Pomona Strategic Location Options

Policy SL1 of the Core Strategy identifies Pomona as a Strategic Location that will become a mixed-use commercial and residential district. The policy indicates the range of uses and

quantum of development that is likely to be delivered in this area and states that the site specific implications of the policy will be detailed and identified in the Allocations Plan.

The draft Allocations Plan considered two potential options for the Pomona Strategic Location. The first of these options was to maintain Core Strategy Policy SL1 proposals for the site to be developed for an even mix of 800 dwellings and 10ha of employment development. The second option considered was to increase the residential allocation from 800 to 1,100 dwellings with a consequent reduction of employment development from 10ha to 7ha.

The SA concluded that both of the options would have a similar impact on the vast majority of the sustainability objectives. Both options would result in development being directed to a location that is well served by public transport and would support the delivery of a range of services and facilities. Each option therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing choice of travel mode.

Both options would also have a major positive impact on the objectives relating to achieving a better balance and mix in the housing market and enhancing transport infrastructure. However, as option 2 would deliver a greater quantum of development, there is a higher level of certainty that this option would have a major positive impact on the objective. Both options would have a positive impact on the objective of improving local neighbourhood quality by resulting in the redevelopment of neglected sites that detract from the character of the surrounding area. Both options would also have a major positive effect on the objectives that relate to crime and poverty and social exclusion; and some positive effect on the objective that relates to health. Nevertheless, as Option 1 would be likely to deliver a greater number of employment opportunities, there is a higher level of certainty that this option would have a major positive impact on the objective. Option 1 is also more likely to have a positive impact on the objective that relates to skills and qualifications.

Both options would result in development being directed to an area that comprises principally of previously developed land which contains areas of potentially high risk contaminated land. Both options would also have the potential to enhance the setting of the grade II listed Brindley's Weir. Accordingly, the SA concluded that both options would have the potential to have a major positive impact on the objective that relates to conserving land resources and some positive effect on the objectives that relate to water quality and enhancing townscape character. Both options would however direct development to a location that is within Flood Zone 2 and both could therefore have a negative impact on the objective of reducing the effects of climate change. Both options would also direct development to an AQMA and could therefore have an adverse impact on the objective of improving air quality. Both options would also have an uncertain impact on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production and could have a negative impact on the objective of reducing the effects of traffic on the environment.

Both options would result in development being directed to an accessible location within Old Trafford Priority Regeneration Area and which is in close proximity to key drivers of the regional economy, including Manchester City Centre and MediaCity. Both options therefore have the potential to have a positive effect on the objective that relates to Trafford's

economic performance. Nevertheless, as Option 1 is likely to result in a significantly greater provision of employment development, the appraisal considered that this option has the potential to have a major positive impact on the objective. Both options could also have a major positive effect on the objective concerned with reducing economic disparities and some positive effect on the objective of enhancing Trafford's image as a tourism destination. Nevertheless, as Option 1 would be likely to deliver a greater number of employment opportunities, there is a higher level of certainty that this option would have a major positive impact on the objective.

POM1 – Pomona Strategic Location

The policy has the potential to have a positive impact on a wide range of sustainability objectives. In particular, by directing development, including a significant amount of employment floorspace, to a prominent location that is accessible by a choice of means of transport and within a Priority Regeneration Area, the policy has the potential to have a major positive impact on the objectives related to Trafford's economic performance; reducing disparities; reducing poverty and social exclusion; access to services and facilities; and enhancing choice of transport mode; and some positive impact on the objective relating to the social and environmental performance of the economy. The provision of employment development in an accessible location within a Priority Regeneration Area could also have a positive effect on the objective relating to education and skills by generating apprenticeships. In addition, the development of the area identified by the policy would lead to the redevelopment of an area of largely vacant land and any new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy. As such, the policy would have the potential to have a major positive impact on the objective relating to crime and fear of crime.

The proposed boundary would also result in development being directed to an area that comprises principally of previously developed land and parts of which are identified in the Trafford Contaminated Land Prioritisation Mapping as potentially containing high risk contaminated land. The redevelopment of the site could therefore have a major positive impact on the objective relating to land contamination and some positive effect on the objective of improving water quality. The development of the land identified by the boundary also has the potential to enhance the setting of the grade II listed Brindley's Weir and could therefore have a positive impact on the objective of enhancing townscape character.

The proposed boundary would support the delivery of approximately 1,100 new residential units and a range of community facilities. Accordingly the policy has the potential to have a major positive impact on the objective that relates to achieving a better balance and mix in the housing market and some positive effect on the objective that relates to community identity and welfare. In addition, by leading to the delivery of a range of uses in close proximity to a number of attractions that are important for Trafford's image as a tourism destination, the policy has the potential to have some positive effect on the objective of enhancing Trafford's image as a tourism destination.

The proposed boundary would however direct development to a location that is within Flood Zone 2 and could therefore have a negative impact on the objective of reducing the effects of climate change. It would also have the potential to have an uncertain or negative impact on the objectives relating to biodiversity; air quality; reducing contributions to

climate change; reducing the environmental impacts of consumption and production; and reducing the effects of traffic on the environment. There is however only a low level of certainty about the impact on these objectives and a range of mitigation measures have been identified.

The following sites within the Pomona area have been subject to SA:

- Pomona Docks
- Cornbrook Triangle

Each of these sites have been considered for housing, employment or mixed use development. It is not however proposed to allocate these sites individually as they fall within the proposed boundary for the Strategic Location. The full appraisal of these sites is contained within Appendix A.

Whilst the appraisal of each of these sites raised its own distinct issues, there are common impacts across many of the sites. In particular, each of the sites would result in development taking place in a location that is well served by public transport and could the development of these sites could therefore have a major positive impact on the objectives that relate to improving access to services and facilities and enhancing choice of travel mode. The proposed use of each of the sites could also have a positive impact on local neighbourhood quality and, by resulting in development that could support the regeneration of a Priority Regeneration Area, could have a major positive impact on the objective of reducing poverty and social exclusion.

The redevelopment of each of the sites could also result in the remediation of land that has been identified by the Trafford Contaminated Land as being potentially containing risk contaminated land. Each of the uses could therefore have some positive impact on the objectives that relate to conserving land resources and protecting water quality. However, each of the sites contain land within Flood Zone 2 and, as a result, the development of these sites has the potential to have some negative impact on the objective of reducing the impacts of climate change. Similarly, each of the sites has the potential to have some negative impact on the objective of protecting biodiversity due to the proximity of the sites to a designated wildlife corridor.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford if they were to be developed for housing or included a residential element. In addition, due to the proximity of the sites to one another and the quantum of development they could accommodate, the sites could cumulatively help the maintenance and improvement of public transport services. The sites are however all within or located in close proximity to an AQMA and the additional traffic generated by these sites could cumulatively have a detrimental impact on air quality. The use of each of these sites would however result in the redevelopment of large areas of vacant/underused and neglected land. The redevelopment of these sites is therefore likely to have significant impact on perceptions of the area.

4.2 Trafford Wharfside Strategic Location

Wharfside Strategic Location Boundary Options

Policy SL2 of the Core Strategy identifies Trafford Wharfside as a Strategic Location that will be the focus of major mixed-use development. The policy indicates the range of uses and quantum of development that is likely to be delivered in this area and states that the site specific implications of the policy will be detailed and identified in the Allocations Plan.

The draft Allocations Plan therefore defines a precise boundary for the Strategic Location. Three boundary options were considered by the Allocations Plan. The first option considered was to maintain the extent of Wharfside boundary as shown on UDP Proposals Map. The second option was to match the Wharfside boundary to Regional Centre boundary shown in Core Strategy by extending the UDP boundary westwards to broaden the potential for mixed-use development and regeneration to a wider area. The third option was to extend the Wharfside boundary along the Manchester Ship Canal frontage to include additional sites, such as the Dry Docks, oil refinery site and oil storage depot located on the southern side of Trafford Wharf Road.

The SA concluded that each of the options would have a similar impact on the vast majority of the sustainability objectives. Each option would result in development being directed to a location that is well served by public transport and would support the delivery of a range of services and facilities. Each option therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing choice of travel mode. Nevertheless, as Option 1 would limit the amount of land available within the Strategic Location, there is a lower level of certainty that it would have a major positive impact on the objective.

The SA considered that each option would have a major positive impact on the objectives relating to achieving a better balance and mix in the housing market and enhancing transport infrastructure. However, as Option 1 would limit the amount of land available within the Strategic Location, there is a lower level of certainty that this objective would deliver the 900 units envisaged for this area by Core Strategy policy SL2. All of the boundary options would have a positive impact on the objective of improving local neighbourhood quality by resulting in the redevelopment of neglected sites that detract from the character of the surrounding area. Each of the options would also have a major positive effect on the objectives that relate to crime and poverty and social exclusion; and some positive effect on the objective that relates to health. Nevertheless, there is a lower level of certainty that Option 1 would have a major positive impact on the objective relating to poverty and social exclusion. There is however a low level of certainty that Option 3 would have a positive impact on the objective that relates to skills and qualifications.

The SA considers that each option would result in development being directed to an area that comprises principally of previously developed land which contains areas of potentially high risk contaminated land. All of the options would therefore have the potential to have a major positive impact on the objective that relates to conserving land resources and some positive effect on the objectives that relate to water quality. Each option would however direct development to a location that is within Flood Zone 2 and could therefore have a negative impact on the objective of reducing the effects of climate change. Each of the options would also direct development to an AQMA and could therefore have an adverse

impact on the objective of improving air quality. All of the proposed boundary options would also have an uncertain impact on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production and could have a negative impact on the objective of reducing the effects of traffic on the environment.

Each option would result in development being directed to an accessible location within Old Trafford Priority Regeneration Area and which is in close proximity to key drivers of the regional economy, including Manchester City Centre, MediaCity and Trafford Park. Each option therefore has the potential to have a major positive effect on the objectives that relate to Trafford's economic performance and reducing economic disparities. However, as Option 1 would limit the amount of land available within the Strategic Location, this option is less likely to result in the delivery of the level of employment floorspace envisaged by Core Strategy SL2. As such, there is a lower level of certainty that this option would have a major positive impact on these objectives. Each option could however have a major positive effect on the objective concerned with enhancing Trafford's image as a tourism destination.

The following sites within the Trafford Wharfside Strategic Location area have been subject to SA:

- Circle North, Warren Bruce Way
- Land at Junction of Elevator Road and Wharfside Way
- Land at Warren Bruce Way
- Land between Wharfside Way and John Gilbert Way
- Land off Wharf End
- Land to the north of Wharfside Way
- Trafford Wharfside
- Victoria Warehouse – Site A
- Victoria Warehouse – Site B
- Wharfside II

Each of these sites have been considered for housing, employment or mixed use development. Whilst these appraisals have informed the choice of boundary for Trafford Wharfside, it is not proposed to allocate each of these sites individually as they fall within the proposed boundary for the Strategic Location. The full appraisal of these sites is contained within Appendix B.

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. Most of the sites comprise of areas of previously developed land and several are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land. Consequently, the development of many of the sites would offer opportunities to remediate areas of contaminated land and could have a positive impact on the objectives concerned with conserving land resources and protecting water quality. Most of the sites also have good access to existing public transport services and to local facilities. The development of these sites could therefore have a positive impact on the objectives that relate to improving access to services and facilities and enhancing choice of travel mode. In addition, the sites all fall within a location that was identified by Core Strategy policy W1 as a key focus for economic development and the development of each of these sites for a use that incorporates an employment element has the potential to have a major positive impact on

the objectives that relate to enhancing Trafford's economic performance and reducing economic inequalities.

The majority of the sites are not located in close proximity to heritage assets. Several of the sites, including the two Victoria Warehouse sites, are however adjacent to a designated wildlife corridor and their development has the potential to have some negative impact on the objective of protecting biodiversity. In addition, several of the sites, including land at the junction of Elevator Road and Wharfside Way, land between Wharfside Way and John Gilbert Way and land to the north of Wharfside Way, are partly within an AQMA and the traffic generated by the development of the site could have some negative impact on the objective of protecting air quality.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford if they were to be developed for housing or included a residential element. In addition, due to the proximity of the sites to one another and the quantum of development they could accommodate, the sites could cumulatively help the maintenance and improvement of public transport services. The sites are however located in close proximity to roads which have been identified as experiencing congestions and the traffic generated by the development of these sites could cumulatively have a negative impact on the objective of reducing the effects of traffic on the environment.

WHA1 – Wharfside Strategic Location

The policy has the potential to have a positive impact on a wide range of sustainability objectives. The policy would result in development taking place in a location that is well served by public transport and would result in the provision of a range of services and facilities to support the proposed residential community in the Wharfside Strategic Location. The policy therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Through leading to the provision of approximately 900 residential units, the policy could also have a major positive effect on the objective of achieving a better balance and mix in the housing market. Other social options that the policy would have a positive impact on include those that relate to crime; poverty and social exclusion; education and skills; and community identity and welfare.

The policy would result in development being directed to an area that comprises principally of previously developed land and it would also have the potential to result in the remediation of contaminated land. Accordingly, the policy could have a major positive impact on the objectives that relate to conserving land resources and some positive impact on water quality. The policy would however direct development to a location that is within Flood Zone 2 and could therefore have a negative impact on the objective of reducing the effects of climate change. The policy would also have the potential to have an uncertain or negative impact on the objectives relating to biodiversity; air quality; reducing contributions to climate change; reducing the environmental impacts of consumption and production; and reducing the effects of traffic on the environment. There is however only a low level of certainty about the impact on these objectives.

The policy would result in development being directed to an accessible location in close proximity to the Old Trafford Priority Regeneration Area. The policy provides support for the development of approximately 25,000sqm of office floorspace and a range of commercial

uses. The policy therefore has the potential to generate additional employment opportunities and support economic growth. As such, the policy could have a major positive impact on the objectives relating to enhancing Trafford's economic performance and enhancing Trafford's image as a tourism destination; and some positive impact on the objective of reducing disparities.

WHA2 – MediacityUK Area

The policy has the potential to have a positive impact on a wide range of sustainability objectives. The policy would result in development taking place in a location that is well served by public transport and would result in the provision of a range of services and facilities to support the proposed residential community in the Wharfside Strategic Location. The policy therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Through leading to the provision of additional residential units, the policy could also have a positive effect on the objective of achieving a better balance and mix in the housing market. Other social options that the policy would have a positive impact on include those that relate to crime; poverty and social exclusion; education and skills; and community identity and welfare.

The policy would result in development being directed to an area that comprises principally of previously developed land and it would also have the potential to result in the remediation of contaminated land. Accordingly, the policy could have a major positive impact on the objectives that relate to conserving land resources and some positive impact on water quality. The policy would however direct development to a location that is within Flood Zone 2 and could therefore have a negative impact on the objective of reducing the effects of climate change. The policy would also have the potential to have an uncertain or negative impact on the objectives relating to biodiversity; air quality; reducing contributions to climate change; reducing the environmental impacts of consumption and production; and reducing the effects of traffic on the environment. There is however only a low level of certainty about the impact on these objectives.

The policy would result in development being directed to an accessible location in close proximity to the Old Trafford Priority Regeneration Area and classified as within the Regional Centre. The policy provides support for the development of a range of uses including employment uses, a hotel and retail. The policy therefore has the potential to generate additional employment opportunities and support economic growth. As such, the policy could have a major positive impact on the objective relating to enhancing Trafford's economic performance; and some positive impact on the objective of reducing disparities; and enhancing Trafford's image as a tourism destination.

WHA3 – Manchester United Football Stadium Area

The policy has the potential to have a positive impact on a wide range of sustainability objectives. It would result in development being directed to a location that is well served by public transport and has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Other social options that the policy would have a positive impact on include those that relate to crime; poverty and social exclusion; and community welfare.

The policy would result in development being directed to an area that comprises principally of previously developed land and could potentially also lead to the redevelopment of areas of land that are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially high risk contaminated land. The policy could therefore have a major positive impact on the objective that relates to land resources and contamination and some positive effect on the objective relating to water quality. In addition, the policy would direct development to a location that is within Flood Zone 1 and could therefore have a positive impact on the objective of reducing the effects of climate change.

The policy would however direct development to an AQMA and could therefore have an adverse impact on the objective of improving air quality. It would also have an uncertain impact on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production and has the potential to have a negative impact on the objective of reducing the effects of traffic on the environment. The proximity of the site to a wildlife corridor also means that there is potential for the site to have some negative impact on the objective that relates to biodiversity. There is however only a low level of certainty about the impact on each of these objectives.

The policy would result in development being directed to an accessible location within the urban area which is in close proximity to Old Trafford Priority Regeneration Area. The policy encourages the development of a range of visitor facilities and therefore has the potential to support this major visitor attraction and generate a number of employment opportunities. As such, the policy would have some positive impact on the objectives relating to enhancing Trafford's economic performance and reducing disparities; and a major positive impact on the objective of enhancing Trafford's image as a tourism destination.

4.3 Lancashire County Cricket Club Strategic Location

LCCC Strategic Boundary Options

Policy SL3 of the Core Strategy identifies the LCCC Quarter as a Strategic Location that will be the focus of major mixed-use development. The policy indicates the range of uses and quantum of development that is likely to be delivered in this area and states that the site specific implications of the policy will be detailed and identified in the Allocations Plan.

The draft Allocations Plan therefore defines a precise boundary for the Strategic Location. Two boundary options were considered by the Allocations Plan. The first boundary considered was a limited area focussed on protecting the cricket stadium and administrative functions. The second option considered was a wider area intended to promote a broader mix of uses within the Strategic Location

The SA concluded that both of the proposed boundary options would have a major positive impact on a wide range of sustainability objectives. Both options would result in development being directed to a location that is well served by public transport and which is within convenient walking distance of a range of services and facilities. Each option therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities. Other social objectives that both options would have a positive impact on include those that relate to crime; poverty and social exclusion; health; and education and skills.

The appraisal concluded that both options would have a major positive impact on the objectives relating to achieving a better balance and mix in the housing market and enhancing transport infrastructure. However, as option 2 would be more likely to deliver a greater quantum of development, there is a higher level of certainty that this option would have a major positive impact on the objective. The wider boundary proposed by Option 2 would result in a number of neglected buildings being included within the Strategic Location, such as those on the northern part of Warwick Road. As such, Option 2 has the potential to result in improvements to a number of neglected buildings and could therefore have a positive impact on the objective relating to neighbourhood quality.

Both options would result in development being directed to an area that comprises principally of previously developed land and both options would also enhance the setting of Trafford Town Hall. Accordingly, the appraisal indicated that both options would have a positive impact on the objectives that relate to conserving land resources and enhancing townscape character. In addition, both options would direct development to a location that is within Flood Zone 1 and both could therefore have a positive impact on the objective of reducing the effects of climate change. Both options would direct development to an AQMA and could therefore have an adverse impact on the objective of improving air quality. Both options would also have an uncertain impact on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production. Option 2 could also result in a greater quantum of development being delivered and therefore has a greater potential to have a negative impact on the objective of reducing the effects of traffic on the environment.

Both options would result in development being directed to an accessible location within the urban area which is in close proximity to Old Trafford Priority Regeneration Area. Whilst Core Strategy policy SL3 does not envisage that the LCCC area will be a major focus for employment development, development in this area could enhance the tourism offer of Trafford and would have the potential to generate some employment opportunities. As such, each of the proposed boundary options would have some positive impact on the objectives relating to enhancing Trafford's economic performance and reducing disparities; and a major positive impact on the objective of enhancing Trafford's image as a tourism destination.

The following sites within the LCCC Quarter area have been subject to SA:

- B&Q site, Great Stone Road
- Land to the south of White City Retail Park
- LCCC Strategic Location
- Old Trafford Cricket Ground and adjoining land

The Old Trafford Cricket Ground and adjoining land has been appraised for it being allocated for a stadium and ancillary facilities, residential, retail, leisure and a hotel. Each of the other sites has been considered for housing, employment and mixed use development. Whilst these appraisals have informed the choice of boundary for the LCCC Quarter, it is not proposed to allocate each of these sites individually as they fall within the proposed boundary for the Strategic Location. The full appraisal of these sites is contained within Appendix C.

