# **Appendix G**

**Gypsies and Travellers** 

GT1 - Gypsy Roma and Traveller Community Sites										
Option 1	Allocate the existing Stones Meadow site, Carrington, which provides accommodation for 17 caravan pitches for Gypsy and									
	Traveller use and support an extension on the land to the east of the site. The site is within Carrington Strategic Location									
Option 2	Do not identify a site for Gypsy and Traveller pitches									

GT1 - Gypsy Roma ar	nd Travellei	Comm	nunity \$	Sites								
		T	imescal	е			Nature of Effe	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
Social												
S1. Achieve a better balance and mix in the	Option 1	+	+	+	Medium	Borough wide	Long term					
housing market between availability and demand	Option 2	-	-	-	High	Borough wide	Long term					
	the current ne housing needs	As documented in the supporting text to Core Strategy policy L2, research conducted in relation to the Partial Review of the RSS identified the need for 25 pitches to meet the current need to year 2016. By identifying a site for this pitch provision, Option 1 has the potential to have a positive impact on the objective by contributing to meeting the housing needs of all sections of the community. By not identifying a site, Option 2 could potentially reduce the likelihood of the required number of pitches being provided. Option 2 therefore has the potential to have a negative impact on the objective.										
S2. Improve accessibility for all to essential services	Option 1	-	-	-	Low	Local	Long term		Secure enhancements to the public transport network			
and facilities	Option 2	0	0	0	Medium	N/A	N/A					
	As a result, Op Strategic Loca	otion 1 wo ition which	uld have to will bene	he potenti fit from a	al to have some significantly imp	e negative in proved and r	npact on the objecti	ve. However the certainty is only network and an active travel rout	within convenient walking distance of the site. low because it is located within the Carrington e network. The alternative option of not			
S3. Enhance transport infrastructure, improve	Option 1	-	-	-	Low	Local	Long term		Secure enhancements to the public transport network			
choice of travel mode and	Option 2	0	0	0	Medium	N/A	N/A					
quality of life to all communities.									re there are relatively few services and facilities			
communities.	because it is lo	within convenient walking distance of the site. As such, this option would have the potential to have some negative impact on the objective. However the certainty is only low because 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. The alternative option of not identifying a Gypsy and Traveller site is unlikely to have any significant impact on the objective.										
S4. Reduce crime, disorder and the fear of crime	Option 1 Option 2	0	0	0	Medium Medium	N/A N/A	N/A N/A					

GT1 - Gypsy Roma an	nd Travelle	r Comn	nunity	Sites									
		Т	imesca	e			Nature of Effe	ect					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
	Neither of the	proposed	options is	likely to h	ave a significar	nt impact on	crime. As such, nei	ther option is likely to have a sign	ificant impact on the objective.				
S5. Reduce poverty and	Option 1	0	0	0	Medium	N/A	N/A		·				
social exclusion	Option 2	0	0	0	Medium	N/A	N/A						
	Neither of the	proposed	options is	likely to h	ave a significar	nt impact on	poverty and depriva	ation. As such, neither option is lik	ely to have a significant impact on the objective.				
S6. Encourage a sense of	Option 1	0	0	0	Medium	N/A	N/A						
community identity and	Option 2	0	0	0	Medium	N/A	N/A						
welfare and value diversity, improve equity and equality of opportunity	Neither of the	proposed	options is	ilikely to h	ave a significar	nt impact on	community facilities	s. As such, neither option is likely	to have a significant impact on the objective.				
S7. Improve qualifications	Option 1	0	0	0	Medium	N/A	N/A						
and skills of the resident	Option 2	0	0	0	Medium	N/A	N/A						
population		Neither of the proposed options is likely to have a significant impact on education and skills. As such, neither option is likely to have a significant impact on the objective.  However the identification of a site (Option 1) will allow for school capacity to be properly planned.											
			1		/		<del>, , , , , , , , , , , , , , , , , , , </del>	lanned.					
S8. Improve the health	Option 1	0	0	0	Medium	N/A	N/A						
and, inequalities in health	Option 2	0	0	0	Medium	N/A	N/A						
of the population		<del>i i                                  </del>						ither option is likely to have a sigr	nificant impact on the objective.				
S9. Protect and improve	Option 1	0	0	0	Medium	N/A	N/A						
local neighbourhood	Option 2	0	0	0	Medium	N/A	N/A						
quality	Neither of the	proposed	options is	likely to re	esult in the rede	evelopment	of a neglected site.	As such, neither option is likely to	have a significant impact on the objective.				
Environment						11/4							
E1. Reduce the effect of	Option 1	0	0	0	Medium	N/A	N/A						
traffic on the environment	Option 2	0	0	0	Medium	N/A	N/A	lativaly favoramiana and facilities	within convenient welling distance of the site				
									within convenient walking distance of the site.  As a result, it is considered that the policy is				
									nlikely to have any significant impact on the				
	objective.	. o a oigiiii	Jan Impa		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.comativo op	2007 Of Hot Idonalyll	ig a Sipoj ana mavonomonomo is un	micely to have any digitillount impact on the				
E2. Protect, enhance and	Option 1	0	0	0	Medium	N/A	N/A						
restore open space,	Option 2	0	0	0	Medium	N/A	N/A						