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of impacts that the sites have in common. In particular, all of the sites are within accessible locations that are located in close proximity to a Metrolink station and bus stops. As such, it is considered that the use of these sites for housing, employment or mixed use development could have a positive effect on the objectives of improving access to goods and services and enhancing choice of travel mode. Each of the sites are also within or adjacent to the Old Trafford Priority Regeneration Area and the development of the sites could contribute to the regeneration of this area and have some positive impact on the objective of reducing poverty and social exclusion. All of the sites are within Flood Zone 1 and it is considered that the development of the sites could have a positive effect on the objective of reducing the impacts of climate change. In addition, due to the potential for the development of these sites to support the Old Trafford Cricket Ground, each of the sites could have a positive impact on the objective of enhancing Trafford's image as a tourism destination.

None of the sites are in particularly close proximity to any designated assets and although the sites are within the setting of a heritage asset (the grade II listed Trafford Town Hall) it is considered that the development of these sites is unlikely to have a negative impact on the significance of this heritage asset or on the objective of protecting townscapes. However, most of the sites are partly within an AQMA. Consequently, and notwithstanding the fact that the sites are well served by public transport, the development of the sites would generate additional traffic and could have an adverse impact on the objective of protecting air quality.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford if they were to be developed for housing or included a residential element. In addition, due to the proximity of the sites to one another and the quantum of development they could accommodate, the sites could cumulatively help the maintenance and improvement of public transport services. The sites are however located in close proximity to roads which have been identified as experiencing congestions and the traffic generated by the development of these sites could cumulatively have a negative impact on the objective of reducing the effects of traffic on the environment.

LAN1 – LCCC Strategic Location

The policy has the potential to have a positive impact on a wide range of sustainability objectives. It would result in the provision of housing and commercial development in a location that is well served by public transport and within walking distance of a range of community facilities. The policy therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Through leading to the provision of approximately 400 residential units, the policy could also have some positive effect on the objective of achieving a better balance and mix in the housing market. Other social options that the policy would have a positive impact on include those that relate to crime; poverty and social exclusion; health; qualifications and skills; and community identity and welfare.

The policy would result in development being directed to an area that comprises principally of previously developed land and it would also have the potential to enhance the setting of Trafford Town Hall. Accordingly, the policy could have a positive impact on the objectives that relate to conserving land resources and enhancing townscape character. In addition, the

policy would direct development to a location that is within Flood Zone 1 and could therefore have a positive impact on the objective of reducing the effects of climate change. In addition, through resulting in the provision of open space/green infrastructure in a location that has been identified as being deficient in greenspace, the policy could have some positive impact on the objective that relates to open space and biodiversity. The policy would however direct development to an AQMA and could therefore have an adverse impact on the objective of improving air quality. It would also have an uncertain impact on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production and has the potential to have a negative impact on the objective of reducing the effects of traffic on the environment.

The policy would result in development being directed to an accessible location within the urban area which is in close proximity to Old Trafford Priority Regeneration Area. The policy provides support for the development of a range of commercial uses and has the potential to generate additional employment opportunities. As such, the policy could have some positive impact on the objectives relating to enhancing Trafford's economic performance; reducing disparities; and enhancing Trafford's image as a tourism destination.

LAN2 – LCCC Stadium Area

The policy has the potential to have a positive impact on a wide range of sustainability objectives. It would result in development being directed to a location that is well served by public transport and which is within convenient walking distance of a range of services and facilities and therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Other social options that the policy would have a positive impact on include those that relate to achieving a better balance and mix in the housing market; crime; poverty and social exclusion; and community identity.

The policy would result in development being directed to an area that comprises principally of previously developed land and it would also have the potential to enhance the setting of Trafford Town Hall. Accordingly, the policy could have a positive impact on the objectives that relate to conserving land resources and enhancing townscape character. In addition, the policy would direct development to a location that is within Flood Zone 1 and could therefore have a positive impact on the objective of reducing the effects of climate change. The policy would however direct development to an AQMA and could therefore have an adverse impact on the objective of improving air quality. It would also have an uncertain impact on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production and has the potential to have a negative impact on the objective of reducing the effects of traffic on the environment.

The policy would result in development being directed to an accessible location within the urban area which is in close proximity to Old Trafford Priority Regeneration Area. The policy provides support for development that significantly expands the spectator capacity of the LCCC stadium and encourages the development of a range of visitor facilities and therefore has the potential to support this major tourist attraction and generate a number of employment opportunities. As such, the policy would have some positive impact on the objectives relating to enhancing Trafford's economic performance and reducing disparities; and a major positive impact on the objective of enhancing Trafford's image as a tourism destination.

4.4 Trafford Centre Rectangle Strategic Location

TCR1 - Trafford Centre Strategic Location Boundary

Core Strategy Policy SL4 identifies that the Trafford Centre Rectangle Strategic Location will be the focus for major mixed use development, providing a new residential neighbourhood together with commercial, leisure and community facilities. The policy states that the site specific implications of the policy will be detailed and identified in the Allocations Plan.

The draft Allocations Plan considered two potential boundary options for the Trafford Centre Strategic Location. The first option considered was to retain the previous UDP boundary for this location. The alternative option considered by the plan was to extend the boundary of the area to include additional land adjacent to Junction 9 of the M60.

The SA concluded that the difference between the two boundary options is relatively minor and, as a result, both options would have a very similar impact on the sustainability objectives. Both of the options would have a major positive impact on a wide range of sustainability objectives. The key ones relate to enhancing Trafford's economic performance; improving the Borough's image as a tourism location; achieving a better balance and mix in the housing market; and improving local neighbourhood quality. Both options may also be a major positive effect on reducing disparities, and some positive impact on the objective relating to poverty and social exclusion. However, the extent to which this will be achieved will depend upon whether access to Trafford Centre Rectangle from these communities is enhanced, particularly by public transport.

The SA did however conclude that the proposals for the Strategic Location may have a negative impact on a number of sustainability objectives. Both options would direct development to a location that is in close proximity to the motorway network and to roads that have been identified as experiencing congestion. Consequently, due to the quantum of development that would be delivered in this location, both options could have a negative or uncertain impact on the objectives that relate to congestion, air quality and contributions to climate change. Improving public transport access will be a key mitigation measure. There is also a need to undertake conservation surveys, particularly on the greenfield site, and a more detailed flood risk assessment before development takes place. This could help address the potential negative impacts from both of the options on the objectives relating to open space, biodiversity, flora and fauna and reducing the effects of climate change objectives.

The following sites within the Trafford Centre Rectangle area have been subject to SA:

- Bridgewater Centre
- Canalside Argos Depot
- Container Base, Barton Dock Road
- Kratos site
- Land at Junction 10 of the M60
- Land south of Taylor Road
- Trafford Centre Rectangle Hotel Site

Each of these sites have been considered for housing, employment or mixed use development. The Trafford Centre Rectangle Hotel Site has also been appraised for a hotel

use. Whilst these appraisals have informed the choice of boundary for the Trafford Centre Rectangle, it is not proposed to allocate each of these sites individually as they fall within the proposed boundary for the Strategic Location. The full appraisal of each site is contained within Appendix D.

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, each of the sites is within close proximity of a bus stop and the majority of the sites are also located relatively close to a major bus station. Directing development to these sites could therefore have a positive impact on the objectives of improving access to essential services and facilities and improving choice of travel mode. The majority of the sites comprise of previously developed land and are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land. The development of the majority of the sites would therefore have a positive impact on the objective of conserving land resources and reducing land contamination. There is however a number of exceptions to this. In particular, the Trafford Centre Rectangle Hotel Site comprises of greenfield land and the redevelopment of these sites could therefore have some negative impact on the objective.

The majority of the sites are not located in close proximity to any designated heritage assets and are therefore unlikely to have a significant impact on the objective of protecting townscape character. Whilst most of the sites are within Flood Zone 1 and are likely to have a positive impact on the objective of reducing the impacts of climate change, a number of the sites (including the Bridgewater Centre) are partly within Flood Zone 2 and the development of these sites could have a negative impact on the objective of reducing the impacts of climate change unless appropriate mitigation measures are taken.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford if they were to be developed for housing or included a residential element. In addition, due to the proximity of the sites to one another and the quantum of development they could accommodate, the sites could cumulatively help the maintenance and improvement of public transport services. The sites are however located in close proximity to roads which have been identified as experiencing congestions and the traffic generated by the development of these sites could cumulatively have a negative impact on the objective of reducing the effects of traffic on the environment.

TCR2 – Trafford Quays

The policy has the potential to have a positive impact on a wide range of sustainability objectives. In particular, it would result in the provision of 1,050 residential units and would require two thirds of these to be suitable for families. The policy could therefore have a major positive impact on the objective relating to achieving a better balance and mix in the housing market. The policy identifies the Trafford Quays site as accommodating 28,000sqm of office floorspace and the policy could also have the potential to have a major positive effect on the objective of enhancing Trafford's economic performance and some positive effect on the objectives relating to poverty and social exclusion and economic disparities.

The policy would result in development taking place in a location that is located in close proximity to a major bus station and would result in the provision of a range of services and facilities to support the proposed residential community at Trafford Quays. The policy

therefore has the potential to have a positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Other objectives that the policy would have a positive impact on include those that relate to crime; education and skills; health; and community identity and welfare.

The policy would however result in the development of a large area of greenfield land and, as such, would have a significant negative impact on the objective relating to conserving land resources. In addition, notwithstanding the fact that the site is served by a choice of modes of transport, the quantum of development proposed would inevitably generate some additional vehicular movements and the policy could therefore have a negative impact on the objectives of reducing the effects of traffic on the environment and protecting air quality; and an uncertain impact on the objective of reducing contributions to climate change.

Due to the policy resulting in development taking place in Flood Zone 2, the policy has the potential to have some negative impact on the objective that relates to reducing the impacts of climate change. The implementation of appropriate measures to minimise flood risk and surface water run-off are likely to be key mitigation measures. The policy would also have an uncertain impact on the objective that relates to open space and biodiversity as although the development proposals include the provision of on-site open space, it would also result in development taking place in close proximity to a designated wildlife corridor. The use of ecological surveys and the development management process are likely to be key measures to ensure that any adverse impact on the wildlife corridor is avoided or mitigated. The policy would also have an uncertain impact on the objectives concerned with townscape character and the environmental impacts of consumption and production.

TCR3 – Trafford Quays Leisure Village

The policy has the potential to have a positive impact on a wide range of sustainability objectives. In particular, it would support the provision of a range of commercial and community leisure facilities and therefore has the potential to have a major positive effect on the objectives relating to community welfare; health; and Trafford's image as a tourism destination. The provision of these facilities could also generate some employment opportunities and could therefore have a positive effect on the objectives that relate to poverty and social exclusion; Trafford's economic performance; and economic inequalities. In addition, as these facilities would be located in relatively close proximity to a major bus station and to proposed residential communities, the policy could also have some positive effect on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Other objectives that the policy would have a positive impact on include those that relate to crime; conserving land resources; and water quality.

Notwithstanding the fact that the site is served by a choice of modes of transport, the development proposed would have the potential to generate additional vehicular movements and the policy could therefore have a negative impact on the objectives of reducing the effects of traffic on the environment and protecting air quality; and an uncertain impact on the objective of reducing contributions to climate change.

Due to the policy resulting in development taking place in Flood Zone 2 and in close proximity to a wildlife corridor, the policy has the potential to have some negative impact on the objectives that relate to reducing the impacts of climate change and biodiversity. The

policy would also have an uncertain impact on the objectives concerned with the environmental impacts of consumption and production.

4.5 Carrington Strategic Location

CAR1 – Carrington Strategic Location

The proposed boundary for the Carrington Strategic Location has the potential to create a significant number of employment opportunities in close proximity to a Priority Regeneration Area and could therefore have a significant positive impact on the objectives relating to enhancing Trafford's economic performance; reducing disparities; and reducing poverty and social exclusion. As the proposals involve the remediation and redevelopment of an under-utilised brownfield site, it could also have a major positive impact on the objective of conserving land resources and some positive impact on local neighbourhood quality and water quality.

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 policy has 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. Other objectives that the policy could have a positive impact on include those that relate to crime; biodiversity; townscape and landscape character; the social and environmental performance of the economy; and community welfare.

Carrington is presently poorly served by public transport and development in this area has the potential to result in unsustainable patterns of transport. Core Strategy policy SL5 would however require the delivery of significant enhancements to public transport and also 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. 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 proposed boundary does however include some land that is within Flood Zones 2 and 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change and could therefore have some negative impact on the objective relating to reducing the effects of climate change.

The following sites within the Carrington area have been subject to SA:

- Ackers Lane
- Carrington Plains
- Carrington Strategic Location
- Former Carrington Power Station
- Former LNG Site, Broadway, Partington
- Land at Carrington Chemical Manufacturing works
- Land off Common Lane, Partington

- Land off Crampton Lane
- National Grid Site, Land to the north of Broadway, Partington
- National Grid Site, Land to the south of Broadway, Partington
- Partington Wharfside

Each of these sites have been considered for housing, employment or mixed use development. Whilst these appraisals have informed the choice of boundary for Carrington, it is not proposed to allocate each of these sites individually as they fall within the proposed boundary for the Strategic Location. The full appraisal of each site is contained within Appendix E.

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, many of the sites are within close proximity of the Partington Priority Regeneration Area and the development of these sites could support the regeneration of this area and have a positive impact on the objective of reducing poverty and social exclusion. The majority of the sites comprise of previously developed land and are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land. The development of these sites would therefore have a positive impact on the objective of conserving land resources and reducing land contamination.

The majority of the sites are not located in close proximity to any designated heritage assets and the development of these sites would therefore be unlikely to have a significant impact on the objective of protecting townscape character. Several of the sites are however located in close proximity to designated natural assets. In particular, there is a SBI within the Carrington Power Station site and the Carrington Plains, Partington Wharfside, Land off Crampton Lane, Land off Common Lane and Broadway sites are all adjacent to a SBI and/or wildlife corridor. The development of many of the sites therefore has the potential to have a negative impact on the objective of protecting biodiversity, flora and fauna. In addition, although many of the sites are within Flood Zone 1, there are several, including Carrington Power Station, Carrington Plains and Land off Crampton Lane, which are partly within Flood Zone 2 and the development of these sites could have a negative impact on the objective of reducing the impacts of climate change.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford if they were to be developed for housing or included a residential element. In addition, due to the proximity of the sites to one another and the quantum of development they could accommodate, the sites could cumulatively help the maintenance and improvement of public transport services. The sites are however located in close proximity to roads which have been identified as experiencing congestions and the traffic generated by the development of these sites could cumulatively have a negative impact on the objectives of reducing the effects of traffic on the environment and protecting air quality. The use of many of these sites would however result in the redevelopment of large areas of vacant/underused and neglected land. The redevelopment of these sites could therefore cumulatively have a significant impact on perceptions of the area.

4.6 Housing Policies and Sites

HO1 – Land Release for New Residential Development

The policy has the potential to have a positive impact on a wide range of sustainability objectives. In particular, the policy identifies a series of sites that will be delivered for housing and requires the development that comes forward on these sites to make appropriate provision for affordable housing in line with Policy L2 of the Trafford Local Plan: Core Strategy. The policy therefore has the potential to have a major positive impact on the objective of achieving a better balance and mix in the housing market. The supporting text to the policy explains that the delivery of housing will be supported by a CIL which will be used to provide the necessary infrastructure to support the proposed residential development. As a result, the policy has the potential to have a positive impact on the objectives that relate to access to services and facilities; transport infrastructure; community welfare; qualifications and skills and health. Other social objectives that the policy could have a positive impact on include those that relate to crime; poverty and social exclusion; and local neighbourhood quality.

The policy identifies a series of sites for residential development, the majority of which comprises of previously developed land. In addition, several of these sites have been identified by the Trafford Contaminated Land Prioritisation Mapping as potentially contaminated sites. The proposed development of these sites could therefore present opportunities to remediate contaminated land and, as such, the policy has the potential to have a positive impact on the objectives that relate to conserving land resources and protecting water quality. In addition, as many of these sites are within Flood Zone 1, the policy could also have a positive impact on the objective of reducing the impacts of climate change and its sub-objective of minimising the risk of flooding. The policy could also have some positive impact on the objective that relates to townscape character and also on the economic objective of encouraging the sustainability of Trafford's town centres.

The policy does however have the potential to have a negative or uncertain impact on some objectives. Whilst several of the identified sites are located in close proximity to public transport services and local facilities, the provision of housing on these sites would inevitably generate additional traffic and associated emissions. As such, the policy could have some negative impact on the objectives of reducing the effects of traffic on the environment and protecting air quality; and an uncertain impact on the objective of reducing contributions to climate change. The policy would also have an uncertain impact on the objective of reducing the environmental impacts of consumption and production. In addition, due to the proximity of a number of the identified sites to designated natural assets, the policy could have some negative impact on the objective that relates to protecting biodiversity. There is however only a low level of certainty about the impact on each of these objectives.

Residential Development Sites

Policy HO1 identifies a series of individual sites for residential development. Each of these sites has been subject to an individual appraisal which is contained within Appendix F. A summary of these appraisals is provided below

Old Trafford Sites

The draft Plan proposes to allocate the following sites within Old Trafford for housing or mixed-use development incorporating an element of residential development:

- Former Bakemark UK, Skerton Rd, Old Trafford
- Former Trafford Press Site, Chester Road, Old Trafford
- Globe Trading Estate, 88-118 Chorlton Road, Old Trafford
- Land at 39 Talbot Road, Old Trafford
- Land at Avondale Road, Old Trafford
- Land at Chester Road/Cornbrook Road Park/Virgil Street, Old Trafford
- Land at Warwick Road South, Old Trafford
- Land bounded by Northumberland Road, East Union Street & Blackley Street, Old Trafford
- Land off Bold Street, Old Trafford

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, the majority of the sites are well served by public transport and located within convenient walking distance of existing services and facilities. In particular, several sites are located in close proximity to the Chester Road Quality Bus Corridor and/or Metrolink stations at Cornbrook, Trafford Bar or Old Trafford. As such, the development of many of the sites for housing is likely to have a major positive impact on the objectives of improving choice of travel mode and improving access to essential goods and services.

The majority of the sites are also within the Old Trafford Priority Regeneration Area. The only site that is not within this area is the Land at Avondale Road and this site is within the Gorse Hill Regeneration Area. The development of these sites could therefore contribute to the regeneration of the local area and have a positive impact on the objective of reducing poverty and social exclusion. The development of the sites also has the potential to have a major positive impact on the objective of achieving a better balance and mix in the housing market by resulting in the provision of housing in a Priority Regeneration Area. However, each of the sites is within an area that is identified by the Core Strategy as a 'cold' market and, as such, their ability to contribute towards affordable housing need may be diminished by viability.

Each of the sites comprises principally of previously developed land and the majority contain land that is identified as potentially being contaminated by the Trafford Contaminated Land Prioritisation Mapping. The development of these sites would therefore have a positive impact on the objective of conserving land resources and reducing land contamination. The majority of the sites would also have a positive impact on the objective of reducing the impacts of climate change by virtue of the fact that they are located within Flood Zone 1. Several sites are however located partly within an AQMA, including Globe Trading Estate and the Land at Chester Road/Cornbrook Road Park/Virgil Street, and the volume of traffic that could be generated by these developments could have some negative impact on the objective of reducing the effects of traffic on the environment. In addition, many of the sites would have an uncertain impact on the objective that relates to qualifications and skills due to it being unclear whether it would help reduce surplus places at local primary schools or place additional pressure on schools that are already operating above capacity.

The majority of the sites are not located in particularly close proximity to any heritage assets or any designated natural assets. The Former Trafford Press Site and the Land bounded by Northumberland Road, East Union Street & Blackley Street are however within/adjacent to

the Empress Conservation Area and the redevelopment of these vacant sites could have a positive impact on the character of the conservation area and on the objective of protecting and improving townscape character.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford. In addition, due to the proximity of the sites to one another and the quantum of development they could accommodate, the sites could cumulatively help the maintenance and improvement of public transport services. The development of these sites could also have a positive cumulative impact on the regeneration of Old Trafford and perceptions of the area.

Stretford Sites

The draft Plan proposes to allocate the following sites within Stretford for housing or mixed-use development incorporating an element of residential development:

- Former Royal Canal Works South Of Edge Lane, Stretford
- Former Trafford College site, Stretford
- Land at Talbot Road, Stretford

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, the development of each of the sites has the potential to have a positive impact on the objective of achieving a better balance and mix in the housing market. Each of the sites is also within close proximity of a Metrolink station, Quality Bus Corridor or a railway station and the development of each of these sites for housing could therefore have a positive impact on the objectives of improving access to essential services and facilities and enhancing choice of travel mode.

Each of the sites is also entirely within Flood Zone 1 and the development of these sites therefore has the potential to have a positive impact on the objective of reducing the impacts of climate change.

However, both the Trafford College and Royal Canal Works sites are immediately adjacent to designated wildlife corridors and the development of these sites has the potential to have some negative impact on the objective of protecting biodiversity, flora and fauna. In addition, all three of the sites are situated within 200m of a major source of noise pollution and the use of the site for housing could therefore have some negative impact on the objective that relates to health.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford.

The following small sites within Stretford Town Centre have also been identified as being suitable for accommodating some residential development but are assessed through the appraisal of Policy STR1:

- Essoldo Cinema, Chester Road, Stretford
- Stretford Station and Boat Yard, Edge Lane, Stretford
- Land at Newton Street/Lacy Street, Stretford
- Stretford Mall, Chester Road, Stretford

- Land at Bennett Street, Stretford
- Land at Crossford Street, Stretford

Sale Sites

The draft Plan proposes to allocate the following sites within Sale for housing or mixed-use development incorporating an element of residential development:

- Land at 71/73 Northenden Road, Sale
- Land at Cross Street, Sale
- Land at Gratrix Lane/Northenden Road, Sale
- The Square, Sale Town Centre, Sale

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, the development of each of the sites has the potential to have a positive impact on the objective of achieving a better balance and mix in the housing market. The majority of the sites are also within close proximity of a Quality Bus Corridor or an existing or proposed Metrolink station and the development of each of these sites for housing could therefore have a positive impact on the objectives of improving access to essential services and facilities and enhancing choice of travel mode. Each of the sites would also have a positive impact on the objective of reducing the impacts of climate change by virtue of the fact that they are located within Flood Zone 1.

The majority of the sites comprise principally of previously developed land and the several contain land that is identified as potentially being contaminated by the Trafford Contaminated Land Prioritisation Mapping. The development of these sites could therefore have a positive impact on the objective of conserving land resources and reducing land contamination.

None of the sites are located in particularly close proximity of a designated natural asset. The majority of the sites are also not within close proximity of any designated heritage assets and their development would be unlikely to have a significant impact on the objective of protecting townscape character. There is however a number of listed buildings within the vicinity of The Square site, including two within 50m of the boundary of the site – the grade II listed Church of St Paul and Lloyds Bank. The setting of these assets is already influenced to a certain extent by modern development. Nevertheless, it is considered that the proposed use of the site would have an uncertain impact on the objective of protecting townscape character.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford.

The following small site within Sale Town Centre have also been identified as being suitable for accommodating some residential development but are assessed through the appraisal of Policy SAL1:

- Land at 1 to 9 Washway Road, Sale.

Altrincham Sites

The draft Plan proposes to allocate the following sites within Altrincham for housing or mixed-use development incorporating an element of residential development:

- Former Bayer UK Site, Altrincham
- Hartington House, Manchester Road, Altrincham
- Land at 289 Hale Road, Altrincham
- Land at Deansgate Lane, Altrincham
- Land at Stokoe Avenue, Altrincham
- Land at Viaduct Road, Altrincham
- Land at Woodfield Road, Altrincham (Former Linotype Works/ L&M, Norman Road)
- Land off Stamford Brook Road, Altrincham
- The Square, Hale Road, Hale Barns, Altrincham

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, the sites are located within an area which is considered by Core Strategy policy L2 to be a 'hot' market location and would therefore be expected to make a 40% contribution to affordable housing. The development of each of the sites could therefore have a positive impact on the objective of achieving a better balance and mix in the housing market.

The majority of the sites are in relatively accessible locations that located in relatively close proximity to local services and facilities. Several of the sites are also within 400m of a Quality Bus Corridor or within 800m of a Metrolink station. As a consequence, the development of these sites would largely have a positive impact on the objectives that relate to improving access to services and facilities and enhancing choice of travel mode. A number of the sites, including Hartington House, Land and Buildings at Wharf Road and Land at Viaduct Road, are also within Broadheath Regeneration Area. The development of these sites could therefore contribute to the regeneration of the area and have some positive impact on the objective of reducing poverty and social exclusion.

A significant number of the sites are however within 200m of a major source of noise pollution. These include the, Land at Viaduct Road, The Square, Land at Deansgate Lane and the Former Bayer UK Site. The use of these sites for housing could therefore have some negative impact on the objective that relates to health. The majority of the sites would have a positive impact on the objective of reducing the impacts of climate change by virtue of the fact that they are located within Flood Zone 1. The Former Bayer UK Site does however contain land within both Flood Zones 2 and 3 and, as a result, the use of this site could have a negative impact on the objective. The site has however been subject to both the Sequential and Exception Test in the Trafford Local Plan: Land Allocations Flood Risk Sequential Test Report which has demonstrated that the site could pass both of these tests.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford. Several of the sites are however located in close proximity to the A56 which was identified by the Trafford Transport Strategy (2009) as a route that experiences periods of acute and serious congestion. The development of these sites for housing could cumulatively generate a significant amount of additional traffic and could therefore have a negative impact on the objective of reducing the impacts of traffic on the environment. There is however only a low level of certainty over this impact due to the proximity of many of these sites to public transport services and local facilities.

Partington Sites

The draft Plan proposes to allocate the following sites within Partington for housing or mixed-use development incorporating an element of residential development:

- Former Orton Brook School Site Oak Road, Partington
- Former Red Brook Public House, Partington
- Land adjacent to Manchester Ship Canal, Partington
- Land at 4 Lock Lane, Partington
- Land to the east of Partington Shopping Centre, Central Road, Partington

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, each of the sites is also within the Partington Priority Regeneration Area. The development of these sites could therefore contribute to the regeneration of the local area and have a positive impact on the objective of reducing poverty and social exclusion. The development of the sites also has the potential to have a major positive impact on the objective of achieving a better balance and mix in the housing market by resulting in the provision of housing in a Priority Regeneration Area. However, each of the sites is within an area that is identified by the Core Strategy as a 'cold' market and, as such, their ability to contribute towards affordable housing need may be diminished by viability. Each of the sites could also have a major positive impact on the objective relating to skills and education by providing support for a school within a Priority Regeneration Area which presently has a surplus of places.

The majority of the sites comprise principally of previously developed land and the several contain land that is identified as potentially being contaminated by the Trafford Contaminated Land Prioritisation Mapping. The development of these sites could therefore have a positive impact on the objective of conserving land resources and reducing land contamination. The land adjacent to Manchester Ship Canal is however a greenfield site and would have an uncertain impact on this objective. The majority of the sites would also have a positive impact on the objective of reducing the impacts of climate change by virtue of the fact that they are located within Flood Zone 1. The land adjacent to Manchester Ship Canal could however have a negative impact on this objective unless appropriate mitigation measures are implemented due to parts of the site being within Flood Zones 2 and 3.

Each of the sites is located in close proximity to a bus stop and is within walking distance of a number of shops and services. Nevertheless, none of the sites are within 400m of a Quality Bus Corridor or within 800m of a Metrolink, railway or bus station. It is therefore considered that most of the sites would have a negative or uncertain impact on the objective of reducing the effects of traffic on the environment.

The majority of the sites are not located in particularly close proximity to any heritage assets or any designated natural assets. The land at 4 Lock Lane is however located in close proximity to a number of designated heritage assets. The development of this site could therefore have some impact on the setting of a designated heritage asset and would have an uncertain impact on the objective of protecting and improving townscape character.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford. In addition, due to the proximity of the sites to one another and the quantum of development they could accommodate, the sites could cumulatively help the maintenance and improvement of public transport services. The development of these sites could also have a positive cumulative impact on the regeneration of Partington and perceptions of the area.

Urmston Sites

The draft Plan proposes to allocate the following sites within Urmston for housing or mixed-use development incorporating an element of residential development:

- Former Higher Road Depot, Urmston
- Former Mossdales Brickworks, 4 Ends Lane, Urmston
- Land at and adjacent to Katherine Lowe House, Urmston
- Land at Station Road/Urmston Railway Station, Urmston

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, the development of each of the sites has the potential to have a positive impact on the objective of achieving a better balance and mix in the housing market.

The majority of the sites are in relatively accessible locations that located in relatively close proximity to local services and facilities. Several of the sites are also within 400m of a Quality Bus Corridor or within 800m of a Metrolink station. As a consequence, the development of these sites would largely have a positive impact on the objectives that relate to improving access to services and facilities and enhancing choice of travel mode.

The majority of the sites comprise principally of previously developed land and the several contain land that is identified as potentially being contaminated by the Trafford Contaminated Land Prioritisation Mapping. The development of these sites could therefore have a positive impact on the objective of conserving land resources and reducing land contamination.

The majority of the sites are within Flood Zone 1 and the development of these sites for housing could therefore have a positive impact on the objective of reducing the impacts of climate change. The one exception is the Former Mossdales Brickworks which is partly within Flood Zone 2 and could therefore have some negative impact on this objective. Several of the sites are however adjacent to designated wildlife corridors. These include the Land at Station Road/Urmston Railway Station, the Former Mossdales Brickworks and the Former Higher Road Depot. The development of these sites therefore has the potential to have some negative impact on the objective of protecting biodiversity, flora and fauna.

Cumulatively these sites could make a significant contribution to the housing mix in Trafford.

The following small sites within the Urmston area have also been identified as being suitable for accommodating some residential development. Nevertheless, the first of these two sites is within Urmston Town Centre and has been assessed through the appraisal of Policy URM1 and the second is within a local centre and has been assessed as part of the appraisal of Policy LC1:

- Victoria Parade, Urmston Town Centre
- Woodsend Circle, Flixton.

HO2 - Release of Other Land for Residential Development

The proposed policy has the potential to have a positive impact on a significant number of objectives, particularly those that relate to social issues. By providing a framework to support the delivery of housing it has the potential to have a major positive impact on the objective that relates to achieving a better balance and mix in the housing market. In addition, the requirement for these sites to be in accordance with policy L1 of the Core Strategy should also ensure that the policy has some positive impact on the objectives that relate to poverty and deprivation; access to services and facilities; choice of travel mode; and local neighbourhood quality.

The policy supports the delivery of new housing on suitable and sustainable sites. It does however specify that such proposals would not be supported if it would result in the loss of protected open space unless the provisions of Policy R5 of the Core Strategy can be satisfied. As such, it should have some positive impact on the objectives that relate to health; reducing the impacts of climate change; and protecting open space. Other objectives that the policy could have a positive impact on include those that relate to crime; townscape character; and conserving land resources.

The provision of housing development would however inevitably generate some additional traffic and associated emissions. As such, the policy could have some negative impact on the objectives of reducing the effects of traffic on the environment and protecting air quality; and an uncertain impact on the objective of reducing contributions to climate change. The policy would also have an uncertain impact on the objective of reducing the environmental impacts of consumption and production.

HO3 - Residential Accommodation for Older Persons

The proposed policy has the potential to have a positive impact on a significant number of objectives, particularly those that relate to social issues. By seeking to ensure that sufficient accommodation is provided for an ageing population, whilst also ensuring that the rate at which this comes forward does not have an adverse effect on the supply of general market housing, the policy has the potential to have a major positive impact on the objective of achieving a better balance and mix in the housing market. The policy requires that proposals for accommodation for older persons on none allocated sites to be located close to services, amenity and local centres or community hubs with high levels of community activity and to be served by a choice of travel modes. The policy could therefore have a major positive impact on the objectives that relate to access to services and facilities; and choice of travel mode; and some positive impact on the objective of reducing social exclusion. Other social objectives that the policy could have a positive impact on include those that relate to crime; community welfare; and health.

The policy also has the potential to result in some positive impacts on the environmental objectives of reducing contributions to climate change; reducing the effects of traffic on the environment; and protecting and enhancing townscapes.

The policy would not have a negative impact on any of the sustainability objectives. The impact of the policy on the objective of reducing the environmental impacts of consumption and production is however uncertain.

4.7 Gypsy and Traveller Policy

Policy GT1 – Land Release for Travelling Communities

Policy L2 of the Core Strategy identifies a criteria based policy for Gypsy, Roma and Travellers Communities and Travelling Showpeople. Two potential options were in relation to gypsy and traveller sites were considered by the draft Allocations Plan. The first option was to allocate the existing Stones Meadow site in Carrington for 17 caravan pitches for Gypsy and Traveller use and support an extension on the land to the east of the site. The second option was to not identify a site for Gypsy and Traveller use and instead rely solely on the guidance contained within the Core Strategy.

The SA concluded that option of allocating the existing Stones Meadow site for Gypsy and Traveller use to provide accommodation for 17 caravan pitches and providing support for an extension on the land to the east of the site has the potential to have a positive impact on a number of objectives. In particular, it concluded that this option would contribute towards meeting the housing needs of all sections of the community and could therefore have a positive impact on the objective of achieving a better balance and mix in the housing market. The option could also support the remediation of a site that is identified in the Trafford Contaminated Land Prioritisation Mapping as potentially medium risk contaminated land and could therefore have a positive impact on the objectives relating to land contamination and water quality. In addition, the site is at a low risk of flooding and the SA therefore considered that the policy could have some positive effect on the objective of reducing the impacts of climate change.

The SA noted that Option 1 would however direct Gypsy and Traveller pitches to a location that is not particularly well served by public transport and where there are few local facilities within convenient walking distance. The option therefore has the potential to have some negative impact on the objectives of improving accessibility to services and facilities and choice of transport mode. Nevertheless, it is located within the Carrington Strategic Location which will benefit from a significantly improved and new public transport network and an active travel route network. Furthermore, the policy confirms the existing use of the site, with new development limited to the area to the east of the site.

By contrast, the SA concluded that Option 2 would have no significant impact on the vast majority of the sustainability objectives. However, by potentially reducing the likelihood of the required number of pitches being provided, it considered that Option 2 could have some negative impact on the objective of achieving a better balance and mix in the housing market.

4.8 Regeneration Policies and Areas

Priority Regeneration Areas Boundary Options

Policy L3 of the Core Strategy identifies Old Trafford, Partington and Sale West as Priority Regeneration Areas (PRAs). The draft Allocations Plan seeks to identify a precise boundary for these PRAs. Two potential options were considered. The first was to define the boundary for these areas as the Lower Super Output Areas that are within the 10% most deprived in the country, as identified by the Index of Multiple Deprivation. The alternative option considered was to widen the boundary for these areas so that they include not only the Lower Super Output Areas that are within the 10% most deprived in the country but also adjoining areas that form part of the established neighbourhoods for these areas.

The SA concluded that both of the proposed boundary options would have a positive impact on a wide range of sustainability objectives. Both options would result in development being directed to locations that are served by public transport and which are within convenient walking distance of a range of services and facilities. Each option therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and choice of travel mode. Both options would result in development taking place within the most deprived parts of Trafford and would have the potential to contribute to the regeneration of the local area and could generate employment opportunities for local residents. Both options could therefore have a major positive impact on the objective of reducing poverty and deprivation and some positive effect on the objective of reducing economic disparities. Other social objectives that both options could have a positive impact on include those that relate to crime; community welfare; health; and education and skills.

The SA noted that both options could have a major positive impact on the objectives relating to achieving a better balance and mix in the housing market and enhancing transport infrastructure. However, as option 2 would be more likely to deliver a greater quantum of development, it concluded that there is a higher level of certainty that this option would have a major positive impact on the objective. The wider boundary proposed by Option 2 could also result in a greater number of neglected buildings/sites being included within the PRA. As such, Option 2 has the potential to result in improvements to a number of neglected buildings and could therefore have a greater positive impact on the objective relating to neighbourhood quality.

Both options would result in development being directed to an area that comprises principally of previously developed land and could also result in the remediation of areas of potentially contaminated land. Accordingly, both options could have a positive impact on the objectives that relate to conserving land resources and protecting water quality. Both options could however generate additional traffic within an AQMA and could therefore have an adverse impact on the objectives of improving air quality and reducing the effects of traffic on the environment. Both options would also have an uncertain impact on the objectives relating to reducing contributions to climate change; biodiversity; and reducing the environmental impacts of consumption and production.

Whilst Core Strategy policy L3 does not envisage that the PRAs will be a major focus for employment development, development in this area could enhance the image of the tourism offer in Trafford and would have the potential to generate some employment

opportunities. As such, the SA considered that both of the proposed boundary options would have some positive impact on the objectives relating to enhancing Trafford's economic performance and reducing disparities and enhancing Trafford's image as a tourism destination. Both options could also have some positive impact on the objective of encouraging the sustainability of Trafford's town centres.

RE1 - Priority Regeneration Areas

The policy has the potential to have a positive effect on a wide range of sustainability objectives. It identifies transport improvements and community facilities as types of development which will be supported within the Priority Regeneration Areas and the policy could therefore have a major positive effect on the objectives that relate to improving access to services and facilities; improving choice of travel mode; reducing poverty and social exclusion; and reducing economic disparities. The promotion of these measures to improve access to services and facilities mean that the policy also has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car. Consequently, the policy could have some positive effect on the objectives that relate to reducing the effects of traffic on the environment; protecting air quality; and reducing contributions to climate change.

The policy identifies the delivery of residential developments as being key to the regeneration of the PRAs and makes reference to Core Strategy policy L3 which requires residential developments to deliver housing that meets Trafford's housing needs. As such, the policy could also have a major positive effect on the objective of achieving a better balance and mix in the housing market.

The policy makes reference to Core Strategy policy L3 which requires new development in the PRAs to achieve a high standard of design and construction and encourages proposals that enhance the public realm via landscaping and planting areas. Policy L3 also specifically promotes the redevelopment of unused, derelict land and buildings. As such, the policy has the potential to have a major positive impact on the objective of improving local neighbourhood quality and could have some positive effect on the objectives that relate to townscape character and conserving land resources.

Other objectives that the policy could have a positive impact on include those that relate to crime; Trafford's image as a tourism destination; qualifications and skills; health; open space; reducing the impacts of climate change; and improving the social performance of the economy. The policy would not have a negative impact on any of the objectives. The impact of the policy on the objective that relates to the environmental impacts of consumption and production is however uncertain.

Regeneration Areas Boundary Options

Policy L3 of the Core Strategy identifies Gorse Hill, Stretford, Longford, Priory, Sale Moor, Broadheath and Broomwood as Regeneration Areas (RAs). The draft Allocations Plan seeks to identify a precise boundary for these RAs. Two potential options were considered. The first was to define the boundary for these areas as the Lower Super Output Areas that are within the 20% most deprived in the country, as identified by the Index of Multiple Deprivation. The alternative option considered was to widen the boundary for these areas so that they include not only the Lower Super Output Areas that are within the 20% most

deprived in the country but also adjoining areas that form part of the established neighbourhoods for these areas.