GT1 - Gypsy Roma ar	nd Traveller	Comn	nunity S	Sites							
		Т	imescal	е			Nature of Eff	ect			
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
biodiversity, flora and fauna, geological and geo- morphological features	Neither option is likely to result in a loss of open space but there is also likely to be limited scope to create new or extend existing open space. Both options are therefore unlikely to have a significant impact on the objective.										
E3. Reduce contributions to climate change	Nevertheless, network. Furth impact on carb identifying a G	it is locate hermore, to oon emiss Sypsy and	ed within to the policy ions resul Traveller	ne Carring confirms t ting from t site is unli	ton Strategic London  The existing use the policy is like kely to have an	ocation which of the site, which Iy to be mining y significant	ch will benefit from a with new developme mal and is unlikely impact on the object	a significantly improved and new pent limited to the area to the east of the to the ask of the to have a significant impact on the	within convenient walking distance of the site. Sublic transport network and an active travel route of the site. As a result, it is considered that any e objective. The alternative option of not		
E4. Reduce impact of climate change	The alternative	e option is	unlikely t	o have a s	significant impa	ct on the obj	ective.	sequently, Option 1 has the poten	tial to have a positive impact on the objective.		
E5. Reduce the environmental impacts of consumption and production	Option 1 Option 2 Given the scal	0 0 le of dema	O O and for pite	0 0 ches for G	Medium Medium ypsy, Roma an	N/A N/A d Traveller u	N/A N/A use, both options ar	e unlikely to have a significant imp	pact on the objective.		
E6. Conserve land resources and reduce land contamination	these sites as	potentially	y being m	edium risk	contaminated I	land. Conse	quently, Option 1 w	ould have the potential to have so	inated Land Prioritisation Mapping identifies ome positive impact on the objective and its subto have any significant impact on the objective.		
E7. Protect and improve water quality	Option 1  Option 2  The Stones M land. The site is however on	+ O eadow site is within 2 ly a low le	+ O e and the 50m of a vel of cert	+ O adjoining watercour ainty abou	Medium  Medium land to the east se and, as such	N/A are identified, Option 1 cost it is unclea	Long term  N/A  ed in the Trafford Co could have a positive r whether any conta	Secondary impacts on biodiversity ontaminated Land Prioritisation Mag impact on water quality by eliminated by the secondary impact on water quality by eliminated by the secondary impact on water quality by eliminated by the secondary impact on water quality by eliminated by the secondary impacts on water quality by eliminated by the secondary impacts on water quality by eliminated by the secondary impacts on the secondary impacts of the secondary impacts on the secondary impacts of the secondary impacts of the secondary impacts of the secondary impacts of the seco	apping as potentially medium risk contaminated nating a potential source of contaminants. There impact on the quality of nearby watercourses.		

GT1 - Gypsy Roma ar	nd Travelle	r Comn	nunity	Sites								
		T	imesca	e			Nature of Effe	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
E8. Protect and improve air	Option 1	0	0	0	Medium	N/A	N/A					
quality	Option 2	0	0	0	Medium	N/A	N/A					
									transport and there are relatively few services			
									on which will benefit from a significantly improved			
									e site, with new development limited to the area			
									al and is unlikely to have a significant impact on			
F0 But to the last		1			, , ,			likely to have any significant impa	ct on the objective.			
E9. Protect and enhance	Option 1	0	0	0	Medium	N/A	N/A					
the diversity and distinctiveness of	Option 2	0	0	0	Medium	N/A	N/A	l la ciamanta di bandana a casata. A c				
landscape and townscape		The Stones Meadow site is located within the urban area and is not in close proximity to any designated heritage assets. As a result, neither of the proposed options is likely										
character and cultural	to have a sign	to have a significant impact on the landscape or townscapes. As such, neither option is likely to have a significant impact on the objective.										
facilities												
Economic												
EC1. Enhance Trafford's	Option 1	0	0	0	Medium	N/A	N/A					
high performance and	Option 2	0	0	0	Medium	N/A	N/A					
sustainable economy to	Neither of the	proposed	options is	likely to h	ave a significar	nt impact on	the economic perfo	rmance of Trafford. As such, neith	ner option is likely to have a significant impact on			
provide a powerful	the objective.		•	•	· ·	•	·					
contribution to regional												
growth	0 11 4					1						
EC2. Reducing disparities	Option 1	0	0	0	Medium	N/A	N/A					
by releasing the potential	Option 2	0	0	0	Medium	N/A	N/A					
of all residents particularly in areas of disadvantage	Neither of the	proposed	options is	likely to h	ave a significar	it impact on	economic disparitie	es. As such, neither option is likely	to have a significant impact on the objective.			
EC3. Enhance Trafford's	Option 1	0	0	0	Medium	N/A	N/A					
image as a tourism	Option 2	0	0	0	Medium	N/A	N/A	1				
destination	<u>'</u>	Stones Me	adow site	is within E	Bucklow St Mar	tin's which is	s identified in Core S	Strategy policy R6 as a kev area v	where appropriate proposal to support the culture			
								ficant impact on Trafford's image				
EC4. Encourage the long	Option 1	0	0	0	Medium	N/A	N/A					
term sustainability of	Option 2	0	0	0	Medium	N/A	N/A					

GT1 - Gypsy Roma a	GT1 - Gypsy Roma and Traveller Community Sites													
		Т	imesca	le			Nature of Effe							
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Mitigation								
Trafford's Town Centres	provided at the	The Stones Meadow site is not located in close proximity to any of Trafford's town centres. Consequently, and taking into account the number of pitches that would be provided at the site, it is considered that Option 1 would be unlikely to have any significant impact on the objective. The alternative option is also unlikely to have a significant impact on the objective.												
EC5. Improve the social	Option 1	0	0	0	Medium	N/A	N/A							
and environmental	Option 2	Option 2         0         0         Medium         N/A         N/A												
performance of the economy	Neither of the a significant in				nave a significar	nt impact on	the social or the en	vironmental performance of the e	conomy. As such, neither option is likely to have					

The 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, 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 policy could therefore have some positive effect on the objective of reducing the impacts of climate change.

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, 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, Option 2 could have some negative impact on the objective of achieving a better balance and mix in the housing market.