The SA concluded that both of the boundary options could have a positive impact on a wide range of sustainability objectives. Both options would result in development being directed to locations that are largely well served by public transport and which are within convenient walking distance of a range of services and facilities. Each option therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and choice of travel mode. Both options would result in development taking place within some of the more deprived parts of Trafford and would have the potential to contribute to the regeneration of the local area and could generate employment opportunities for local residents. Both options could therefore have a major positive impact on the objective of reducing poverty and deprivation and some positive effect on the objective of reducing economic disparities. Other social objectives that both options could have a positive impact on include those that relate to crime; community welfare; health; and education and skills.

The SA identifies that both options could have a positive impact on the objectives relating to achieving a better balance and mix in the housing market and enhancing transport infrastructure. However, as option 2 would be more likely to deliver a greater quantum of development, there is a higher level of certainty that this option would have a major positive impact on the objective. The wider boundary proposed by Option 2 could also result in a greater number of neglected buildings/sites being included within the Regeneration Area. As such, Option 2 has the potential to result in improvements to a number of neglected buildings and could therefore have a greater positive impact on the objective relating to neighbourhood quality.

Both options would result in development being directed to an area that comprises principally of previously developed land and could also result in the remediation of areas of potentially contaminated land. Accordingly, the SA concludes that both options could have a positive impact on the objectives that relate to conserving land resources and protecting water quality. Both options could however generate additional traffic within an AQMA and could therefore have an adverse impact on the objectives of improving air quality and reducing the effects of traffic on the environment. Both options would also have an uncertain impact on the objectives relating to reducing contributions to climate change; biodiversity; and reducing the environmental impacts of consumption and production.

Whilst Core Strategy policy L3 does not envisage that the RAs will be a major focus for employment development, development in this area could generate some employment opportunities. As such, the SA considered that both the boundary options could have some positive impact on the objectives relating to enhancing Trafford's economic performance. Both options could also have some positive impact on the objective of encouraging the sustainability of Trafford's town centres.

RE2 - Regeneration Areas

The policy has the potential to have a positive effect on a wide range of sustainability objectives. The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, seeks to deliver public transport improvements and enhance access to community facilities. As such, the policy has

the potential to have a major positive effect on the objectives that relate to improving access to services and facilities; improving choice of travel mode; reducing poverty and social exclusion; and reducing economic disparities. The promotion of these measures to improve access to services and facilities mean that the policy has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car. Consequently, the policy could have also some positive effect on the objectives that relate to reducing the effects of traffic on the environment; protecting air quality; and reducing contributions to climate change.

The policy seeks to support the regeneration of the identified Regeneration Areas in line with Core Strategy policy L3.1 and L3.2 which, inter alia, encourages development that broadens the range of housing stock on offer to residents within Regeneration Areas. The policy therefore has the potential to have a major positive impact on the mix and balance of Trafford's housing market. Other objectives that the policy could have a positive impact on include those that relate to crime; Trafford's image as a tourism destination; qualifications and skills; health; improving local neighbourhood quality; enhancing townscape character; and the social performance of the economy.

The policy would not have a negative impact on any of the objectives. The impact of the policy on the objective that relates to the environmental impacts of consumption and production is however uncertain.

4.9 Transport Policies and Sites

TR1 – Active Travel Network

The policy has the potential to have a positive impact on a number of objectives. In particular, the policy promotes a range of measures that would enhance Trafford's transport infrastructure, especially for pedestrians and cyclists, and could therefore have a major positive impact on the objective relating to choice of transport mode and its sub-objective of improving participation in walking and cycling; and some positive effect on the objective of improving access to services and facilities. This promotion of walking and cycling should mean that the policy could also have a major positive impact on the objective relating to health.

The policy incorporates a range of measures to promote walking and cycling. Whilst many of the proposed measures are intended to promote these modes of travel for recreational purposes, the policy does have the potential to encourage walking and cycling as an alternative to travelling by private car and could therefore have some positive effect on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality.

The policy seeks to create a high quality processional route which will link two of Trafford's key tourist attractions – LCCC ground and Old Trafford football ground. The policy could therefore help improve the setting of these assets and thereby have a positive impact on the objective relating to enhancing Trafford's image as a tourism destination.

The policy would not have a negative or uncertain impact on any of the objectives.

TR2 – Public Transport Network

The policy has the potential to have a positive impact on a significant number of objectives. In particular, it promotes a range of measures that would enhance Trafford's public transport infrastructure and could therefore have a major positive impact on the objectives relating to choice of transport mode and to some degree on improving access to services and facilities.

The enhancements to the public transport network that are promoted by the policy have the potential to result in some modal shift away from travelling by car and could therefore have some positive effect on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The support provided for the delivery of a high quality public transport network should also ensure that the policy has a major positive effect on the objective of enhancing Trafford's economic performance. In addition, by making employment opportunities more accessible for those who do not own a car, the policy could also have a major positive impact on the objectives of reducing poverty and social exclusion and reducing economic disparities. The policy could also have some positive impact on the environmental performance of the economy and on Trafford's image as a tourism destination.

The policy would not have a negative or uncertain impact on any of the objectives.

TR3 – Highway Network

The policy has the potential to have a positive impact on a number of objectives. The policy promotes a range of measures to enhance the Strategic Road Network, identifies a series of junction improvements that are proposed on the Primary Road Network and safeguards a number of routes that are proposed by policies SL4 and SL5 of the Core Strategy. Consequently, the policy has the potential to have a major positive impact on the objective that relates to enhancing Trafford's transport infrastructure. In addition, the highway infrastructure improvements proposed by the policy could improve physical access to services, facilities and employment opportunities and the policy could therefore have some positive impact on the objectives that relate to reducing poverty and social exclusion; reducing economic disparities; and improving access to services and facilities. By identifying a series of measures that will be implemented to support the levels of growth proposed in the Borough and/or address existing congestion, the policy also has the potential to have a major positive impact on the objective that relates to Trafford's economic performance by ensuring that economic growth and productivity are not adversely affected by congestion and an inadequate highways network.

The policy would not have a negative impact on any of the objectives. Nevertheless, whilst the measures proposed by the policy could improve the functioning of the highways network and reduce congestion, the delivery of additional highways infrastructure is unlikely to reduce the number of vehicles on the road and could, in actual fact, have the opposite effect. Accordingly, the policy would have an uncertain impact on the objectives that relate to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality.

TR4 – Freight Transport Network

The policy has the potential to have a positive impact on a number of objectives. In particular, by promoting the use of rail and the Manchester Ship Canal as alternative to

transporting goods by road, the policy has the potential to reduce the volume of traffic on the roads and could thereby have a major positive impact on the objectives concerned with reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The promotion of these more energy efficient modes of transport means that the policy could also have some positive effect on the objective of improving the environmental performance of the economy. In addition, by helping to reduce congestion on the roads, the policy also has the potential to have some positive effect on the objective of enhancing Trafford's high economic performance.

The policy seeks to reduce the impact of freight transport on Trafford's communities by seeking to route vehicles away from residential areas and by stipulating that where the adjoining land use is primarily residential in nature, suitable measures will be required to ensure that the environment and amenity of the occupiers of adjoining properties is not prejudiced by the movement of goods by road. The policy therefore has the potential to have some positive effect on health. The policy could also have a positive effect on the objective that is concerned with enhancing Trafford's transport infrastructure.

The policy would not have a negative impact on any of the objectives. However, the policy promotes the use of the Manchester Ship Canal for the transportation of goods and intensifying the use of this waterway could have some impact on the objective of protecting water quality. Nevertheless, given that the extent to which the policy would result in increased use of the Manchester Ship Canal for freight transportation is unknown, it is uncertain whether any impact from the policy on the objective would be significant.

TR5 – Off-Airport Car Parking

The policy has the potential to have a positive impact on a number of objectives, particularly those that relate to economic and environmental issues. The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy and the policy has the potential to support the expansion of Manchester Airport but would also prevent the development of off-airport parking where this would have an adverse impact on the supply of employment land in relation to Core Strategy policies R4, R2 and W1. The policy therefore has the potential to have a major positive effect on the objective that relates to enhancing Trafford's economic performance and some positive effect on the objectives that relate to reducing disparities; reducing poverty and social exclusion; and enhancing Trafford's image as a tourism destination.

The policy includes a list of criteria that will be taken into account when assessing proposals for additional off-airport car parking. These criteria should ensure that the policy has a positive impact on the objectives that relate to the effects of traffic on the environment; protecting open space; conserving land resources; and protecting landscape character.

The policy would not have a negative or uncertain impact on any of the objectives.

4.10 Low Carbon Growth Area Policy

Policy LO1 – Low Carbon Growth Areas

Policy L5 of the Core Strategy identified key areas where development by virtue of the scale, the mix of uses and density will create opportunities for the delivery a range of low carbon

energy generating facilities. The draft Allocations plan therefore includes a policy to define the precise boundary for these low carbon growth areas. The alternative option of not including a policy to define these areas was also considered by the SA.

The SA considered that the option of defining boundaries for Low Carbon Growth Areas in Altrincham, Carrington and Trafford Park would have a positive impact on a number of objectives. In particular, it concluded that this option could help reduce the consumption of energy minerals and reduce carbon emissions and could thereby have a major positive effect on the objectives relating to reducing contributions to climate change and reducing the environmental impacts of consumption and production. The option could also help improve the environmental performance of the economy, have some positive effect on reducing the impacts of climate change and by having the potential to reduce incidences of fuel poverty may also have some positive impact on the objectives relating to poverty and health. The SA did however consider that there is only a low level of certainty about the impact on all of these objectives as new development in these areas would only be encouraged, rather than required, to connect to low carbon energy generating infrastructure and it is also presently uncertain whether any such infrastructure would be delivered in the area. It is however recognised that the approach to Low Carbon Growth Areas is already set out in the Core Strategy and that requiring development to connect to low carbon energy generating infrastructure could have an adverse impact on the viability of development. As such, no mitigation measures are recommended.

The SA considered that the option of not defining boundaries for Low Carbon Growth Areas in Altrincham, Carrington and Trafford Park would be unlikely to have any significant impact on any of the objectives.

4.11 Flood Risk Management Policy and Areas

Policy FL1 - Safeguarding of Areas for Flood Management

The draft Allocations Plan considered two potential options in relation to flood risk management. The first of these options was to safeguard flood storage areas at Sale Water Park and Salisbury Road playing fields in Timperley and the second option was to not allocate any flood storage areas.

The SA concluded that both of the proposed options in relation to safeguarding areas for flood management are unlikely to have a significant impact on the majority of the sustainability objectives. The option of safeguarding flood storage areas at Sale Water Park and Salisbury Road playing fields in Timperley does however have the potential to have a major positive impact on the objective that relates to reducing the impacts of climate change and its sub-objective of minimising the risk of flooding. By contrast, the SA considered that the alternative option has the potential to have a major negative impact on this objective.

The SA also noted that Option 1 could have some positive impact on the objective relating to open space and biodiversity by resulting in the protection of areas of open space at Sale Water Park and Timperley. In addition, it also concluded that this option would have a positive effect on the objective of conserving land resources. By contrast, the alternative option would be unlikely to have any significant impact on these objectives.

Both of the options are unlikely to have a significant impact on any of the other objectives.

4.12 Employment Policies and Sites

Employment Policy Options

The draft Allocations Plan considered three alternative approaches in relation to employment land. The first option considered was to maintain existing UDP allocations. The second option was to decrease the amount of land that was allocated for employment development and the third option was to increase the amount of allocated employment land.

The appraisal concluded that the option of maintaining existing UDP Employment Allocations (Option 1) would be unlikely to have any significant impact on the sustainability objectives.

It also concluded that both of the other proposed options would have no significant impacts on the vast majority of the sustainability objectives. By reducing the extent of the UDP Employment Allocations to maximise residential opportunities on employment sites in certain locations, Option 2 could support housing delivery and have some positive impact on the objective of achieving a better balance and mix in the housing market. By contrast, the option of extending existing UDP Employment Allocations (Option 3) could result in the loss of some potential housing sites and have a negative impact on this objective.

The appraisal considered that Option 2 would also be more likely to stimulate investment in existing employment areas and could therefore have some positive impact on the objectives of improving local neighbourhood quality; conserving land resources and reducing land contamination; reducing poverty and social exclusion; protecting and enhancing townscapes; and enhancing Trafford's economic performance. Conversely, by potentially constraining investment opportunities in these areas, Option 3 could have some negative impact on the objectives that relate to local neighbourhood quality; reducing poverty and social exclusion; and protecting townscapes.

Option 2 would however be more likely to support the delivery of additional development. Consequently, given that any additional development would have the potential to generate traffic; the appraisal considered that this option would have the potential to have some negative impact on the objectives that relate to reducing the effects of traffic on the environment; reducing contributions to climate change; and protecting air quality. There is however only a low level of certainty about this impact as it is unclear how much additional development would be generated by releasing some UDP Employment Allocations.

EM1 - Trafford Park Core Employment Area

The policy has the potential to have a positive impact on a range of sustainability objectives. In particular, by supporting a key driver of the Borough's economy and having the potential to result in the provision of a range of employment opportunities in close proximity to Old Trafford Priority Regeneration Area and Stretford Regeneration Area, the policy could have a major positive impact on the objectives related to Trafford's economic performance; reducing disparities; and reducing poverty and social exclusion.

The provision of employment development could also have a positive effect on the objective relating to education and skills by generating apprenticeships. In addition, as the development of the sites identified by the policy would lead to the redevelopment of an area of largely vacant land and any new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy, the policy could therefore have a major positive impact on the objectives relating to conserving land resources; local neighbourhood quality; townscape character; and crime and fear of crime; and some positive impact on the objective of protecting water quality.

The policy would however direct development to a location that is within Flood Zone 2 and could therefore have a negative impact on the objective of reducing the effects of climate change. The policy would also have the potential to have an uncertain or negative impact on the objectives relating to air quality; reducing contributions to climate change; and reducing the effects of traffic on the environment. There is however only a low level of certainty about the impact on these objectives.

The following sites within Trafford Park have been subject to SA:

EM1 Trafford Park Core

- Electric Park, Westinghouse Road, Trafford Park
- Land at Centenary Way
- Land at the junction of Park Road and Barton Dock Road
- Land at the junction of Village Way and Third Avenue
- Land off Longbridge Road
- Land on the corner of Ashburton Road West and Nash Road
- Land to the east of Mosley Road
- Land to the north of Nash Road
- Land to the south of Ashburton Road West
- Land to the south of Nash Road
- Nash Road
- Nash Road, off Ashburton Road, Trafford Park
- Trafford Park Bakery
- Trafford Park Waste Transfer Station, Trafford Park Road

EM1.1 Trafford Park Village Employment Area

- Land to the west of Fifth Avenue

EM1.3 Trafford Point Employment Site/Area

- Land between Twinning Road and Thompson Road
- Land to the west of Twining Road

Each of these sites has been considered for employment use. It is not proposed to allocate each of these sites individually as they all fall within the proposed boundary for Trafford Park. The full appraisal of these sites is contained within Appendix L.

The appraisal of each of these sites raised its own distinct issues. Nevertheless, there are a number of common themes that emerged from the appraisal of these sites. In particular, the

proposed use of these sites would result in employment development taking place within one of the focus areas identified by Core Strategy Policy W1.3 and could generate employment opportunities and support economic growth. As such, the proposed use of these sites has the potential to have a major positive impact on the objective of enhancing Trafford's economic performance and a positive effect on the objectives relating to poverty and social exclusion; and reducing economic inequalities.

The majority of the sites comprise of previously developed land and are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land. The development of these sites would therefore have a positive impact on the objective of conserving land resources and reducing land contamination. The proposed use of these sites could also generate apprenticeships and thereby have a positive impact on the objective that relates to education and skills. In addition, the majority of the sites are within an area that was identified in the Greater Manchester Waste DPD as being suitable for waste management facilities. The use of these sites for employment therefore has the potential to incorporate on-site waste management facilities and could, as a result, have a major positive impact on the objective of reducing the environmental impacts of consumption and production.

The majority of the sites are not located in close proximity to any designated heritage assets and the development of these sites would therefore be unlikely to have a significant impact on the objective of protecting townscape character. Several of the sites are however located in close proximity to designated natural assets. In particular, a number of sites are adjacent to wildlife corridors associated with the Manchester Ship Canal and Bridgewater Canal, including land to the north of Nash Road, Land between Twinning Road and Thompson Road and the land to the east of Mosley Road. In addition, although many of the sites are within Flood Zone 1, there are others that are partly within Flood Zone 2, including land to the west of Fifth Avenue and land at the junction of Village Way and Third Avenue. The development of these sites could have a negative impact on the objective of reducing the impacts of climate change.

Cumulatively these sites could make a significant contribution to the economic performance of Trafford and on reducing economic disparities. Another cumulative impact of the development of these sites could however be the generation of a significant amount of additional traffic which could have a negative impact on the objectives of reducing the impacts of traffic on the environment and protecting air quality.

EM2 - Broadheath Employment Area

The policy has the potential to have a positive impact on a range of sustainability objectives. The policy seeks to ensure that Broadheath is retained and supports its role as a principal employment location in the south of the Borough. The policy could therefore result in the provision of a range of employment opportunities in close proximity within a Regeneration Area and has the potential to have a major positive impact on the objectives related to Trafford's economic performance; reducing disparities; and reducing poverty and social exclusion.

The provision of employment development in this location could also have a positive effect on the objective relating to education and skills by generating apprenticeships. In addition, as any new development would have the potential to be built in accordance with policy L7.4

of the Core Strategy, the policy could have a major positive impact on the objective that relates to crime and fear of crime. The policy could also encourage development that enhances the physical appearance of the area and therefore has the potential to have a positive impact on the objectives of improving local neighbourhood quality and enhancing townscape character. The policy also has the potential to have a positive impact on the objectives that relate to protecting water quality and reducing the impacts of climate change.

The policy would however direct development to a location that is immediately adjacent to a wildlife corridor and could therefore have a negative impact on the objective that relates to biodiversity. The policy would also have the potential to have an uncertain or negative impact on the objectives relating to air quality; reducing contributions to climate change; reducing the environmental impacts of consumption and production; and reducing the effects of traffic on the environment. In addition, although the policy could result in the remediation of areas of contaminated land, it would also lead to the loss of a significant area of greenfield land. Consequently, the policy would have an uncertain impact on the objective of conserving land resources due to it being unclear whether the remediation of areas of potentially contaminated land would outweigh the loss of this greenfield site.

The following sites within Broadheath have been subject to SA:

- Craven Road, Broadheath
- Lyon Industrial Estate, Atlantic Street

Both of these sites are in relatively accessible locations and the appraisal of these sites indicated that their use for employment development could have a positive impact on the objectives that relate to enhancing access to essential services and facilities and improving choice of travel mode. Both of the sites comprise of previously developed land and are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land. The development of these sites would therefore have a positive impact on the objective of conserving land resources and reducing land contamination. The proposed use of these sites could also generate apprenticeships and thereby have a positive impact on the objective that relates to education and skills. Both sites would also have a positive impact on the objective of reducing the impacts of climate change by virtue of the fact that they are located within Flood Zone 1.

The proposed use of these sites would result in employment development taking place within one of the focus areas identified by Core Strategy Policy W1.3 and could generate employment opportunities and support economic growth. As such, the proposed use of these sites has the potential to have a major positive impact on the objectives of enhancing Trafford's economic performance; reducing poverty and social exclusion; and reducing economic inequalities.

Neither site is likely to have a significant impact on any designated natural assets or on the setting of a designated heritage asset.

Land at Dairyhouse Lane Broadheath

The proposed use of the land at Dairyhouse Lane for employment development has the potential to have a positive impact a number of sustainability objectives. In particular, it would result in the provision of development in a relatively accessible location within a

Regeneration Area and which is identified as a focus area for economic development in the Core Strategy. The proposed use of the site therefore has the potential to have a major positive impact on the objectives relating to Trafford's economic performance; reducing economic disparities; and reducing poverty and social exclusion. The proposed use of the site could also create some employment opportunities and apprenticeships within a Regeneration Area and therefore has the potential to have a major positive impact on the objective that relates to education and skills. Other social objectives that the use of the site could have a positive impact on include those that relate to crime; improving access to services and facilities; and improving choice of travel mode.

The use of the site for employment development could also have a positive impact on several environmental objectives. Specifically, it could have a positive impact on include those relating to reducing the effects of climate change; and reducing contributions to climate change.

The proposed use of the site could however have a negative or uncertain impact on several environmental objectives. The use of the site for employment development would have the potential to generate additional traffic and associated vehicular emissions. As such, it would have the potential to result in a negative impact on the objectives relating to air quality and reducing the effects of traffic on the environment. The proposed use of the site would also have a negative impact on the objective that relates to conserving land resources due to the proposed use of the site resulting in the loss of an area of greenfield land. In addition, due to the proximity of the site to a designated wildlife corridor, any development on the site could have a negative effect on the objective that relates to biodiversity. Lastly, the impact of the proposed use of the site on the objective of reducing the environmental impacts of consumption and production is also considered to be uncertain due to it presently being unknown whether any waste generated by the site would be dealt with at the top of the waste hierarchy.

Land at Atlantic Street

The proposed use of the land to the south of Atlantic Street for employment development has the potential to have a positive impact a number of sustainability objectives. In particular, it would support the regeneration of Broadheath Regeneration Area and could result in the creation of a number of employment and training opportunities in this area. As such, the proposed use of the site could have a major positive impact on the objectives relating to education and skills; reducing poverty and social exclusion; enhancing Trafford's economic performance; and reducing economic inequalities. The proposed use of the site could also have a major positive impact on the objectives that relate to crime. In addition, the site is in an accessible location that is within convenient walking distance of a number of services and facilities, immediately adjacent to a proposed cycle route that will form part of the Strategic Active Travel network and less than 400m from a Quality Bus Corridor and less than 800m from a railway/Metrolink station. The proposed use of the site could therefore also have a major positive effect on the objectives that relate to improving access to services and facilities and enhancing transport infrastructure and choice of travel mode.

The use of the site for employment development could also have a positive effect on several environmental objectives. Specifically, by having the potential to result in the remediation of an area of contaminated land, the proposed use of the site could have a major positive impact on the objective that relate to conserving land resources and some positive impact

on the objective of protecting water quality. The proposed use could also have some positive effect on the objectives of reducing contributions to climate change and reducing the impacts of climate change.

The proposed use of the site could however have a negative or uncertain impact on a number of objectives. In particular, as the site is less than 200m from a major source of noise pollution, the proposed use could have a negative impact on the objective relating to health. The site is also adjacent to a wildlife corridor and the proposed use of the site for employment development could potentially have an impact on this designated natural asset. As such, the proposed use of the site could also have a negative impact on the objective that relates to biodiversity, flora and fauna.

Notwithstanding the fact that the site is located in close proximity to public transport services, the proposed use of the site could generate some additional traffic and the site is located within an AQMA and close to roads which have been shown to already be experiencing some congestion. Accordingly, the proposed use would have an uncertain impact on the objectives that relate to reducing the effects of traffic on the environment and protecting air quality. The proposed use of the site would also have an uncertain impact on the objective of reducing the environmental impacts of consumption and production due to it presently being unknown whether any waste generated by the site would be dealt with at the top of the waste hierarchy.

EM3 – Local Employment Areas

The policy has the potential to have a positive impact on a range of sustainability objectives. The policy seeks to ensure that a series of Local Employment Areas are retained for employment purposes to meet local needs in Old Trafford, Stretford, Sale and Altrincham. The policy could therefore result in the provision of a range of employment opportunities in locations that are in close proximity to identified Priority Regeneration Areas and Regeneration Area. The policy therefore has the potential to have a major positive impact on the objectives related to Trafford's economic performance; reducing disparities; and reducing poverty and social exclusion.

The provision of employment development in these locations could also have a positive effect on the objective relating to education and skills by generating apprenticeships. In addition, as any new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy, the policy could have a major positive impact on the objective that relates to crime and fear of crime. The policy could also encourage development that enhances the physical appearance of the area and therefore has the potential to have a positive impact on the objectives of improving local neighbourhood quality and enhancing townscape character. In addition, as the development of the sites identified by the policy could lead to the redevelopment of areas of potentially contaminated land, the policy could have a major positive impact on the objective relating to conserving land resources and some positive impact on the objective of protecting water quality.

The policy could however direct development to a number of locations that are adjacent to designated natural assets and could therefore have a negative impact on the objective that relates to biodiversity. The policy would also have the potential to have an uncertain or negative impact on the objectives relating to air quality; reducing contributions to climate

change; reducing the environmental impacts of consumption and production; and reducing the effects of traffic on the environment. In addition, the policy could also result in a significant amount of office development taking place in an out of centre location and may therefore have an uncertain impact on the objective that relates to the sustainability of Trafford's town centres.

An appraisal of the allocating the warehouse off Brindley Road, Old Trafford, for employment development has been undertaken. The full appraisal for this site is presented within Appendix L.

The appraisal considered that the use of this site for employment development has the potential to have a positive impact a number of sustainability objectives. In particular, it would result in the provision of development in an accessible location within Old Trafford Priority Regeneration Area and could have a major positive impact on the objectives relating to improving accessibility to essential services and facilities and improving choice of travel mode. The proposed use could also have a major positive impact on the objective relating to skills and education by generating apprenticeships. It could also create employment opportunities and support economic growth. As such, the appraisal concluded that the site has the potential to have a major positive impact on the objectives of enhancing Trafford's economic performance and reducing economic inequalities; and some positive effect on the objective relating to poverty and social exclusion.

The appraisal concludes that the use of the site for employment development could also have a positive impact on several environmental objectives. In particular, it has the potential to result in the remediation of an area of potentially medium risk contaminated land and could therefore have a major positive effect on the objective relating to land resources and contamination. Other environmental objectives that the proposed use could have a positive impact on include those relating to biodiversity; reducing contributions to climate change; and reducing the impacts of climate change.

The appraisal did however indicate that the proposed use of the site could have a negative or uncertain impact on several objectives. In particular, the proposed use of the site has the potential to generate additional traffic and would have an uncertain impact on the objectives of protecting air quality and reducing the effects of traffic on the environment. The proposed use of the site could also have a negative impact on the objective relating to health due to the proximity of the site to an identified major source of noise pollution. There is however only a low level of certainty that the proposed use would have a negative impact on the latter objective due to the fact that employment development is not normally considered to be a noise sensitive use. In addition, the impact of the proposed use of the site on the objective of reducing the environmental impacts of consumption and production is considered to be uncertain due to it presently being unknown whether any waste generated by the site would be dealt with at the top of the waste hierarchy.

Policy EM4 - Davenport Green Employment Site

The policy has the potential to have a positive impact on a range of sustainability objectives. In particular, by supporting the provision of a high quality business park in an area that is attractive to market, visible from the motorway closely related to Airport City and the Medi-Park, the policy has the potential to have a major positive impact on the objectives relating to enhancing Trafford's high economic performance. Although Davenport Green is not well-

related to many of Trafford's more deprived areas where the need for jobs is greatest, it is well-related to areas of deprivation outside of the plan area, such as Wythenshawe. The policy also requires measures to be taken to improve the accessibility of the site and it is therefore considered that the policy also has the potential to have a positive impact on the objectives relating to reducing poverty and social exclusion; and reducing disparities. By requiring the protection of existing biodiversity on site and improving the ecological and recreational value of Davenport Green through the creation of a rural park, the policy also has the potential to have a positive impact on the objectives relating to health; the image of Trafford as a tourism destination; and protecting open space, biodiversity, flora and fauna. The provision of a rural park, together with the protection of the setting of nearby listed buildings and the retention of key landscape features, should ensure that the proposals have a positive impact on the objective of protecting and enhancing landscapes and townscape character.

Davenport Green is located in an area that is defined as being within the least accessible parts of the Borough by the Developer Contributions to Highway and Public Transport Schemes SPD. The site is presently not well served by public transport and is located in close proximity to the motorway network. Nevertheless, the policy requires a range of measures to be implemented to improve the accessibility of the site and also specifies that the development of the site must not have an adverse impact on the efficient functioning of the M56, prevent the free operation of the approach roads to Manchester Airport or have a harmful effect on the conditions on other local roads. The policy therefore has the potential to have a positive impact on the objectives that relate to enhancing transport infrastructure and choice of travel mode and reducing the effect of traffic on the environment. In addition, as any new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy, the policy could have a major positive impact on the objective that relates to crime and fear of crime. Other objectives that the policy could have a positive impact on include those that relate to access to services and facilities; improving qualifications and skills; reducing contributions to climate change; reducing the impacts of climate change; and the social and environmental performance of the economy.

However, the development of the site would lead to the permanent loss of a significant area of greenfield area and is unlikely to offer the opportunity to reduce land contamination in the Borough. As a result it is considered that the policy could have a negative impact on the objective relating to conserving land resources and its sub-objective of increasing the proportion of development built on previously developed land. The impact of the proposals on the objectives of protecting air quality and reducing the environmental impacts of consumption and production is also considered to be uncertain.

4.13 Town Centre Policies

TC1 – Town Centres

This policy has the potential to have a positive impact on a wide range of sustainability objectives. In particular, the policy would support the vitality and viability of Trafford's town centres, which are key drivers of the economy, and would therefore have a major positive effect on the objectives that relate to enhancing Trafford's economic performance and encouraging the long term sustainability of Trafford's town centres. By encouraging the provision of a range of employment opportunities, services and facilities in these centres,

which are some of the Borough's most high accessible locations, the policy could also have a major positive effect on the objective relating to accessibility; and some positive effect on the objectives concerned with poverty and social exclusion; choice of travel mode; reducing economic disparities; reducing the effects of traffic on the environment; and reducing contributions to climate change.

Other objectives that the policy could have a positive impact on include those that relate to townscape character; Trafford's image as a tourism destination; conserving land resources; water quality; neighbourhood quality; crime; and achieving a better balance and mix in the housing market.

However, the policy would have the potential to have an uncertain or negative impact on the objectives relating to air quality; and reducing the environmental impacts of consumption and production. There is however only a low level of certainty about the impact on each of these objectives.

Sale Town Centre Boundary Options

The draft Allocations Plan seeks to define a boundary for Sale town centre. Three potential boundaries were considered by the plan. The first option considered was to maintain existing town centre boundary as defined on the UDP Proposals Map. The second option considered by the plan was to extend the existing town centre boundary to include units on Hope Road and the King's Ransom Public House. The final option was to extend the existing town centre boundary to include land parallel to Washway Road (A56), including units on Ashton Lane.

The SA concluded that all three of the options have the potential to have a positive impact on a wide range of sustainability objectives.

All three of the options would result in development taking place in a location that comprises largely of land within Flood Zone 1. Each of the options would also support the redevelopment of previously developed land and could result in the remediation of areas of potentially contaminated land. Accordingly, the SA considered that each of the proposed options has the potential to have a positive impact on the objectives that relate to conserving land resources; reducing the impacts of climate change; and protecting water quality.

All three of the options would also help ensure that town centres uses are directed to locations that are accessible by a choice of modes of transport. As such, each of the options could have some positive impact on the objectives that relate to reducing the impacts of traffic on the environment; reducing contributions to climate change; and protecting air quality.

The SA considered that all three of the options have the potential to have a positive impact on the objective of enhancing Trafford's economic performance. However, as Option 3 would result in a significantly expanded town centre this option may present more opportunities for commercial and employment development, this option could therefore have a significant positive impact on this objective. Option 3 could also have some positive impact on the objectives that relate to access to services and facilities; choice of transport mode; poverty and deprivation; and reducing economic disparities. However, whilst both

Option 1 and 2 could have a positive impact on the objective of encouraging the sustainability of Trafford's town centres, Option 3 would have an uncertain impact on this objective due to it not being clear whether this option would dissipate footfall and weaken the existing primary shopping area.

SAL1 – Sale Town Centre Action Areas

The policy has the potential to have a positive impact on a wide range of sustainability objectives. The policy would result in development taking place in locations that are well served by public transport and would result in the provision of a range of services and facilities to support the proposed residential communities within Sale. The policy therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure. Through leading to the provision of a mix of uses, including residential units, within the town centre the policy could also have a major positive effect on the objective of achieving a better balance and mix in the housing market. Other social options that the policy would have a positive impact on include those that relate to crime; poverty and social exclusion; local neighbourhood quality; and community identity and welfare.

Through supporting the provision of local facilities that are within convenient walking distance of local communities and accessible by a choice of modes of transport, the policy could also have a positive impact on the environmental objectives concerned with reducing the effects of traffic on the environment and reducing contributions to climate change.

The policy would result in development being directed to an area that comprises principally of previously developed land and it would also have the potential to result in the remediation of contaminated land. Accordingly, the policy could have a positive impact on the objectives that relate to conserving land resources and water quality. However, the policy would have the potential to have an uncertain impact on the objective relating to the environmental impacts of consumption and production. There is however only a low level of certainty about the impact on this objective.

The policy has the potential to generate additional employment opportunities and support economic growth. As such, the policy could have a major positive impact on the objective relating to enhancing Trafford's economic performance; and some positive impact on the objective of reducing disparities; and enhancing Trafford's image as a tourism destination.

SAL2 - Sale Town Centre Public Realm Improvements

The policy has the potential to have a positive impact on a number of objectives. In particular, the delivery of public realm enhancements and accessibility improvements to Sale town centre could improve perceptions of the centre and increase the number of visitors to the centre. As such, the policy could enhance the vitality and viability of the centre and have a positive impact on the objective of encouraging the sustainability of Trafford's town centres. The public realm enhancements could also enhance the setting of nearby listed buildings and improve streetscapes. The policy therefore also has the potential to have some positive effect on the objectives that relate to townscape character and local neighbourhood quality.

By supporting the delivery of measures to improve access to the town centre the policy could have a positive impact on the objectives that relate to improving access to services

and facilities; and enhancing choice of travel mode. The policy does not specifically state that the Council will support measures that improve access to the town centre by walking, cycling and public transport rather than by private car. However, the policy does state that the Council will support accessibility improvements in order to support the sustainable development of Sale Town Centre. The intention of the policy is therefore seemingly to support the delivery of measures that would improve access to the centre by sustainable modes of transport. As such, the policy could support some modal shift away from travelling by private car and could have a positive impact on the objectives that relate to reducing the effects of traffic on the environment; reducing the impacts of climate change; and protecting air quality.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

Stretford Town Centre Boundary Options

The draft Allocations Plan seeks to define a boundary for Stretford town centre. Three potential boundaries were considered by the plan. The first option considered was to maintain existing town centre boundary as defined on the UDP Proposals Map. The second option considered by the plan was to extend the existing town centre boundary to include a section of the Bridgewater Canal, Stretford Metrolink Station, the Essoldo Cinema, Stretford Public Hall, Lacy Street/Newton Street Car Park and adjoining employment uses, The Drum Public House, St Matthew's Church, Stretford Library and Mitford Street Clinic/Bennett Street Surgery. The final option was as per Option 2 but also to include a section of Barton Road between Stothard Road and Stretford House, also encompassing Wellington Street, Church Street and Chapel Lane.

The SA concluded that all three of the options for defining the Stretford town centre boundary have the potential to have a positive impact on a wide range of sustainability objectives but that Options 2 and 3 have the potential to have a positive impact on a greater number of objectives.

All three of the options would result in development taking place in a location that comprises largely of land within Flood Zone 1. Each of the options would also support the redevelopment of previously developed land and could result in the remediation of areas of potentially contaminated land. Accordingly, each of the proposed options has the potential to have a positive impact on the objectives that relate to conserving land resources and reducing the impacts of climate change.

All three of the options could reduce the need to travel by improving the quantitative and qualitative retail and leisure offer of Stretford town centre. Each of the options would also result in development being directed to an accessible location. As such, the SA concluded that each of the options could have some positive impact on the objectives that relate to reducing the impacts of traffic on the environment; reducing contributions to climate change; and protecting air quality. However, options 2 and 3 could improve connections between the existing town centre and the Metrolink station. As a consequence, both of these options have the potential to have a more significant positive impact on these objectives. Similarly, whilst all three options could have a positive impact on the objectives that relate to local neighbourhood quality and enhancing townscapes, options 2 and 3 would have the potential to have a greater impact on these objectives due to these options including a greater number of sites in need of enhancement within the town centre

boundary. Options 2 and 3 would also have a more significant positive impact on the objective of encouraging the sustainability of Trafford's town centres.

The SA considered that Options 2 and 3 would also have a positive impact on the options that relate to access to services and facilities; choice of transport mode; poverty and deprivation; economic growth; water quality; and reducing economic disparities. Both of these options could however promote development taking place in close proximity to a designated wildlife corridor and would therefore have an uncertain impact on the objective that relates to biodiversity.

STR1 – Stretford Town Centre Action Areas

The policy has the potential to have a positive impact on a wide range of sustainability objectives. It would result in development taking place in locations that are well served by public transport. It would also lead to the provision of a range of services and facilities to support the proposed and existing residential communities within Stretford. In particular, the policy identifies Stretford Mall as a focus for retail and community facilities. The policy therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure; and some positive effect on the objectives relating to reducing the effects of traffic on the environment and reducing contributions to climate change.

The policy also supports the delivery of a mix of other uses, including residential development at Stretford Mall, Land at Bennett Street, Land at Newton Street/Lacy Street, the Royal Canal works and Land at Crossford Street. The policy could therefore have a major positive effect on the objective of achieving a better balance and mix in the housing market. Other social options that the policy would have a positive impact on include those that relate to crime; poverty and social exclusion; education and skills; and community identity and welfare.

The policy would result in development being directed to an area that comprises principally of previously developed land and it would also have the potential to result in the remediation of potentially contaminated land, particularly on the Stretford Station and Boatyard and Land at Newton Street/Lacy Street sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as containing potentially medium risk contaminated land. Accordingly, the policy could have a major positive impact on the objectives that relate to conserving land resources and some positive impact on water quality.

The policy promotes development at Essoldo Cinema, Stretford Station and Boatyard and Land at Newton Street/Lacy Street – all of which are immediately adjacent to a designated wildlife corridor. The policy could therefore have some negative impact on the objective of protecting biodiversity. The policy would also have the potential to have an uncertain or negative impact on the objectives relating to air quality; and reducing the environmental impacts of consumption and production. There is however only a low level of certainty about the impact on each of these objectives.

The policy has the potential to generate additional employment opportunities and support economic growth. In particular, the promotion of retail and office development at Stretford Mall, the re-use of Stretford Public Hall for offices and the promotion of leisure and

community uses at Essoldo Cinema and Land at Newton Street/Lacy Street could make a significant contribution to economic growth. As such, the policy could have a major positive impact on the objective relating to enhancing Trafford's economic performance; and some positive impact on the objectives of reducing disparities; and enhancing Trafford's image as a tourism destination.

The policy promotes investment in Stretford Town Centre and opportunity to enhance the townscape character and improve cultural facilities in particular policy STR1.3 and STR1.4, which seek to protect and enhance Stretford Public Hall and encourages the re-use of the Grade ii listed former Essoldo Cinema. The policy could therefore have a positive impact upon the objective of protecting and enhancing the diversity and distinctiveness of landscape and townscape character and cultural facilities.

STR2 - Stretford Town Centre Public Realm Improvements

The policy has the potential to have a positive impact on a number of objectives, particularly those that relate to environmental issues. The provision of green infrastructure, including trees, has the potential to provide a range of habitats for species and can also play an important role in moderating the urban heat island effect and reducing surface water run-off rates and volumes. The planting of trees can also have a positive impact on air quality and climate change by absorbing pollutants and carbon dioxide from the atmosphere. As such, the policy has the potential to have some positive effect on the objectives relating to air quality; reducing contributions to climate change; reducing the effects of climate change; biodiversity; and water quality. The public realm enhancements could also improve the setting of nearby listed buildings and thereby have a positive effect on the objective that relates to townscape character.