# **Appendix H**

Regeneration

Priority Regeneration Area Boundary Options									
Option 1	All the LSOA which have a multiple IMD criteria in the top 10% most deprived								
Option 2	All the LSOA which have a multiple IMD criteria in the top 10% most deprived and widened to include an established neighbourhood								

<b>Priority Regeneration</b>	Area Bour	ndary O	ptions								
		T	imesca	e			Nature of Eff	ect			
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
Social											
S1. Achieve a better balance and mix in the	Option 1	++	++	++	Low	Borough wide	Long term	Cumulative impact on securing a more balanced			
housing market between availability and demand	Option 2	++	++	++	Medium	Borough wide	Long term	housing market.			
	Both options would support the objective by identifying appropriate areas to accommodate housing. Although there is presently limited information on the type and tenure of housing that would be delivered, Core Strategy policy L3 states that housing in the PRAs should contribute towards improving the quality and diversity of the Borough's housing stock. Both options therefore have the potential to make a long term contribution to the need for family and affordable housing, as identified in the Greater Manchester Strategic Housing Market Assessment (SHMA) (2008) and update report (2010), and could have a major positive impact on the objective. Nevertheless, as Option 1 would limit the amount of land available within the PRAs, there is a lower level of certainty that this option would deliver the 1,950 units envisaged in these areas by Core Strategy policy L3.										
S2. Improve accessibility for all to essential services	Option 1	++	++	++	Medium	Local	Long term	Cumulative impact with other development on the			
and facilities	Option 2	++	++	++	High	Local	Long term	maintenance and improvement of public transport services.			
	Both options would direct development to locations that are served by public transport and where there are a number of services and facilities either within the PRA itself o convenient walking distance from it. As such, both options have the potential to have a major positive impact on the objective. There is however a greater level of certainty that Option 2 would have a major positive impact on the objective as this option would support the delivery of a greater quantum of development and, as such, could support further improvement to public transport services.										
S3. Enhance transport infrastructure, improve	Option 1 Option 2	++	++	++	Medium High	Local Local	Long term Long term				

<b>Priority Regeneration</b>	Area Bour	ndary O	ptions									
		T	imescal	е			Nature of Eff	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
choice of travel mode and quality of life to all communities.	Both options would result in development being directed to a location that is well served by public transport and where there are a number of services and facilities either within the PRA itself or a convenient walking distance from it. As such, both options would have a positive impact on choice of travel mode and the sub-objective of improving participation in walking and cycling. However, as Option 1 would potentially result in less development coming forward in the area due to land limitations, there is a lower level of certainty that this option would deliver the quantum of development required to secure further enhancements to transport infrastructure.											
S4. Reduce crime, disorder and the fear of crime	Option 1 Option 2	++	++	++	Low Low	Local Local	Long term Long term	Secondary impacts on quality of life	Use of the development management process to ensure development complies with Core Strategy policy L7.4			
	to have a majo	Under both options new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy. As such, both options would have the potential to have a major positive impact on the objective. There is however only a low level of certainty over this impact due to it being uncertain whether any housing delivered on the site would be in accordance with Core Strategy policy L7.4.										
S5. Reduce poverty and social exclusion	Option 1 Option 2	++	++	++	Medium Medium	More than local	Long term Long term	Secondary impacts on quality of life.				
	residents and	would cor	tribute to	the regen	eration of the lo	cal area. As		have the potential to have a major	ial to generate employment opportunities for local or positive impact on the objective and its sub-			
S6. Encourage a sense of	Option 1	+	+	+	Medium	Local	Long term					
community identity and	Option 2	+	+	+	Medium	Local	Long term					
welfare and value diversity, improve equity and equality of opportunity	Both options of	could impr	ove acces	s to comn	nunity facilities a	and could the	ereby have a positiv	ve impact on the objective.				
S7. Improve qualifications	Option 1	+	+	+	Medium	Local	Long term	Increased opportunities and				
and skills of the resident	Option 2	+	+	+	Medium	Local	Long term	quality of life.				
population	boundary opti				ort for existing s ositive impact or				proved access to education and training. Both			
S8. Improve the health	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on quality				
and, inequalities in health	Option 2	+	+	+	Medium	Local	Long term	of life.				
of the population		could poter	ntially pro	vide suppo					e have a positive impact on the objective.			
S9. Protect and improve	Option 1	+	+	+	Medium	Local	Long term	Improved perceptions of the				
local neighbourhood	Option 2	++	++	++	Medium	Local	Long term	area.				

<b>Priority Regeneration</b>	Area Bour	ndary C	ptions									
		T	imesca	le			Nature of Eff	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
quality	Both options would provide opportunities to improve local neighbourhood quality by supporting the redevelopment of neglected or untidy sites. As such, both options would have a positive impact on the objective. However, the wider boundary proposed by Option 2 could result in a greater number of neglected buildings/sites being included within the PRAs and, as such, this option has the potential to have a greater positive impact on the objective.											
Environment	•											
E1. Reduce the effect of	Option 1	-	-	-	Low	Local	Long term	Secondary impacts on air	Secure enhancements to public transport			
traffic on the environment	Option 2	-	-	-	Medium	Local	Long term	quality and greenhouse gas emissions.	services.			
	Transport Mod some addition would deliver impact on the	convenient walking distance from it. Nevertheless, both options could result in development taking place within close proximity to roads that have been identified by the LDF Transport Modelling as experiencing congestion and the development that would take place within the PRAs, particularly new family housing, has the potential to generate some additional vehicular movements in these areas. As Option 1 would limit the amount of land available within the PRAs, there is a lower level of certainty that this option would deliver the 1,950 units envisaged in these areas by Core Strategy policy L3 and, as a result, there is a lower level of certainty that this option would have a negative impact on the objective.										
E2. Protect, enhance and	Option 1	?	?	?	Low	Local	Long term					
restore open space,	Option 2	?	?	?	Low	Local	Long term					
biodiversity, flora and fauna, geological and geo- morphological features								tly of previously developed land. I th options would have an uncerta	Both options could however result in some in impact on the objective.			
E3. Reduce contributions	Option 1	?	?	?	Low	Local	Long term		Use of the development management process			
to climate change	Option 2	?	?	?	Low	Local	Long term		to ensure development complies with Core Strategy policy L5			
	Under both options new development would have the potential to incorporate on-site microgeneration technologies and/or other low carbon, renewable and energy efficiency measures. There is however only a low level of certainty over this impact due to it being uncertain whether or not any development delivered on the site would incorporate these measures. In addition, although both options would result in development being directed to locations that are well-served by public transport, particularly the Old Trafford PRA, the scale of development that would be delivered by each option could result in some additional vehicular traffic and associated emissions. As such, both options would have an uncertain impact on the objective.											
E4. Reduce impact of	Option 1	-	-	_	Medium	Local	Long term		Implementation of appropriate measures to			
climate change	Option 2	-	-	-	Medium	Local	Long term		minimise flood risk and surface water run-off.			
									s would include some land that is at a greater risk tential to have some negative impact on the			