The replacement of existing underused subways with surface level pedestrian crossing points will help deliver a more attractive pedestrian access into the heart of the town centre. This will not only help improve the physical environment but will also have a positive impact on the objectives relating to crime and local neighbourhood quality. Enhancing the public realm and improving accessibility may also have a major positive impact on objective relating to transport infrastructure and choice of mode of travel. It could also encourage people to walk or cycle and have some positive effect on the objectives that relate to health; access to services and facilities; and reducing the effects of traffic on the environment.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

Urmston Town Centre Boundary Options

The draft Allocations Plan seeks to define a boundary for Urmston town centre. Three potential boundaries were considered by the plan. The first option considered was to maintain existing town centre boundary as defined on the UDP Proposals Map. The second option considered by the plan was to extend existing town centre boundary to include nos. 26 – 34 Crofts Bank Road. The final option was to extend the existing town centre boundary to include nos. 6 – 14 Church Road.

The SA concluded that all three of the options for defining the Urmston town centre boundary have the potential to have a positive impact on a wide range of sustainability objectives. All three of the options would result in development taking place in a location that comprises largely of land within Flood Zone 1. Each of the options could also support

the redevelopment of previously developed land and could result in the remediation of areas of potentially contaminated land. Accordingly, the SA considered that each of the proposed options has the potential to have a positive impact on the objectives that relate to conserving land resources; and reducing the impacts of climate change.

All three of the options would also help ensure that town centres uses are directed to locations that are accessible by a choice of modes of transport. As such, each of the options could have some positive impact on the objectives that relate to reducing the impacts of traffic on the environment; reducing contributions to climate change: and protecting air quality.

The SA considered that all three of the options also have the potential to have a positive impact on the objective of enhancing Trafford's economic performance and would have a positive impact on the objective of encouraging the sustainability of Trafford's town centres.

URM1 – Urmston Town Centre Action Areas

The policy has the potential to have a positive impact on a wide range of sustainability objectives. It would result in development taking place in locations that are well served by public transport and would lead to the provision of a range of services and facilities to support the proposed and existing residential communities within Urmston. The policy therefore has the potential to have a major positive impact on the objectives relating to improving accessibility to services and facilities and enhancing transport infrastructure; and some positive effect on the objectives relating to reducing the effects of traffic on the environment and reducing contributions to climate change. Through leading to the provision of a mix of uses including residential units within the town centre the policy could also have a major positive effect on the objective of achieving a better balance and mix in the housing market. Other social options that the policy would have a positive impact on include those that relate to crime; poverty and social exclusion; education and skills; and community identity and welfare.

The policy would result in development being directed to an area that comprises principally of previously developed land and it would also have the potential to result in the remediation of contaminated land. Accordingly, the policy could have a positive impact on the objective that relate to conserving land resources. However, the policy would have the potential to have an uncertain or negative impact on the objectives relating to air quality; and reducing the environmental impacts of consumption and production. There is however only a low level of certainty about the impact on these objectives.

The policy has the potential to generate additional employment opportunities and support economic growth. As such, the policy could have a major positive impact on the objective relating to enhancing Trafford's economic performance; and some positive impact on the objective of reducing disparities. It could also have some positive impact on the objective of enhancing Trafford's image as a tourism destination.

URM2 - Urmston Town Centre Public Realm Improvements

The policy has the potential to have a positive impact on a number of objectives, particularly those that relate to environmental issues and local neighbourhood quality. Enhancing the public realm and improving accessibility would have a positive impact on objectives relating to transport infrastructure, choice of travel and quality of life as it may encourage people to

walk or cycle. The public realm enhancements and accessibility improvements proposed by the policy also offer the opportunity to provide better access to the town centre and the policy therefore has the potential to have some positive impact on the objective of encouraging the long term sustainability of Trafford's town centres. The policy could also have a positive effect on the objective of improving townscape character. It could also encourage people to walk or cycle and have some positive effect on the objectives that relate to health; access to services and facilities; and reducing the effects of traffic on the environment.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

4.14 District Centre Policy and Sites

Policy DC 1 – District Centres

The SA concluded that policy DC1 has the potential to have a positive impact on a range of sustainability objectives. The policy has the potential to generate additional employment and support economic growth. As such, it could have a positive impact on the objectives relating to enhancing Trafford's economic performance; reducing disparities; and reducing poverty and social exclusion. In addition, by supporting the provision and maintenance of local services and facilities, the policy has the potential to have a positive effect on the objectives that relate to access to services and facilities; choice of mode of travel; reducing the effects of traffic on the environment and reducing contributions to climate change.

The policy could also support the redevelopment of previously developed and potentially contaminated land and could therefore have some positive effect on the objectives relating to conserving land resources and improving water quality. Other objectives that the policy could have a positive effect on include those that relate to achieving a better mix and balance in the housing market; crime and fear of crime; local neighbourhood quality; reducing the effects of climate change; and enhancing townscape character. By supporting the development of A1 uses in the Borough's district centres, the policy could also have a positive impact on the objective of encouraging the sustainability of Trafford's town centres.

However, the policy would have the potential to have an uncertain or negative impact on the objectives relating to air quality; reducing contributions to climate change; reducing the environmental impacts of consumption and production; and reducing the effects of traffic on the environment. There is however only a low level of certainty about the impact on these objectives.

4.15 Local Centre Policies and Sites

Policy LC1 – Local Centres

The policy has the potential to have a positive impact on a range of sustainability objectives. It provides protection for existing shops and facilities and encourages the appropriate provision of new shops and services. The policy could therefore help ensure that there is an appropriate range of facilities to meet the day to day needs of local residents and would thereby have a major positive impact on the objectives relating to access to services and facilities and choice of travel mode; and some positive impact on the objectives concerned with reducing the need to travel; reducing social exclusion; and reducing contributions to

climate change. By encouraging investment in these Local Centres, the policy also has the potential to have some positive effect on the objectives that relate to local neighbourhood quality; the character of townscapes; and economic growth.

Other objectives that the policy has the potential to have a positive impact on include those that relate to conserving land resources; water quality; crime; and community welfare.

The policy seeks to protect rather than intensify the existing Local Centres and, as a result, is likely to have a neutral impact on a number of objectives, such as air quality and biodiversity. In addition, whilst some job opportunities may be created through the enhancement of existing neighbourhood centres, the policy is unlikely to have a significant impact upon the objective relating to skills and qualifications. The policy does however specify that new retail development will only be permitted where it is of a scale appropriate to the size of the centre and, as such, it should have a direct positive impact upon the objective of encouraging the long term sustainability of Trafford's town centres.

The policy is unlikely to have a negative impact on any of the sustainability objectives. The impact of the policy on the environmental impacts of consumption and production is however considered to be uncertain as there is insufficient information to determine the impacts of development on the objective.

4.16 Out of Centre Retail Policies and Sites

Policy OR1 – Retail Warehouse Parks

The policy would have no significant impact on the majority of the objectives. However, the policy seeks to ensure that new development at the Retail Warehouse Parks does not have a detrimental impact on the vitality and viability of Trafford's town centres and the policy should therefore have a positive effect on the objective of encouraging the long term sustainability of Trafford's town centres. The policy would also have the potential to support the generation of some additional employment opportunities and could therefore have some positive effect on the objectives that relate to poverty and social exclusion; and reducing economic disparities.

The policy would also result in development being directed to a number of sites considered to be previously developed land and could result in the remediation of potentially contaminated land. Accordingly, the policy could have a positive impact on the objectives that relate to conserving land resources and some positive impact on water quality.

However, the policy would have the potential to have an uncertain impact on the objectives relating to air quality and reducing the environmental impacts of consumption and production. There is however only a low level of certainty about the impact on this objective. In addition, the redevelopment of these out of centre sites for bulky goods comparison retailing will ultimately lead to additional vehicular movements. As a result, it is considered that the policy would have a negative or uncertain impact on the objectives relating to air quality; reducing traffic impact; access to services and facilities; and reducing contributions to climate change. This negative impact could be mitigated through the provision of enhancements to public transport services.

Site OR1.1 - White City Retail Park

The proposed allocation of the site as a retail park has the potential to have a positive impact a number of sustainability objectives. However, as the site is already in use as a retail park there is only a low level of certainty about the impact on a number of sustainability objectives.

The site is within 400m of a Quality Bus Corridor, less than 800m from Trafford Bar and Old Trafford Metrolink stations and within 20 minutes travel time of essential services by public transport. As such, the proposed allocation of the site could have a major positive impact on the objectives that relate to improving accessibility to essential services and facilities and improving choice of travel mode. The site is within Old Trafford Priority Regeneration Area and its allocation as a retail park could support the continued use of the site as a retail park, which may help protect existing jobs and support investment that could create additional employment opportunities. Consequently, the allocation of the site has the potential to have a major positive impact on the objectives of reducing poverty and social exclusion and reducing economic inequalities; and some positive impact on the objective of enhancing Trafford's economic performance.

The allocation of the site could also have a positive impact on several environmental objectives. In particular, it could support the remediation of an area of potentially contaminated land and may therefore have a major positive effect on the objective relating to land resources and contamination. Other environmental objectives that the proposed use could have a positive impact on include those relating to reducing contributions to climate change; and reducing the impacts of climate change.

The allocation of the site could however have a negative impact on the objective that relates to health due to the proximity of the site to an identified major source of noise pollution. There is however only a low level of certainty about this as a retail park is not normally considered to be a noise sensitive use. In addition, the impact of the proposed use of the site on the objective of reducing the environmental impacts of consumption and production is considered to be uncertain due to it presently being unknown whether any waste generated by the site would be dealt with at the top of the waste hierarchy. It is also uncertain whether the allocation of the site would have any significant impact on the amount of traffic generated by the site and, as such, the allocation of the site would have an uncertain impact on the objectives that relate to reducing the effects of traffic on the environment and protecting air quality.

Site OR1.2 – Trafford Retail Park

The proposed allocation of the site has the potential to have a positive impact a number of sustainability objectives. However, as the site is already in use as a retail park there is only a low level of certainty about the impact on a number of sustainability objectives.

The site is within 250m of a bus stop, less than 800m from a major bus station and within 20 minutes travel time of essential services by public transport. As such, the proposed allocation of the site could have a major positive impact on the objectives that relate to improving accessibility to essential services and facilities and improving choice of travel mode. The allocation of the site could support its continued use of the site as a retail park, which may help protect existing jobs and support investment that could create additional employment opportunities. Consequently, the allocation of the site has the potential to have

a positive impact on the objectives of reducing poverty and social exclusion; reducing economic inequalities; and enhancing Trafford's economic performance.

The allocation of the site could also have a positive impact on several environmental objectives. In particular, it could support the remediation of an area of potentially contaminated land and may therefore have a major positive effect on the objective relating to land resources and contamination and some positive impact on the objective of protecting water quality. Other objectives that the proposed use could have a positive impact on include those relating to reducing contributions to climate change; biodiversity; and crime.

The allocation of the site could however have a negative impact on the objective that relates to health due to the proximity of the site to an identified major source of noise pollution. There is however only a low level of certainty about this as a retail park is not normally considered to be a noise sensitive use. The proposed allocation could also result in development taking place in Flood Zone 2 and may therefore have some negative impact on the objective of reducing the impacts of climate change. In addition, the impact of the proposed use of the site on the objective of reducing the environmental impacts of consumption and production is considered to be uncertain due to it presently being unknown whether any waste generated by the site would be dealt with at the top of the waste hierarchy. It is also uncertain whether the allocation of the site would have any significant impact on the amount of traffic generated by the site and, as such, the allocation of the site would have an uncertain impact on the objectives that relate to reducing the effects of traffic on the environment and protecting air quality.

Altrincham Retail Park Boundary Options

The draft Allocations Plan seeks to define a boundary for Altrincham Retail Park. Two potential boundaries were considered by the plan. The first option considered was to maintain existing boundary as defined on the UDP Proposals Map. The second option was to reduce the extent of the retail park by releasing land to the south of Atlantic Street for employment development.

The appraisal concluded that both options for defining the boundary of Altrincham Retail Park would have a similar impact on a wide range of sustainability objectives. In particular, it highlighted that both options have the potential to direct development to an accessible location within the urban area that is well served by a choice of modes of transport. As such, both options have the potential to have a major positive impact on the objectives that relate to access to services and facilities and improving choice of travel mode. Both options could support the remediation of potentially high risk contaminated land and could therefore have a major positive effect on the objective that relates to conserving land resources and some positive effect on the objective of protecting water quality. Both options would also direct development to a location that is at a low risk of flooding and could therefore have a positive effect on the objective of reducing the impacts of climate change. Other objectives that both options could have a positive impact on include those that relate to crime; and reducing contributions to climate change.

Both options could however result in development taking place in a location that is adjacent to a wildlife corridor and could therefore have some negative effect on the objective of protecting biodiversity. However, in the absence of appropriate ecological surveys and due

to Core Strategy policy R2 requiring proposals to protect and enhance biodiversity, there is only a low level of certainty over this impact. Both options would also have an uncertain impact on the objectives that relate to reducing the effects of traffic on the environment; protecting air quality; reducing the environmental impacts of consumption and production; and protecting townscape character.

Both options have the potential to create some employment opportunities and could support economic growth and reduce deprivation. As such, both options would have a positive effect on the objectives that relate to poverty and social exclusion; Trafford's economic performance; and economic disparities. Nevertheless, there is only a low level of certainty that Option 1 would have a significant impact on these objectives given that the site is an existing retail park and it is uncertain whether the allocation of the site as a retail park would create a significant number of additional employment opportunities. By contrast, Option 2 would release a site for employment development within the Broadheath employment area and would therefore have greater potential to have a major positive impact on these objectives. Option 2 could also have greater potential to generate apprenticeships and could therefore also have a major positive impact on the objective that relates to qualifications and skills.

4.17 Historic Environment Policies and Sites

Historic Environment Policy Options

The Allocations Plan considered two broad options in relation to the historic environment. The first of these options was to identify Conservation Areas, Historic Parks and Gardens and Scheduled Ancient Monuments on the Policies Map, encourage the protection and enhancement of these areas and provide encouragement for appropriate proposals to bring into use heritage assets that are on the "at risk" register. The alternative option considered was the 'do nothing option'.

The SA considered that Option 1 would have the potential to have a positive impact on a number of sustainability objectives. In particular, by providing support for the protection and enhancement of heritage assets and by encouraging the appropriate re-use of heritage assets that are included on the 'at risk' register, it concluded that this option could have a major positive impact on the objective relating to townscape character and on its sub-objectives concerned with protecting and enhancing conservation areas and protecting and enhancing registered historic parks and gardens. Option 1 would also have the potential to have some positive effect on the objectives relating to health; open space; and community welfare. By contrast, Option 2 would have the potential to have some negative impact on the objective relating to townscape character and would have no significant impact on the other objectives.

There are five conservation areas in Trafford that are identified as being 'at risk' by English Heritage, three of which are within/adjoin Altrincham town centre. Option 1 would encourage the re-use of historic assets in these areas and would also seek to protect and enhance Conservation Areas. This option could therefore have a positive impact on perceptions of Altrincham town centre and help to support the long term sustainability of this centre. Protecting and enhancing buildings and features of historic interest could help create more attractive places to live and invest and could therefore also have some positive

impact on the objective relating to Trafford's economic performance. There is however only a low level of certainty over this impact as it is recognised that there are a range of factors that influence investment decisions. Option 2 would be unlikely to have a significant impact on either of these objectives.

HE1 – Conservation Areas

Policy R1 of the Core Strategy seeks to protect Trafford's historic environment. The draft Allocations Plan seeks to identify a precise boundary for the 21 Conservation Areas within Trafford. Two potential options were considered. The first option was to retain the UDP boundaries for these areas and the second option was to retain the UDP boundaries for twelve of the Conservation Areas but to extend the boundary of nine of the Conservation Areas in order to reflect the recommendations of recent Conservation Area Appraisals.

The SA concluded that both of the proposed options would have no significant impact on the overwhelming majority of the objectives. Both options would identify and protect 21 Conservation Areas within the Borough and would require new development in these areas to be of a high standard and would require buildings of quality within these areas to be retained and, where appropriate, improved. The SA therefore considered that both options have the potential to have a major positive impact on the objective relating to townscape character and some positive impact on the objective that relates to community identity. However, as option 2 would lead to the protection of a greater number of historic buildings, features and townscapes, it considered that this option has the potential to have a more significant impact on the objective that relates to townscape character and that there is a greater level of certainty that it would have a positive impact on the objective that relates to community identity.

Given that a significant proportion of Altrincham town centre is within/adjacent to a conservation area, both options could have some positive impact on the objective of encouraging the long term sustainability of Trafford's town centres. In addition, protecting and enhancing buildings and features of historic interest could help create more attractive places to live and invest. Both options could therefore also have some positive impact on the objective relating to Trafford's economic performance. There is however only a low level of certainty over this impact as it is recognised that there are a range of factors that influence investment decisions.

The SA concluded that neither option would have a negative or uncertain impact on any of the objectives.

HE2 – Heritage Assets

The policy relating to heritage assets would have no significant impact on the overwhelming majority of the objectives. By providing protection to the Historic Parks and Gardens and encouraging appropriate proposals that bring into use heritage assets that are included on the 'at risk' register, the policy could however have a major positive impact on the objective relating to townscape character and on its sub-objectives concerned with protecting and enhancing conservation areas and protecting and enhancing registered historic parks and gardens. The protection afforded to Historic Parks and Gardens and the support for the enhancement of these areas mean that the policy would also have the potential to have

some positive effect on the objectives relating to health; open space; and community welfare.

There are five conservation areas in Trafford that are identified as being 'at risk' by English Heritage, three of which are within/adjoin Altrincham town centre. Consequently, encouraging the re-use of historic assets in these areas could have a positive impact on perceptions of Altrincham town centre and therefore help to support the long term sustainability of this centre. Protecting and enhancing buildings and features of historic interest could help create more attractive places to live and invest and could therefore also have some positive impact on the objective relating to Trafford's economic performance. There is however only a low level of certainty over this impact as it is recognised that there are a range of factors that influence investment decisions.

The policy would not have a negative or uncertain impact on any of the objectives.

HE3 – Archaeological Features

The proposed policy relating to archaeological features would have no significant impact on the overwhelming majority of the objectives. The identification of Watch Hill Scheduled Ancient Monument on the Policies Map is likely to support the protection of this designated archaeological asset. The policy therefore has the potential to have a positive impact on the objective that relates to protecting and enhancing townscape character and its sub-objective of protecting and enhancing sites of archaeological importance.

The policy would not have a negative or uncertain impact on any of the objectives.

4.18 Natural Environment Policies and Sites

NE1 – Natural Environment Assets

The Allocations Plan considered two broad options in relation to the historic environment. The first of these options was to carry forward all the separate natural environment allocations from the UDP. The second option considered was to include a policy to identify and allocate all assets by a single allocation "Natural Assets" but which grades assets into National (SSSIs) Regional/ County (Grade A SBIs) and Local (Grade B and C SBI, Local Nature Reserves, woodlands) to determine hierarchy of importance with more strategic, linear assets being protected under Core Strategy policy R3.

The SA concluded that both of the proposed approaches to the protection of natural environment assets would have the potential to have a positive impact on a number of objectives, particularly those that relate to climate change. Both options would lead to the protection of designated natural environment assets and would therefore help to maintain a variety of habitat types across the Borough. As such, both options could have a major positive impact on the objective relating to biodiversity.

Both options would lead to the protection of areas of trees and areas of woodland, including Ancient Woodland. The protection of these features could help to remove pollutants from the atmosphere and the SA therefore considered that both options could have a beneficial impact on the objectives that relate to air quality and reducing contributions to climate change. The protection afforded to areas of woodland, waterbodies, trees and other areas

of greenfield land should also ensure that both options also have some positive impact on the objectives that relate to conserving land resources; reducing the impacts of climate change; and protecting water quality.

The SA considered that both options could also have some positive effect on the objective of protecting landscape and townscape character by leading to the protection of a number of historic parks and gardens and features that contribute to the landscape character of the Borough. Neither option would have a negative or an uncertain impact on any of the sustainability objectives.

NE2 – Landscape Character Areas

The policy has the potential to have a positive impact on a number of objectives. In particular, preserve the key landscape character areas of the Borough and potentially protecting the setting of a number of designated heritage assets, the policy has the potential to have a major positive impact on landscape character.

The policy would also have a positive impact on a number of other environmental objectives. The policy would provide protection to key landscape character areas in the Borough. These areas contain a range of habitats and woodland and the protection of these areas could therefore have the potential to have some positive impact on the objectives relating to biodiversity; conserving land resources; water quality; reducing contributions to climate change; and improving air quality. By protecting these areas the policy could also have a major positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off.

The policy would provide protection for the wooded estate land that forms the setting for Dunham Hall, which is one of Trafford's key tourism assets. Consequently, the policy also has the potential to have a positive impact on the objective of enhancing the image of Trafford as a tourism destination.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

NE3 – Landscape Views

The policy has the potential to have a positive impact on a number of objectives. In particular, by protecting and enhancing a number of key landscape views that make a major contribution to the quality of the Borough's landscape, the policy has the potential to have a major positive impact on landscape character.

The policy would also have a positive impact on a number of other environmental objectives. The policy would provide protection to the rural wooded views between the River Bollin and Altrincham town centre. The protection of these views could help to retain these areas of woodland and other habitats in the area and would therefore have the potential to have some positive impact on the objectives relating to biodiversity; conserving land resources; reducing contributions to climate change; and improving air quality. By protecting these areas the policy could also have a major positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

4.19 Green Infrastructure Policies and Sites

Green Infrastructure Policy Options

The Allocations Plan considered two broad options in relation to the protection and enhancement of Green Infrastructure. The first option was to protect all existing open space identified in the UDP that has a Green Infrastructure function (e.g. Protected Linear Land, Wildlife Corridor, Mersey Valley) and rename and identify them on the Policies Map as 'Strategic Green Infrastructure'. The alternative option considered was to not only protect existing UDP sites as 'Strategic Green Infrastructure' but also identify further Green Infrastructure protection and opportunities for enhancement for all or some of the following: waterways with a buffer, the three areas identified as BOAs (Stretford Meadows, Wellacre and Carrington Mossland) and other wider "GI opportunity areas".

The SA concluded that both of the proposed approaches to green infrastructure would have a similar impact on the objectives. In particular, both options would protect areas of greenspace from development and could therefore have a positive impact on access to greenspace; health and on conserving land resources. However, by identifying and protecting a greater number of GI assets, the SA considered that Option 2 has the potential to have a greater impact on each of these objectives.

The SA considered that the protection given to GI by the two options would ensure that both approaches would also have a positive impact on the objectives that relate to biodiversity; reducing the effects of climate change; landscape character; and water quality. In addition, tree planting associated with the management and enhancement of these areas could have a positive impact on air quality and climate change by absorbing pollutants and carbon dioxide from the atmosphere. As such, the SA concluded that both options have the potential to have a positive effect on the objectives of improving air quality and reducing contributions to climate change. However, by identifying a greater number of GI opportunities, Option 2 has the potential to have a greater impact on each of these objectives.

The SA indicated that neither option would have a negative or uncertain impact on any of the objectives.

GI1 – Green Infrastructure

The policy has the potential to have a positive impact on a number of objectives. In particular, by protecting a regional centre for water sports, protecting and enhancing areas of green infrastructure for recreational use and promoting walking and cycling, the policy has the potential to have a major positive impact on the objective relating to health. By protecting these areas of green infrastructure the policy could also have a major positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off. Other objectives that the policy could have a major positive impact on are those that relate to biodiversity and landscape character.

The policy identifies a series of green infrastructure sites that will be maintained and enhanced. Tree planting associated with the management and enhancement of these areas

could have a positive impact on air quality and climate change by absorbing pollutants and carbon dioxide from the atmosphere. As such, the policy has the potential to have some positive effect on the objectives of improving air quality and reducing contributions to climate change. In addition, the identification and enhancement of these green infrastructure sites could also have some positive effect on the objectives that relates to local neighbourhood quality; water quality; and conserving land resources.

By promoting enhanced access to areas of green infrastructure, particularly by walking and cycling, the policy has the potential to have some positive impact on the objectives relating to the accessibility of facilities and choice of travel mode. The policy could also have some positive effect on the image of Trafford as a tourism destination by protecting Sale Water Park and giving encouragement to the provision of appropriate facilities at this site.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

G12 – Green Infrastructure Opportunity Areas

The policy has the potential to have a positive impact on a number of objectives. In particular, by protecting and enhancing areas of green infrastructure for recreational use and promoting walking and cycling, the policy has the potential to have a major positive impact on the objective relating to health. By enhancing these areas of green infrastructure opportunity the policy could also have a major positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off. Other objectives that the policy could have a major positive impact on are those that relate to biodiversity and landscape character.

The policy identifies a series of green infrastructure opportunity areas that will be maintained and enhanced. Tree planting associated with the management and enhancement of these areas could have a positive impact on air quality and climate change by absorbing pollutants and carbon dioxide from the atmosphere. As such, the policy has the potential to have some positive effect on the objectives of improving air quality and reducing contributions to climate change. In addition, the identification and enhancement of these green infrastructure sites could also have some positive effect on the objectives that relates to local neighbourhood quality; water quality; and conserving land resources. In addition, by promoting enhanced access to areas of green infrastructure, particularly by walking and cycling, the policy has the potential to have some positive impact on the objectives relating to the accessibility of facilities and choice of travel mode.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

G13 – Site Specific Green Infrastructure

The policy has the potential to have a positive impact on a number of objectives, particularly those that relate to environmental issues. The provision of green infrastructure, including trees, has the potential to provide a range of habitats for species and can also play an important role in moderating the urban heat island effect and reducing surface water run-off rates and volumes. Consequently, by requiring new development to contribute towards green infrastructure provision, the policy has the potential to have a major positive impact on the objectives that relate to biodiversity and reducing the impacts of climate change; and some positive effect on the objective of improving water quality.

The planting of trees can also have a positive impact on air quality and climate change by absorbing pollutants and carbon dioxide from the atmosphere. As such, the policy has the potential to have some positive effect on the objectives of improving air quality and reducing contributions to climate change. In addition, by requiring the provision of green infrastructure, the policy could also have some positive effect on the objective that relates to local neighbourhood quality.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

GI 4 – Allotments

The policy has the potential to have a positive impact on a wide range of objectives. The retention of existing allotments and the provision of new allotment areas have the potential to contribute to health and well-being and provide education opportunities. As such, the policy has the potential to have a positive impact on the social objectives that relate to health and education and skills.

The policy would also have a positive effect on a wide range of environmental objectives. In particular, it would lead to the protection of these greenfield sites and would therefore have a positive effect on the objective concerned with land resources. The protection of these areas could also help reduce surface water run-off and mitigate the urban heat island effect. The policy therefore has the potential to have a positive effect on the objectives related to water quality and reducing the impacts of climate change. The policy also has the potential to have some positive effect on the objective related to biodiversity and open space.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

4.20 Sport and Leisure Policies and Sites

SP1 – Existing Sports and Leisure Facilities

The proposed policy relating to existing sports and leisure facilities has the potential to have a positive impact on a number of objectives. In particular, by providing support for participation in sport and exercise, the policy has the potential to have a major positive impact on the objective relating to health. The retention of these facilities would also have a positive effect on the objectives relating to access to services and facilities; and community welfare.

The policy also has the potential to have a positive effect on a number of environmental objectives. Specifically, as the loss of the sports and leisure facilities could result in Trafford resident's having to travel further in order to access these facilities, a policy which provides protection to these facilities has the potential to have some positive impact on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. Given that a number of these leisure facilities are located in close proximity to town centres, the proposed policy could also have a positive effect on the economic objective relating to the sustainability of Trafford's town centres by providing support for the retention of facilities that attract visitors to these centres.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

SP2 – School Playing Fields

The proposed policy has the potential to have a positive impact on a number of objectives. In particular, by protecting school playing fields and encouraging their dual use by the wider community, the policy could provide support for participation in sport and recreation and thereby have a major positive impact on the objective relating to health. The policy would also have a positive effect on the objective relating to access to services and facilities.

The policy also has the potential to have a positive effect on several environmental objectives. Specifically, the dual use of these facilities could reduce the need for people living near schools to travel in order to access sports/leisure facilities. Accordingly, the policy has the potential to have some positive impact on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The retention of playing fields could also have a positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off. In addition, the policy would have some positive impact on the objectives concerned with biodiversity; conserving land resources; and improving water quality.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

SP3 – Golf Courses

The proposed policy relating to golf courses has the potential to have a positive impact on a number of objectives. In particular, by providing support for participation in sport and exercise, the policy has the potential to have a major positive impact on the objective relating to health. The policy could also have a major positive impact on the objective relating to open space and biodiversity by seeking to protect and enhance existing golf courses and ensuring that new golf courses do not have an unacceptable impact on the conservation of natural habitats.

The policy also has the potential to have a positive effect on a number of environmental objectives. Specifically, as the loss of existing golf courses could result in Trafford resident's having to travel further in order to access these facilities, a policy which provides protection to these facilities has the potential to have some positive impact on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. By providing support for the retention of these areas of open space, the policy could also have a positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off. In addition, the policy would have some positive impact on the objectives concerned with conserving land resources and protecting landscapes.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

SP4 – Opportunities for New and Enhanced Sports Facilities

The proposed policy relating to new and enhanced sports and leisure facilities has the potential to have a positive impact on a number of objectives. In particular, by providing support for participation in sport and exercise, the policy has the potential to have a major positive impact on the objective relating to health.

The policy would also ensure the provision of local sports and leisure facilities to serve new development and would ensure that new facilities are in accessible locations that are served by a choice of modes of transport and which would not result in significant traffic congestion. The policy therefore has the potential to have a positive impact on the objectives relating to the accessibility of services; choice of travel mode; community welfare; reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The policy also requires new facilities to not have an unacceptable impact on, inter alia, open space, flood storage, biodiversity or their landscape setting. It could therefore also have a positive effect on the objectives of reducing the impacts of climate change; biodiversity and open space; and protecting landscapes. In addition, the requirement for major wet/dry sport and leisure facilities to be in a town centre location could also have a positive effect on the economic objective relating to the sustainability of Trafford's town centres by directing facilities that attract visitors to these centres.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

SP5 – Loss of Leisure and Sports Facilities

The proposed policy relating to the loss of sports and leisure facilities has the potential to have a positive impact on a number of objectives. In particular, by providing support for participation in sport and exercise, the policy has the potential to have a major positive impact on the objective relating to health. The retention of these facilities would also have a positive effect on the objectives relating to access to services and facilities; and community welfare.

The policy also has the potential to have a positive effect on a number of environmental objectives. Specifically, as the loss of the sports and leisure facilities could result in Trafford resident's having to travel further in order to access these facilities, a policy which provides protection to these facilities has the potential to have some positive impact on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. Given that a number of these leisure facilities are located in close proximity to town centres, the proposed policy could also have a positive effect on the economic objective relating to the sustainability of Trafford's town centres by providing support for the retention of facilities that attract visitors to these centres.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

4.21 Open Space Policies and Sites

Open Space Policy Options

The Allocations Plan considered two broad options in relation to the protection and enhancement of open space. The first option was to protect and maintain the existing provision of open space, increase the quantity of open space in areas of significant new population growth by providing new areas open space within Strategic Locations and suitable strategic green infrastructure sites and improve the quality and accessibility of open spaces by upgrading them into and within the parks hierarchy. The alternative option considered was to carry forward the existing UDP policy identifying only the areas for improvement that have not been already completed.

The SA concluded that both of the proposed approaches to the provision and enhancement of open space have the potential to have a positive impact on a number of objectives. In particular, as both options would deliver improvements to open space, it considered that they both have the potential have a positive effect on objectives that relate to enhancing open space and health. Option 1 is however likely to have a more significant impact on these objectives as it would not only improve existing open space but would also lead to the provision of new areas of open space in areas of significant new population growth and would deliver targeted improvements to open space based on the most up-to-date information about current deficiencies in provision.

By supporting the provision of areas of new open space in the Strategic Locations and delivering targeted improvements to open space based on the most up-to-date information about current deficiencies in provision, Option 1 could reduce the need for residents to travel in order to access open space and could therefore have a positive impact on the objectives relating to reducing the effects of traffic on the environment; access to services and facilities; air quality; and contributions to climate change. By contrast, the SA considered that the alternative option would have a negative or uncertain impact on each of these objectives. Option 1 would also have a positive impact on the objectives relating to community welfare; reducing the impacts of climate change; and water quality, whereas Option 2 could have a negative impact on the objectives that relate to reducing the impacts of climate change; and water quality.

OS1 – Parks and Open Space

The proposed policy has the potential to have a positive impact on a number of objectives. In particular, by protecting existing parks the policy could provide support for participation in sport and recreation and thereby have a major positive impact on the objective relating to health. The policy would also have a major positive effect on the objective that seeks to protect open space and its sub-objective of ensuring residents have access to high quality open space. The protection and enhancement of existing areas of open space would also have a positive effect on the objectives relating to access to services and facilities; and community welfare.

The policy also has the potential to have a positive effect on several environmental objectives. Specifically, as the loss of areas of open space could result in Trafford resident's having to travel further in order to access these facilities, by providing protection to existing areas of open space the policy has the potential to have some positive impact on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The retention of areas of open space could also have a positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off. The policy could also help protect and enhance the setting of a number of heritage assets and therefore has the potential to have a positive impact on the objective that relates to landscape and townscape character. In addition, the policy would have some positive impact on the objectives concerned with conserving land resources and improving water quality.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

OS2 – Opportunities for new/enhancements to existing Open Spaces

The proposed policy has the potential to have a positive impact on a number of objectives. In particular, by requiring development to provide open space or enhance existing open space, the policy could provide support for participation in sport and recreation and thereby have a major positive impact on the objective relating to health. The policy would also have a major positive effect on the objective that seeks to protect open space and its sub-objective of ensuring residents have access to high quality open space. In addition, the provision of open space to meet the needs of residents would have a positive effect on the objectives relating to access to services and facilities; and community welfare; and the requirement for new open space to be accessible by non-motorised forms of travel, such as walking and cycling, mean that the policy could have a positive impact on the objective relating to choice of travel mode and its sub-objective of improving participation in walking and cycling.

The policy also has the potential to have a positive effect on several environmental objectives. Specifically, by requiring the provision of new open space to meet the needs of the residents of new development the policy could help reduce the need to travel to access these facilities and could thereby have some positive impact on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The provision of new areas of open space could also have a positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off and also have a positive effect on the objective concerned with water quality.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

OS3 – Existing Cemeteries

The proposed policy relating to existing cemeteries would have no significant impact on the overwhelming majority of the objectives. The policy does however encourage appropriate opportunities to enhance the biodiversity value of existing cemeteries and, as a result, has the potential to have a positive impact on the objective relating to biodiversity, flora and fauna.

A number of the existing cemeteries in Trafford contain designated heritage assets, such as the grade II listed Chapel at Sale and Brooklands Cemetery. By protecting existing cemeteries for burial use, the policy should help protect the setting of these designated heritage assets and would have a positive impact on the objective relating to townscape character and its sub-objective relating to protecting and enhancing listed buildings.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

OS4 – New Cemeteries

The Core Strategy outlined capacity for cemetery provision as being adequate for 8 years in Sale and 6 years in Dunham, 2 years in Urmston and 2 years for Stretford. More recent projections adjust these as 10 for Sale 6 for Dunham, 4 for Urmston and 2 for Stretford. However, as one site fills up the demand on the others increases thereby reducing their capacity. The Allocations Plan considered two potential options for ensuring that there is adequate burial space for Trafford's residents. The first of these options was to extend Dunham cemetery to provide for the whole of Trafford. The second option considered was

to extend Dunham to provide for burial needs in the south of the Borough and provide a new cemetery at Carrington for residents in the north of Trafford.

The SA noted that both potential locations for new cemetery facilities are situated away from the main urban areas of Old Trafford, Stretford, Sale and Altrincham. As such, it concluded that both options are likely to generate a significant number of trips by private car and have the potential to have a negative impact on the objectives of reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. However, by just focussing new cemetery facilities in one location in Trafford, option 1 is likely to have a more significant negative impact on the objectives relating to traffic and air quality and this impact is likely to become increasingly significant over the longer term as existing cemetery facilities elsewhere in the Borough reach capacity.

The SA concluded that both of the options are unlikely to have a significant impact on any of the other objectives.

OS5 – Loss of Open Space

The proposed policy relating to the loss of open space has the potential to have a positive impact on a number of objectives. In particular, by providing support for participation in informal sport and recreation, the policy has the potential to have a major positive impact on the objective relating to health. The policy would also have a major positive effect on the objective that seeks to protect open space and its sub-objective of ensuring residents have access to high quality open space. The retention of these areas of open space would also have a positive effect on the objectives relating to access to services and facilities; and community welfare.

The policy also has the potential to have a positive effect on several environmental objectives. Specifically, as the loss of areas of open space could result in Trafford resident's having to travel further in order to access these facilities, a policy which provides protection to areas of open space has the potential to have some positive impact on the objectives relating to reducing the effects of traffic on the environment; reducing contributions to climate change; and improving air quality. The retention of areas of open space could also have a positive effect on the objective of reducing the impacts of climate change by helping to moderate higher summer temperatures and reduce surface water run-off. The policy could also help protect and enhance the setting of a number of heritage assets and therefore has the potential to have a positive impact on the objective that relates to landscape and townscape character. The policy would also have some positive impact on the objectives concerned with conserving land resources and improving water quality.

The proposed policy would not have a negative or uncertain impact on any of the objectives.

4.22 Green Belt and Other Protected Open Land Policies and Sites

Policy GB1 – Green Belt

The policy would have a positive impact on a wide range of sustainability objectives. It would lead to protection of large areas of largely greenfield land and could therefore have a major positive impact on the objective that relates to conserving land resources. The protection of these areas, and the landscape features within them, together with the associated

protection that would be given to the setting of a number of heritage assets, mean that the policy could also have a major positive impact on the objective relating to landscape and townscape character. In addition, due to the proximity of these areas to designated natural assets, the policy could also have some positive effect on the objective of protecting biodiversity. The policy could also have a positive impact on health by affording protection to open spaces that provide important areas for recreation, such as Timperley Wedge, and could also have some positive effect on the objectives of improving access to services and facilities and reducing the impacts of climate change.

By restricting urban sprawl which can result in unsustainable patterns of travel, the policy could also have a positive impact on the objectives of reducing the effect of traffic on the environment and reducing contributions to climate change. It is however recognised that the resultant development in urban areas could exacerbate existing congestion as identified by the Greater Manchester LDF Transport Modelling Report, which reduces the level of certainty that the policy would have a positive impact on these objectives. In addition, it is also uncertain whether the resultant focus on the urban area would exacerbate existing air quality issues in parts of the urban area.

Policy GB2 – Other Protected Open Land

The policy would have no significant impact on the overwhelming majority of the objectives. It would lead to protection of areas of greenfield land to the south of Partington and Carrington and could therefore have a major positive impact on the objective that relates to conserving land resources. The protection of these areas could also have a beneficial impact on the local landscape character in this area could therefore have a positive impact on the objective relating to landscape character. In addition, due to the proximity of these areas to designated natural assets, the policy could also have some positive effect on the objective of protecting biodiversity.

The protection given to these areas would not preclude the long term development of these sites if they are needed for meeting a future, as yet, unquantified need. The policy is therefore unlikely to have a significant impact on the provision of housing in the short and medium term. However, by ensuring that development does not jeopardise the potential future use of these sites to meet the Borough's housing needs, the policy has the potential to have a positive impact on the objective relating to achieving a better balance and mix in the housing market in the long term. There is however only a low level of certainty about this impact as it is presently unknown whether these sites will be needed to meet Trafford's long term development needs.