<b>Priority Regeneration</b>	Priority Regeneration Area Boundary Options												
		Т	imescal	е			Nature of Effe	ect					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
E5. Reduce the	Option 1	?	?	?	Low	Local	Long term						
environmental impacts of	Option 2	?	?	?	Low	Local	Long term						
consumption and production	Both options are likely to result in waste being managed off site. However, at present there is insufficient information to determine the impacts of development on the objective.												
E6. Conserve land	Option 1	+	+	+	Medium	Local	Long term						
resources and reduce land	Option 2	+	+	+	Medium	Local	Long term						
contamination		y options v	would dire	ct develop				of previously developed land and	would provide the opportunity to remediate a				
	number of site	Both boundary options would direct development to locations that comprise predominantly of previously developed land and would provide the opportunity to remediate a number of sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as potentially being contaminated. Consequently, both options would											
	have the pote	ntial to hav	ve some p	ositive im	pact on the obje	ctive and its	s sub-objective of in	creasing the percentage of devel	opment built on previously developed land.				
E7. Protect and improve	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on					
water quality		Option 2 + + + Medium Local Long term biodiversity											
		Both boundary options would provide the opportunity to remediate a number of sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as											
	potentially being contaminated and which are in relatively close proximity of a watercourse. Consequently, both options would have the potential to have some positive impact on the objective by eliminating a potential source of pollutants to nearby watercourses. There is however only a low level of certainty over this impact as it is no												
					urce of pollutant			ses. There is however only a low i	ever or certainty over this impact as it is not				
E8. Protect and improve air	Option 1	_	-	-	Low	Local	Long term	Secondary impacts on health,	Secure enhancements to public transport				
quality	Option 1				2011	Loodi	Long torm	particularly among those who	services.				
								suffer from respiratory					
	Option 2				Low	Local	Long term	illnesses	Application of maximum car parking standards				
	Option 2	_	-	-	LOW	Local	Long term		to encourage sustainable transport choices.				
									Secure tree planting and other green				
									infrastructure provision				
	Both options v	vould focu	s develop	ment in ar	eas that are se	ved by publ	ic transport and wh	ere there are a number of service	s and facilities either within the PRA itself or a				
	convenient wa	alking dista	ance from	it. Neverth	eless, both opt	ions could r	esult in developmer	nt taking place within/adjacent to A	AQMAs in Old Trafford and Partington. New				
									and could therefore have an adverse impact on				
	air quality. There is however only a low level of certainty over this impact due to the fact that the PRAs are served by public transport and well-connected to local services and facilities and also because a detailed air quality management assessment has not been undertaken.												
F0 D ( ) :								en undertaken.					
E9. Protect and enhance	Option 1	0	0	0	Medium	N/A	N/A						
the diversity and	Option 2	0	0	0	Medium	N/A	N/A						

<b>Priority Regeneration</b>	Area Bour	ndary O	ptions									
			imesca				Nature of Effe	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
distinctiveness of landscape and townscape character and cultural facilities	Both boundary	Both boundary options would be unlikely to have a significant impact on the objective.										
Economic												
EC1. Enhance Trafford's	Option 1	+	+	+	Low	Local	Long term	Secondary economic impacts				
high performance and sustainable economy to	Option 2	+	+	+	Medium	Local	Long term	through the creation of jobs in the construction process.				
provide a powerful	Core Strategy	L3 does r	not seek to	o direct a s	ı significant amou	ınt of emplo	ı vment develonment		s. Both options could however support he			
contribution to regional									evertheless, as Option 1 would limit the amount of			
growth	land available	within the	PRAs, th	ere is a lo	wer level of cert	tainty that th	is option would hav	e a positive impact on the objective	/e.			
EC2. Reducing disparities	Option 1	+	+	+	Medium	More	Long term	Increased opportunities and				
by releasing the potential	Option 2	+	+	+	Medium	than	Long term	quality of life				
of all residents particularly in areas of disadvantage	Coro Stratogy	I 2 door r	not pook te	direct o	ianificant amou	local	umant davalanment	to the Priority Regeneration Area	s. Both options would however result in			
in areas or disadvantage									ment opportunities for local residents. As such,			
					sitive impact or			The second of th	,			
EC3. Enhance Trafford's	Option 1	+	+	+	Medium	Borough	Long term	Secondary impacts on job				
image as a tourism						wide		creation and prosperity.				
destination	Option 2	+	+	+	Medium	Borough wide	Long term					
	Both boundar	v ontions v	vould resi	ılt in inves	l tment being dire		l Old Trafford PRA wi	l hich is located in close proximity t	o established tourist attractions in Trafford,			
									ge of the areas surrounding these established			
								d as a tourism destination.	,			
EC4. Encourage the long	Option 1	+	+	+	Medium	Local	Long term					
term sustainability of	Option 2	+	+	+	Medium	Local	Long term					
Trafford's Town Centres							at are in close proxi ositive impact on th		nd could have a positive impact on the vitality			
EC5. Improve the social	Option 1	0	0	0	Medium	N/A	N/A					
and environmental	Option 2	0	0	0	Medium	N/A	N/A					

Priority Regeneration Area Boundary Options											
		T	imesca	le							
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
performance of the Neither of the proposed options is likely to have a significant impact on the social or the environmental performance of the economy. As such, neither option is likely to have											
economy	a significant impact on the objective.										

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.

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 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, 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 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 Regen	eration Ar	eas										
		imescale				Nature of E	ffect					
SA Objective	0-5	5-10	10+	Certainty	Scale	Permanence	Secondary, cumulative,	Mitigation				
	years	years	years				synergistic					
Social												
S1. Achieve a better	++	++	++	Low	Local	Long Term	Cumulative impact with other					
balance and mix in the							residential developments on					
housing market between availability and demand							achieving a mix and the balance in the housing market					
availability and admand	The policy references Core Strategy Policy L3, which identifies the delivery of residential developments as being key to the regeneration of the PRAs and specifically state											
	that residen	tial developi	ments shou	ld deliver housir	ng that meets	Trafford's housing r	needs. As such, the policy has the pote	ntial to have a major positive impact on the mix				
								entified as having a 'cold' housing market and,				
		· ·					ontribution towards affordable housing	needs.				
S2. Improve accessibility	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life					
for all to essential services and facilities	Transport improvements and community facilities are specifically identified as types of development which will be supported within the Priority Regeneration Areas. As such, the policy has the potential to have a major positive effect on the objective.											
S3. Enhance transport	++ ++ ++ Medium Local Long Term Secondary impacts on guality of life											
infrastructure, improve								neration Areas and the policy references Core				
choice of travel mode and							has the potential to have a major positi					
quality of life to all	0,	•		·	ŭ		, , , , ,	,				
communities.						,						
S4. Reduce crime,	++	++	++	Low	Local	Long Term	Secondary impacts on quality of life					
disorder and the fear of								cing multiple forms of deprivation, including				
crime								ategy policy L7.4. It would therefore have a				
								ether any development delivered on the site				
							proposals in this area, delivering enhal additional natural surveillance and the	ncements to the public realm and the provision of				
S5. Reduce poverty and	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life					
social exclusion	Transport improvements and community facilities are specifically identified as types of development which will be supported within the Priority Regeneration Areas and the											
								hopping and other facilities. As such, the policy				
				ositive effect on		Į.	, , , , , , , , , , , , , , , , , , , ,	7				
S6. Encourage a sense of	+	+	+	Medium	Local	Long Term						