The policy would not have a negative or uncertain impact on any of the objectives.

4.23 Secondary, Cumulative and Synergistic Effects

Under the provisions of the SEA Directive, when appraising the sustainability of the Core Strategy it is necessary to consider whether or not there are any secondary, cumulative and/or synergistic effects.

A wide range of positive secondary, cumulative and synergistic effects have been identified and are documented in the appraisal matrices that are appended to this document. Some of the key secondary, cumulative and synergistic effects include:

- By reducing poverty and social deprivation many of the policies and sites would have the secondary effect of improving quality of life for residents in the Borough;
- The identified housing sites could cumulatively make a significant impact on broadening the mix of housing in Trafford;
- Many of the proposed allocations would result in development being directed to sites that are in close proximity to watercourses and which are identified by the Trafford Contaminated Land Prioritisation Mapping as potentially containing contaminated land. The remediation of these sites could have a positive impact on water quality and secondary impacts on the biodiversity value of these watercourses;
- The number of sites identified and the quantum of development they could accommodate could cumulatively help to maintain and improve public transport and other local services, particularly in locations such as Carrington and Partington; and
- Many of the site allocations and policies would support the redevelopment of vacant, neglected and underused land and could therefore have the secondary impact of improving perceptions of the local area.

Nevertheless, a number of potential negative secondary, cumulative and/or synergistic effects were also identified. For instance:

- Several of the proposed sites are within AQMAs and directing development to these locations could have a negative effect on air quality which could have secondary impacts on health, particularly amongst those who suffer from respiratory illnesses;
- Notwithstanding the proposals to secure enhancements to public transport provision, a number of the sites have the potential to generate significant volumes of traffic which could cumulatively exacerbate congestion in parts of the Borough and have associated secondary impacts on air quality and carbon emissions; and
- A number of the proposed housing sites are located within 200m of an identified source of noise pollution. The development of these sites could therefore have a negative impact on health and secondary impacts on quality of life.

4.24 Difference the Sustainability Appraisal Process has Made

The Sustainability Appraisal process concluded that the draft Allocations Plan has the potential to deliver a wide range of social, environmental and economic benefits. However, it also identified several instances where options have the potential to have a negative impact on sustainability objectives, a number of uncertain impacts and a range of opportunities for further enhancements to improve the sustainability of the Allocations Plan.

The SA has appraised the sustainability implications of allocating sites for different uses and the outcomes of this appraisal process has informed the Council's decision on which sites should be allocated and for what use.

In particular, the boundaries of a number of sites have been amended in line with the conclusions of the SA. For instance, the original boundary for the Land fronting Tamworth Court and Chorlton Road site in Old Trafford originally included an area of open space. The proposed development of the site for housing would therefore have resulted in the loss of this area of open space and the site is within an area that has been identified as being deficient in open space provision. The original appraisal therefore concluded that the use of the site could have some negative impact on the objectives that relate to protecting open space; health; and conserving land resources. The boundary of the site has subsequently been redrawn so that this area of open space is excluded from the site and the site has been combined with Land off Bold Street. Similarly the boundary of the land at Barton Road/Bent Terrace site in Urmston has also been amended to exclude an area of public open space and land which formed part of a designated wildlife corridor. This site has also been combined with the Land at and adjacent to Katherine Lowe House.

The SA process has also identified a range of mitigation measures to reduce/eliminate potential adverse impacts associated with the development of certain sites. For example, the SA has advocated:

- The use of ecological surveys and the development management process to ensure that the development of certain sites do not have an adverse impact on designated natural assets.
- The application of maximum parking standards and the securing of contributions towards the enhancement of public transport provision have been identified as possible measures to mitigate impacts on congestion and air quality.
- The use of acoustic assessments to establish the degree of impact and to identify appropriate design solutions when sites are located in close proximity to major sources of noise pollution.
- The implementation of appropriate measures to minimise flood risk and surface water run-off where development is proposed in a location that could be susceptible to flooding.
- Ensuring any development is built to an appropriate density in order to minimise the need to release further greenfield sites.
- Securing contributions towards creating additional capacity at primary schools in order to mitigate the impact of residential developments that are within the catchment area of primary schools that are operating above capacity.
- The use of heritage assessment and the development management process have been suggested as a key mitigation measure to ensure that development taking place in close proximity to designated heritage assets avoids or mitigates any unacceptable impact on the setting and significance of these assets and on townscape character.
- The use of appropriate landscaping to reduce the impact of new development on landscape character.
- Providing high quality open space within sites to compensate for any loss of green space.

The SA has also appraised the sustainability implications of a range of options in relation to policy topic areas and the outcomes of this appraisal process has informed the Council's decision on which option to pursue in the draft Allocations Plan.

5. MONITORING

5.1 The Annual Monitoring Report

The Localism Act has removed section 35(1) of the Planning and Compulsory Purchase Act 2004 which required local planning authorities to produce an Annual Monitoring Report (AMR) for submission to the Secretary of State. The Localism Act does however still require every local planning authority to prepare reports containing information as to the extent to which the policies set out in the Local Plan are being achieved. This monitoring report will provide a basis for the:

- Identification of unforeseen adverse effects and any necessary remedial action.
- Assessment of whether the Strategy is achieving the SA objectives
- Assessment of the performance of mitigation measures.

5.2 Monitoring Indicators

The indicators used to monitor the sustainability effects of implementing the Allocations Plan were set out in the SA Scoping Report of February 2013. The indicators are set out below by sustainability objective and sub-objective:

Social

Objective	S1: Achieve a better balance and mix in the housing market between availability and demand	
	Sub Objective	Indicator
	Ensure sufficient supply of all housing in line with the indicative housing development targets in the Core Strategy (L1)	Total number of housing completions (private and affordable)
		Percentage of total housing completions within Priority Regeneration Areas
		Number and percentage of total housing completions within Strategic Locations
	Ensure sufficient supply of affordable houses	Number of affordable housing completions as a percentage of total housing completions
		Number of shared ownership units completed as a percentage of total housing completions
	Ensure sufficient supply of family accommodation	Number of family units (2 bed and above) completed as a percentage of total housing completions
	Increase the range of housing for all social groups particularly young people, older people 'lifetime homes' and those with support needs.	Total number of extra care units completed
		Percentage of homes completed with measures for adaptability over time
	Ensure all housing is high quality and there are less vacant properties.	Percentage of all housing stock that is non decent
		The number of empty properties in the private sector returned to occupation or demolished
	Reduce homelessness	Percentage of population recognised as statutorily homeless

Objective	S2: Improve accessibility for all to essential services and facilities	
	Sub objective	Indicator
	Improve access to services particularly in most deprived areas of the borough	Public Transport Accessibility Level (PTAL) score for Trafford
		Public Transport Accessibility Level (PTAL) score for 25% most deprived areas
		Percentage of new residential development (5+ units) within 30 minutes of public transport time of health, school and employment

Objective	S3: Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities	
	Sub Objective	Indicator
	Provide efficient, inclusive and affordable public transport	Metrolink patronage (Altrincham Line – AM Peak)
		Heavy rail patronage (Irlam Line – AM Peak and Off Peak)
	Improve participation in walking and cycling	Average 12 hour pedal cycle flows on A & B Roads
	Improve road safety	Number of people killed or seriously injured (KSI) in road traffic collisions
		Number of children (aged under of 16 years) killed or seriously injured (KSI) in road traffic collisions

Objective	S4 Reduce crime, disorder and the fear of crime	
	Sub Objective	Indicator
	Reduce incidences of crime for burglaries, drug related, and violent, domestic abuse.	<ul style="list-style-type: none"> • Incidences reported to the police • Vehicle taking • Theft from vehicle • Vehicle interference • Domestic burglary • Theft of pedal cycle • Theft from person • Criminal Damage • Common Assault • Wounding • Robbery

Objective	S5: Reduce Poverty and Social Exclusion	
	Sub Objective	Indicator
	Reduce multiple deprivations	Percentage of SOAs in the 20% most deprived in the country
	Improve the financial position of low income families	Children in families in receipt of IS/JSA or whose income is <60% of median income (%) (NI 116)

Objective	S6: Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	
	Sub Objective	Indicator
	Provide opportunities and support for engagement and role in decision making particularly in the young, those over 50, black and minority ethnic groups and disabled people.	Proportion of young people who have had a basic involvement or intervention by a youth worker in any recognised style of delivery (detached work, centre based, schools based and project)
		Frequency of attendance at any of the recognised delivery locations by young people accessing youth work provision or involved in a youth work intervention

Objective	S7: Improve qualifications and skills of the resident population	
	Sub Objective	Indicator
	Improve children's services	Part-time equivalent number of free early education places filled by three and four year olds
	Minimise educational inequality	Percentage of pupils in LEA schools achieving 5 or more GCSEs at grades A* – C or equivalent
		Percentage of 16-18 year olds not in education, employment or training
		The percentage of former care leavers aged 19 who were looked after on 1 April in their 17th year, who were in education, employment or training
		Key Stage 2 Results: Percentage of Pupils achieving Level 4 or above in English
		Key Stage 2 Results: Percentage of Pupils achieving Level 4 or above in Mathematics
	Improve educational standards for all and develop the right skills for the economy to address skills shortages	Proportion of working age population qualified to: a) NVQ2 and above b) NVQ3 and above c) NVQ4 and above

Objective	S8: Improve the health and, inequalities in health of the population	
	Sub Objective	Indicator
	Promote better health and reduce health inequalities between different neighbourhoods in the Borough	All age, all cause mortality (directly standardised rate per 100,000 population)
		Mortality rate from cancer in persons aged under 75 (directly standardised rate per 100,000 population)
		Mortality rate from all circulatory disease (including heart and stroke) in persons aged under 75 (directly standardised rate per 100,000 population)
		Number of smokers who have successful quit per 100,000 population aged 16 years and over

		Obesity in primary school children in Year 6 (percentage)
	Increase participation in and access to sport and physical activity facilities	Percentage of the population within 20 minutes travel time of different sports facility types
		Percentage of pupils aged 5-16 years old receiving 2 hours high quality PE and school sport
		Percentage of adults taking part regularly in sport and active recreation (30 minutes 3 times per week as per Sport England Active People Survey)
	Increase awareness and use of cultural facilities	Number of participants in arts and cultural development

Objective	S9: Protect and improve local neighbourhood quality	
	Sub Objective	Indicator
	Percentage of principal highways requiring structural maintenance	Percentage of principal roads requiring further investigation (maintenance probably required)
		Percentage of classified B & C roads requiring further investigation (maintenance probably required)
	Number of instances of fly-tipping	The number of reported instances of fly-tipping (including the 4 worst performing Wards)

Environment

Objective	E1: Reduce the effect of traffic on the environment	
	Sub Objective	Indicator
	Manage traffic flows to reduce congestion and improve journey time reliability	Annual kilometres travelled on Motorways, A and B Roads (million vehicle km)
		Average journey time rates (minutes/mile) in AM Peak
	Improve levels of traffic related noise in priority location of noise action	Number of improvements made to reduce noise from traffic, in priority locations for noise action

Objective	E2: Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geo-morphological features	
	Sub Objective	Indicator
	Conserve and enhance the natural environment including geodiversity, habitat and species diversity	The percentage of SSSIs in favourable condition
		Number and Condition of SBIs
		Number of Local Nature Reserves
		Number of new trees planted on the highway and in parks and open spaces
		Hectares of woodland created
		The percentage of Trafford covered by woodland
		Changes in populations of priority bird species

	Ensure residents have access to high quality open space	Percentage of addresses within 300m of accessible greenspace
		Number of parks rated gold, silver or bronze
		Percentage of parks in Priority Regeneration Areas rated gold, silver or bronze
		Percentage of population with access to 2 hectares plus of woodland within 500m of their home
		Percentage of Children's Play Areas that meet NPFA standards (LEAP and NEAP)
		Percentage of allotment plots in active use
		Number of people on allotment waiting lists

Objective	E3: Reduce contributions to climate change	
	Sub Objective	Indicator
	Reduce the amount of carbon emissions	CO2 emissions from domestic sector / transport
	Increase energy efficiency	Average annual domestic gas consumption
		Average annual domestic electricity consumption
	Increase the proportion of energy needs generated from renewable sources	The number of new developments that have installed renewable energy generation
		Number of domestic photovoltaic installations (per 10,000 households)

Objective	E4: Reduce impact of climate change	
	Sub Objective	Indicator
	Minimise risk of flooding and increase use of SUDS	Number of new developments incorporating SUDS
		Number of planning applications objected to by the Environment Agency on flood risk grounds.

Objective	E5: Reduce the environmental impacts of consumption and production	
	Sub Objective	Indicator
	Reduce the amount of waste produced and increase the proportion that is recycled and re-used	Tonnage of household waste recycled or composted and percentage of household waste recycled or composted
	Reduce the amount of waste produced by business and increase the proportion that is reused	The percentage of reduction in the volume of waste generated by businesses (including commercial, industrial, construction and demolition). Use of Construction, Demolition and Excavation Waste Aggregate in England
	Ensure the sustainable management of minerals resources	Reduction in the use of primary minerals

Objective	E6: Conserve land resources and reduce land contamination	
	Sub Objective	Indicator
	Reduce the amount of derelict and underused land	The amount of previously developed land that is vacant or derelict (NLUD)
	Reduce the amount of contaminated land	Number of contaminated land sites remediated per year
	Increase the percentage of development built on previously developed land	Percentage of new homes built on previously developed land (BVPI 106)
		Percentage of employment development on previously developed land

Objective	E7: Protect and improve water quality	
	Sub Objective	Indicator
	Improve the biological and chemical quality of waterbodies	The percentage of river and canal length assessed as good biological quality
		The percentage of river and canal length assessed as good chemical quality

Objective	E8: Protect and improve air quality	
	Sub Objective	Indicator
	Reduce traffic related emissions	Annual average levels of air pollutants (nitrogen dioxide and particulate matter) at the A56 monitoring station
		Annual average levels of air pollutants (nitrogen dioxide and particulate matter) at Moss Park monitoring station
	Decrease the emission of air borne pollutants from all sources.	Days per year on which Particulate Matter exceeds 50gm/cum at the A56 and Moss Park monitoring stations

Objective	E9: Protect and enhance the diversity of sites of archaeological importance, the distinctiveness of landscape and townscape character and cultural facilities	
	Sub Objective	Indicator
	Protect and enhance conservation areas	Number of conservation areas and those at risk
	Protect and enhance sites of archaeological importance and scheduled ancient monuments	Number of sites of archaeological importance and scheduled ancient monuments
	Achieve high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality	Percentage of conservation areas in the local authority area with an up-to date character appraisal
	Protect and enhance listed buildings	Number of listed buildings and those at risk of decay
	Protect and enhance registered historic parks and gardens	Number of Parks and gardens registered by English Heritage

Economic

Objective	EC1: Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth.	
	Sub Objective	Indicator
	Encourage growth of existing and attract inward investment from key business sectors	Total number of active business units
		Total number of business start-ups
	Secure new business floor space in line with Policy W1 of the Core Strategy and to meet employment needs in Trafford	Amount of B1, B2 and B8 employment floor space developed in the individual places listed in Policy W1.3 of the Core Strategy
	Create conditions for sustainable growth ensuring the supply of appropriate sites and premises in line with Policy W1 of the Core Strategy and will respond to growth in key sectors	Total amount of employment land in the individual places listed in Policy W1.3 of the Core Strategy
		Total amount of employment land available

Objective	EC2: Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage.	
	Sub Objective	Indicator
	Target interventions that will tackle barriers to work including transport access, address basic skills issues and link workless people to vacancies	Percentage of working age population that is in employment
		Percentage of working age population that is claiming key benefits

Objective	EC3: Enhance Trafford's image as a tourism destination.	
	Sub Objective	Indicator
	Increase Trafford's role as a tourist destination	The number of visits to major tourist destinations: a) The Trafford Centre b) The Imperial War Museum c) Sale Waterside Arts Centre d) MUFC – matches and museum and tour e) LCCC f) Dunham Massey hall and garden

Objective	EC4: Encourage the long term sustainability of Trafford's Town Centres.	
	Sub Objective	Indicator
	Enhance town centre vitality	Prime retail property rents per square metre in: <ul style="list-style-type: none"> • Altrincham • Sale • Stretford • Urmston

		Percentage of vacant units in: <ul style="list-style-type: none"> • Altrincham • Sale • Stretford • Urmston
	Encourage more non-car access to Altrincham town centre	Total number and percentage of car and non-car trips to Altrincham town centre in the AM peak
		Modal split for journeys to Altrincham town centre in the AM peak
	Encourage developers to include sustainability and energy efficiency policies for their town centre schemes	Number of town centre developments with energy efficient/renewable energy sources and sustainable building designs

Objective	EC5: Improve the social and environmental performance of the economy.	
	Sub Objective	Indicator
	Encourage ethical trading	Achievement and maintenance of Fairtrade Borough status
	Encourage companies to use environmental management systems	Number of Companies registered as using environmental management systems such as ISO 14001

5.3 Next Steps

This SA Report is being published alongside the draft Land Allocations Plan to provide the public, statutory consultees and other stakeholders with an opportunity to express opinions on this SA Report and to use it as a reference point whilst commenting on the Allocations Plan document. This period of public consultation will take place in 2014.

All comments received will be analysed. Following consideration and analysis of the consultation responses, the SA will be fully updated and augmented ahead of the production of the Publication version of the Allocations Plan. The Council will then submit the Allocations Plan to the Secretary of State for an Independent Examination. This SA report will form part of the evidence base that the Planning Inspector will refer to in order to assess the soundness of the Allocations Plan.

Following the Examination, the Inspector will issue a report to the Council containing amendments that must be made to the Allocations Plan before it is legally adopted. A summary of the main issues raised in the SA, and how these were taken into account in the development of the plan and SA Report, will be produced as part of the adoption statement for the Allocations Plan.

The significant effects of implementing the Allocations Plan will then be monitored.

6. CONCLUSIONS

Urban Vision Partnership Ltd was commissioned by Trafford Council to undertake a Sustainability Appraisal of their Local Plan: Land Allocations Plan. The appraisal work has been informed by national guidance, best practice and the methodology proposed by the Council in their Scoping Report.

The policies, options and sites were each appraised against twenty-three sustainability objectives. The appraisal of the sites utilised the criteria for scoring sites contained within Appendix 3 of the Scoping Report.

The appraisal considered the degree and type of impact, split by short term (0-5 years), medium term (5-10 years), and long-term (10+ years). It also predicted the certainty of impact (in terms of high, medium and low); the scale of impact (which ranged from local to national); the permanence of the impact; any key secondary, cumulative and/or synergistic impacts; and options for mitigation.

The SA process concluded that the draft Allocations Plan has the potential to deliver a wide range of social, environmental and economic benefits. A number of recommendations were however made about how individual policies and sites could perform better against the sustainability objectives. In addition, there were several instances where it was recommended that further information be provided on the effects of the options in order to provide greater certainty about their impact on the SA objectives.

Taken as a whole, the appraisals have indicated that the policies and site allocations are likely to support the delivery of new housing and employment development and could therefore support the objectives of achieving a better balance in the housing market and enhancing Trafford's economic performance. Given that many of the sites are located within or close proximity to Priority Regeneration Areas and Regeneration Areas, the draft plan could also support the objectives of reducing poverty and deprivation and reducing economic inequalities. In addition, several of the policies in the plan should ensure that areas of open space, landscapes, designated natural assets and designated heritage assets are protected and, where possible, enhanced.

Whilst the policies and sites proposed for allocation by the draft plan generally perform well in the appraisal process, the quantum of development that would be delivered by the sites could generate additional traffic and have some impact on the objectives that relate to reducing the impacts of traffic on the environment and protecting air quality. There is however only a low level of certainty about this impact given that many of the sites are well-served by public transport and other policies in the Local Plan seek to promote the use of more sustainable modes of transport.