lawe a positive impact on equality of opportunity	RE1 – Priority Regen	eration A	reas											
community identity and welfare and value diversity, improve equity and equality of opportunity  S7. Improve qualifications and skills of the resident population  S8. Improve the health and, inequalities in health of the population  Fibe policy references Core Strategy Policy L3 which encourages new development within the PRAs to education and training facilities. The policy therefore has the potential hand, inequalities in health of the population  Fibe policy references Core Strategy Policy L3 which seeks to improve access from the PRAs to education and training facilities. The policy therefore has the potential hand, inequalities in health and, inequalities in health of the population  Fibe policy references Core Strategy Policy L3 which identifies the need to deliver public realm improvements to the walking and/or cycling network. This could potential necessary in references Core Strategy Policy L3 which identifies the need to deliver public realm improvements to the walking and/or cycling network. This could potential necessary in references Core Strategy Policy L3 which identifies the need to deliver public realm improvements to the walking and/or cycling network. This could potential nor in old Trafford PRA and access to leisure facilities within Paratipon and Sale West PRAs which could have a beneficial improvements to the walking and/or cycling network. This could potential to nor positive impact on health. The Core Strategy Policy L3 also seeks to improve access to open so in Old Trafford PRA and access to leisure facilities within Paratipon and Sale West PRAs which could have a beneficial improvement of the objective.  S9. Protect and improve  Fibe policy requires new development of in addition, the policy benefice has the potential to have a positive impact on the objective.  Fibe policy 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. The policy references Core Strate		Ţ	imescale				Nature of E	ffect						
with encouraging a sense of community identity and welfare. In addition, the policy seeks to enhance access to employment areas and education facilities which could have a positive impact on equality of opportunity.  57. Improve qualifications and skills of the resident population  58. Improve the health and, inequalities in health of the population  59. Improve the health and, inequalities in health of the population  59. Protect and improve population  59. Protect and improve tocal neighbourhood quality  59. Protect the feet of traffic on the environment  E1. Reduce the effect of traffic on the environment  E1. Reduce the effect of traffic on the environment  E2. Protect, enhance and restore open space, bloodiversity, flora and bloodiversity, flora and enhance on the elements of the value and or cycling network of the new form the policy therefore has the potential to have a major positive impact on health. The core Strategy policy L3 also seeks to improve access to ensure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation environment also policy is the references. Core Strategy policy L3 which seeks to improve access to ensure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation and sale west PRAs which could have a beneficial impact on health by encouraging participation and sale west PRAs which could have a beneficial impact on health by encouraging participation and sale west PRAs which could have a beneficial impact on health by encouraging participation and sale west PRAs which could have a positive impact on the objective.  Environment  E1. Reduce the effect of traffic on the environment  E2. Protect, enhance and rescriptions of the environment also policy therefore has the potential to have a positive impact on the objective.  E2. Protect, enhance and restore open space, bloodiversity, flora and bloodiversity, flora and positive impact on the elements of the o	SA Objective				Certainty	Scale	Permanence	•	Mitigation					
The policy references Core Strategy Policy L3 which seeks to improve access from the PRAs to education and training facilities. The policy therefore has the potential have a positive impact on the objective.  S8. Improve the health and, inequalities in health of the population  The policy references Core Strategy Policy L3 which identifies the need to deliver public realm improvements to the walking and/or cycling network. This could potentian encourage participation in walking and cycling which could have some positive impact on health. The Core Strategy Policy L3 also seeks to improve access to open so in Old Trafford PRA and access to leisure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation sport and recreation. The policy therefore has the potential to have a positive impact on the objective.  S9. Protect and improve caces to elicure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation sport and recreation. The policy therefore has the potential to have a positive impact on the objective.  S9. Protect and improve the policy 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. The policy references Core Strategy policy L3 which specifically promote the redevelopment of unused, derelict land and buildings. The policy is therefore considered to have the potential to have a major positive impact on local neighbourhood quality.  Environment  E1. Reduce the effect of traffic on the environment traffic on the environment  Tarfic on the environment  E2. Protect, enhance and recreased to the potential to have a positive impact on the objective.  E2. Protect, enhance and recreased to the potential to have a positive impact on the objective that relate to protecting and enhancing open space and community facilities in the PRAs. The policy could the	welfare and value diversity, improve equity and equality of opportunity	with encour	with encouraging a sense of community identity and welfare. In addition, the policy seeks to enhance access to employment areas and education facilities which could have a positive impact on equality of opportunity.											
Sa. Improve the health and, inequalities in health of the population				+										
and, inequalities in health of the population  The policy references Core Strategy Policy L3 which identifies the need to deliver public realm improvements to the walking and/or cycling network. This could potential to have a positive impact on health. The Core Strategy Policy L3 also seeks to improve access to open s in Old Trafford PRA and access to leisure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation sport and recreation. The policy therefore has the potential to have a positive impact on the objective.  S9. Protect and improve local neighbourhood quality  ++ + + + Medium Local Long Term Improved perceptions of the area  The policy 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. The policy references Core Strategy policy L3 which specifically promote the redevelopment of unused, derelict land and buildings. The policy is therefore considered to have the potential to have a major positive impact on local neighbourhood quality.  Environment  E1. Reduce the effect of traffic on the environment  The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport, walking and carbon emissions  The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities. The policy therefore has the potential to have a positive impact on the objective  E2. Protect, enhance and restore open space, biodiversity, flora and  + + + + Medium Local Long Term Secondary impacts on health  The Core Strategy supports the provision of new, and enhancement of existing, open space and community facilities in the PRAs. The policy could therefore have a positive impact on the elements of the objective that relate to protecting and enhancing open space. The policy also encou			The policy references Core Strategy Policy L3 which seeks to improve access from the PRAs to education and training facilities. The policy therefore has the potential to have a positive impact on the objective.											
encourage participation in walking and cycling which could have some positive impact on health. The Core Strategy Policy L3 also seeks to improve access to open s in Old Trafford PRA and access to leisure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation sport and recreation. The policy therefore has the potential to have a positive impact on the objective.  S9. Protect and improve local neighbourhood quality  ++ ++ ++ ++ Medium Local Long Term Improved perceptions of the area  The policy 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. The policy references Core Strategy policy L3 which specifically promote the redevelopment of unused, derelict land and buildings. The policy is therefore considered to have the potential to have a major positive impact on local neighbourhood quality.  Environment  E1. Reduce the effect of traffic on the environment  The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transparts also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. To policy therefore has the potential to have a positive impact on the objective  E2. Protect, enhance and restore open space, biodiversity, flora and	•	+	+	+	Medium	Local	Long Term							
The policy 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. The policy references Core Strategy policy L3 which specifically promote the redevelopment of unused, derelict land and buildings. The policy is therefore considered to have the potential to have a major positive impact on local neighbourhood quality.  Environment  E1. Reduce the effect of traffic on the environment  The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. To policy therefore has the potential to have a positive impact on the objective  E2. Protect, enhance and restore open space, biodiversity, flora and  The Core Strategy supports the provision of new, and enhancement of existing, open space and community facilities in the PRAs. The policy could therefore have a positive impact on the elements of the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and planting areas. The policy also encourages that enhance the public transport and buildings. The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport impacts on in required in the policy therefore has a potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. The policy therefore has the policy therefore has the policy therefore has the policy therefore	of the population	encourage participation in walking and cycling which could have some positive impact on health. The Core Strategy Policy L3 also seeks to improve access to open space in Old Trafford PRA and access to leisure facilities within Partington and Sale West PRAs which could have a beneficial impact on health by encouraging participation in												
landscaping and planting areas. The policy references Core Strategy policy L3 which specifically promote the redevelopment of unused, derelict land and buildings. The policy is therefore considered to have the potential to have a major positive impact on local neighbourhood quality.  E1. Reduce the effect of traffic on the environment  E1. Reduce the effect of traffic on the environment  The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. The policy therefore has the potential to have a positive impact on the objective  E2. Protect, enhance and restore open space, biodiversity, flora and  The Core Strategy supports the provision of new, and enhancement of existing, open space and community facilities in the PRAs. The policy could therefore have a positive impact on the elements of the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and planting the policy also encourages the provision of landscaping and planting the policy also encourages the provision of landscaping and planting the policy also encourages the provision of landscaping and planting the policy also encourages the provision of landscaping and planting the policy also encourages the provision of landscaping and planting the policy also encourages the provision of landscaping and planting the provision of landscaping and planting the policy also encourages the provision of landscaping and planting the provision of	S9. Protect and improve	++	++	++	Medium	Local	Long Term	Improved perceptions of the area						
E1. Reduce the effect of traffic on the environment  The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. To policy therefore has the potential to have a positive impact on the objective  E2. Protect, enhance and restore open space, biodiversity, flora and  biodiversity, flora and  Secondary impacts on air quality and carbon emissions  Secondary impacts on each to residents to travel by car in order to access services and facilities. To policy therefore has the potential to have a positive impact on the objective  Long Term Secondary impacts on health  The Core Strategy supports the provision of new, and enhancement of existing, open space and community facilities in the PRAs. The policy could therefore have a positive impact on the elements of the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and plant	•	landscaping	g and plantin	ig areas. Th	e policy referen	ces Core Stra	itegy policy L3 whic	h specifically promote the redevelopme						
traffic on the environment The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transpals also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. To policy therefore has the potential to have a positive impact on the objective  E2. Protect, enhance and restore open space, biodiversity, flora and    A	Environment													
also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. To policy therefore has the potential to have a positive impact on the objective  E2. Protect, enhance and restore open space, biodiversity, flora and  biodiversity, flora and  also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has positive impact on the objective and facilities. The policy therefore has the potential to have a positive impact on the objective of the condition of the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and plants are able to meet their needs locally. The policy therefore has positive impact on the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and plants are able to meet their needs locally. The policy therefore has positive impact on the policy therefore has positive impact on the policy therefore has positive impact on the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and plants are able to meet that residents are able to find the policy that the policy that residents are able to find the policy that the policy that the policy that residents are								and carbon emissions						
restore open space, biodiversity, flora and  The Core Strategy supports the provision of new, and enhancement of existing, open space and community facilities in the PRAs. The policy could therefore have a positive impact on the elements of the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and plan		also seeks potential to	The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. It also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. The policy therefore has the potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. The											
biodiversity, flora and positive impact on the elements of the objective that relate to protecting and enhancing open space. The policy also encourages the provision of landscaping and plan	E2. Protect, enhance and		+	+										
morphological features	biodiversity, flora and fauna, geological and geo-	positive imp	act on the e	lements of t	the objective tha	at relate to pro	tecting and enhance	ing open space. The policy also encou	rages the provision of landscaping and planting					

RE1 – Priority Regen	eration Ar	eas											
	Т	imescale				Nature of E	ffect						
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
E3. Reduce contributions	+	+	+	Low	Local	Long Term							
to climate change	The new development promoted by the policy would have the potential to incorporate on-site microgeneration technologies and/or other low carbon, renewable a efficiency measures. There is however only a low level of certainty over this due to it being uncertain whether or not any development delivered would incorporate measures. Core Strategy policy L3 promotes a number of measures to improve access to services and facilities by walking, cycling and public transport and has potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car. The policy could therefore also have a positive impact objective by reducing carbon emissions from the transport sector.												
E4. Reduce impact of	+	+	+	Medium	Local	Long term							
climate change	The policy references Core Strategy policy L3 which supports the provision of open space in the Partington and Sale West PRAs. The provision of this open sp offer shade from the higher summer temperatures expected as a result of climate change and help mitigate the urban heat island effect. The provision of open also help reduce the impact of heavy rainfall by reducing surface water run-off. Policy L3 also requires more vulnerable facilities to be located outside of areas a risk of flooding. The policy therefore has the potential to have a positive impact on the objective.												
E5. Reduce the	?	?	?	Low	Local	Long term							
environmental impacts of consumption and production	The development proposed by the policy is likely to result in waste being managed off site. However, at present there is insufficient information to determine the implement on the objective.												
E6. Conserve land	+	+	+	Medium	Local	Long term							
resources and reduce land contamination				a positive impac		tive and on the sub		e PRAs for residential or community use. It for development built on previously developed					
E7. Protect and improve	0	0	0	Medium	N/A	N/A							
water quality	The policy is	s unlikely to	have a sigr	ificant impact u	pon water qua		unlikely to have a significant impact or	the objective.					
E8. Protect and improve air quality	+	+	+	Medium	Local	Long Term	Secondary impacts on health, particularly amongst those who suffer from respiratory illnesses.						
	The policy a potential to	The policy references Core Strategy policy L3 which promotes a number of measures to improve access to services and facilities by walking, cycling and public transport. The policy also seeks to support and improve shops and services within the PRAs in order to ensure that residents are able to meet their needs locally. It therefore has the potential to encourage the use of public transport, walking and cycling and to reduce the need for residents to travel by car in order to access services and facilities. The policy therefore has the potential to have a positive impact on air quality by resulting in a reduction of vehicular based emissions.											
E9. Protect and enhance the diversity and	+	+	+	Medium	Local	Long Term	Secondary impacts on perceptions of the area						

RE1 – Priority Regen	eration Ar	reas												
		imescale				Nature of E	ffect							
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation						
distinctiveness of landscape and townscape character and cultural facilities		The policy references Core Strategy policy L3 which encourages a range of measures to improve townscapes in the PRAs, the requirement for new development to achieve an improved quality of design. The policy therefore has the potential to have some positive impact on the objective.												
Economic														
EC1. Enhance Trafford's	0	0	0	Medium	N/A	N/A								
high performance and sustainable economy to provide a powerful contribution to regional growth		The policy does not specifically promote employment development in the PRAs and is unlikely to have a significant impact Trafford's economic performance. As such, the policy is unlikely to have a significant impact on the objective.												
EC2. Reducing disparities	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life							
by releasing the potential of all residents particularly in areas of disadvantage							Il be supported within the Priority Rege otential to have a major positive effect	eneration Areas. The policy could therefore lead on the objective.						
EC3. Enhance Trafford's	+	+	+	Medium	Local	Long term	Secondary impacts on job creation							
image as a tourism	The policy h	as the poter	ntial to impr	ove the image of	of each of the	PRAs. The Old Trat	ford PRA is located in close proximity	to established tourist attractions in Trafford,						
destination							by resulting in improvements to the imaterial ford as a tourism destination.	age of the areas surrounding these established						
EC4. Encourage the long	0	0	0	Medium	N/A	N/A								
term sustainability of Trafford's Town Centres	The policy is objective.	s unlikely to	have a sign	nificant impact u	pon the vitality	and viability of Tra	fford's town centres and, as such, is u	nlikely to have a significant impact on the						
EC5. Improve the social	+	+	+	Medium	Local	Long term								
and environmental	By improvin	g access to	employmer	nt opportunities	from the most	deprived areas in T	rafford, the policy could have some po	sitive impact on the social performance of the						
performance of the	economy.													
economy														
Sustainability Summary														

RE1 – Priority Regeneration Areas												
	Т	imescale										
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				

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 guality 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.

		Kov fo	r effects		
		Rey 10	renecis		
++ major positive;	+ minor positive;	0 neutral;	<ul><li>minor negative;</li></ul>	<ul><li>– major negative;</li></ul>	? uncertain

Regeneration A	Regeneration Area Boundary Options								
Option 1	All the LSOA which have a multiple IMD criteria in the top 20% most deprived								
Option 2	All the LSOA which have a multiple IMD criteria in the top 20% most deprived and widened to include an established neighbourhood								

Regeneration Area Bo	oundary Op	otions							
		T	imesca	e			Nature of Effe	ect	
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
Social									
S1. Achieve a better	Option 1	+	+	+	Low	More	Long term	Cumulative impact on	
balance and mix in the housing market between	Option 2	+	+	+	Medium	than local	Long term	securing a more balanced housing market.	
availability and demand	housing that w housing stock Manchester S	vould be d . Both opti trategic H	elivered, ( ons there ousing Ma	Core Strat fore have arket Asse	egy policy L3 st the potential to ssment (SHMA)	ates that ho make a long (2008) and	using in the RAs shows the contribution to the	ould contribute towards improving the need for family and affordab	ently limited information on the type and tenure of g the quality and diversity of the Borough's ble housing, as identified in the Greater act on the objective. Nevertheless, as Option 1 ame quantum of development.
S2. Improve accessibility for all to essential services	Option 1	++	++	++	Medium	Local	Long term	Cumulative impact with other development on the	
and facilities	Option 2	++	++	++	High	Local	Long term	maintenance and improvement of public transport services.	
	RA itself or a of certainty that	convenien at Option 2	t walking of would ha	distance fr ave a majo	om it. As such,	both options	s have the potential	to have a major positive impact of	mber of services and facilities either within the on the objective. There is however a greater level greater quantum of development and, as such,
S3. Enhance transport	Option 1	++	++	++	Medium	Local	Long term		
infrastructure, improve	Option 2	++	++	++	High	Local	Long term		
choice of travel mode and quality of life to all communities.	either within the improving part	ne RA itse ticipation i	f or a con n walking	venient wa and cyclin	alking distance ig. However, as	from it. As s Option 1 w	uch, both options would potentially resu	ould have a positive impact on ch	ere there are a number of services and facilities oice of travel mode and the sub-objective of ward in the area due to land limitations, there is a o transport infrastructure
S4. Reduce crime, disorder	Option 1	++	++	++	Low	Local	Long term	Secondary impacts on quality	Use of the development management process

Regeneration Area Bo	oundary Op	otions											
		Т	imescal	е			Nature of Eff	ect					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
and the fear of crime	Option 2	++	++	++	Low	Local	Long term	of life	to ensure development complies with Core Strategy policy L7.4				
	to have a maj	Under both options new development would have the potential to be built in accordance with policy L7.4 of the Core Strategy. As such, both options would have the to have a major positive impact on the objective. There is however only a low level of certainty over this impact due to it being uncertain whether any housing delive the site would be in accordance with Core Strategy policy L7.4.											
S5. Reduce poverty and	Option 1	++	++	++	Medium	More	Long term	Secondary impacts on quality					
social exclusion	Option 2	++	++	++	Medium	than local	Long term	of life.					
	generate emp	loyment o	pportunitie	s for loca	l residents. As s	such, both o			te to the regeneration of these areas and pact on the objective and its sub-objectives of				
S6. Encourage a sense of	Option 1	+	+	+	Medium	Local	Long term						
community identity and	Option 2	+	+	+	Medium	Local	Long term						
welfare and value diversity, improve equity and equality of opportunity	Both options could improve access to community facilities and could thereby have a positive impact on the objective.												
S7. Improve qualifications	Option 1	+	+	+	Medium	Local	Long term	Increased opportunities and					
and skills of the resident	Option 2	+	+	+	Medium	Local	Long term	quality of life.					
population		Both options could potentially provide support for existing schools with surplus capacity. Both options could also help improve access to education and training. Both boundary options would therefore have a positive impact on the objective.											
S8. Improve the health	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on quality					
and, inequalities in health	Option 2	+	+	+	Medium	Local	Long term	of life.					
of the population	Both options of	could poter	ntially prov	ide suppo	ort for existing h	ealth and s	ports facilities and c	ould therefore have a positive imp	pact on the objective.				
S9. Protect and improve	Option 1	+	+	+	Medium	Local	Long term	Improved perceptions of the					
local neighbourhood	Option 2	++	++	++	Medium	Local	Long term	area.					
quality	have a positiv	Both options would provide opportunities to improve local neighbourhood quality by supporting the redevelopment of neglected or untidy sites. As such, both options would have a positive impact on the objective. However, the wider boundary proposed by Option 2 could result in a greater number of neglected buildings/sites being included within the PRAs and, as such, this option has the potential to have a greater positive impact on the objective.											
Environment		•		<u> </u>	'		•	•					
E1. Reduce the effect of	Option 1				Low	Local	Long term	Secondary impacts on air	Secure enhancements to public transport				

Regeneration Area Bo	oundary Op	otions										
		T	imescal	e			Nature of Effe	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
traffic on the environment	Option 2	-	-	-	Medium	Local	Long term	quality and greenhouse gas emissions.	services.			
	itself or a conv the LDF Trans movements in	Both options would focus development in areas that are largely well served by public transport and where there are a number of services and facilities either within the RA itself or a convenient walking distance from it. Nevertheless, both options could result in development taking place within close proximity to roads that have been identified by the LDF Transport Modelling as experiencing congestion and the development that would take place within the RAs has the potential to generate some additional vehicular movements in these areas. As Option 1 would limit the amount of land available within the RAs, there is a lower level of certainty that this option would deliver a quantum of development that would have a significant impact on the objective.										
E2. Protect, enhance and	Option 1	?	?	?	Low	Local	Long term					
restore open space,	Option 2	?	?	?	Low	Local	Long term					
biodiversity, flora and									oth options could however result in some			
fauna, geological and geo- morphological features	development t	taking plac	e within c	lose proxi	mity of designat	ed natural a	assets. As such, bot	h options would have an uncertai	n impact on the objective.			
E3. Reduce contributions	Option 1	?	?	?	Low	Local	Long term		Use of the development management process			
to climate change	Option 2	?	?	?	Low	Local	Long term		to ensure development complies with Core Strategy policy L5			
	measures. The these measure	ere is how es. In addi delivered	ever only ition, altho	a low leve ough both	el of certainty ov options would re ould generate s	er this impa esult in deve	ct due to it being un elopment being direct onal vehicular traffic	ncertain whether or not any development of the deve	other low carbon, renewable and energy efficiency opment delivered on the site would incorporate well-served by public transport, the development ch, both options would have an uncertain impact			
E4. Reduce impact of	Option 1	+	+	+	Medium	Local	Long term		Implementation of appropriate measures to			
climate change	Option 2	+	+	+	Medium	Local	Long term		minimise flood risk and surface water run-off.			
	Both boundary impact on the		vould dire	ct develop	ment to location	ns that are p	principally within Flo	od Zone 1. Consequently, both op	otions have the potential to have some positive			
E5. Reduce the	Option 1	?	?	?	Low	Local	Long term					
environmental impacts of	Option 2	?	?	?	Low	Local	Long term					
consumption and production	Both options a objective.	are likely to	result in	waste bei	ng managed off	site. Howe	ver, at present there	is insufficient information to dete	rmine the impacts of development on the			
E6. Conserve land	Option 1	+	+	+	Medium	Local	Long term					
resources and reduce land	Option 2	+	+	+	Medium	Local	Long term					

Regeneration Area Bo	oundary Op	otions										
		T	imesca	le			Nature of Effe	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
contamination	number of site	Both boundary options would direct development to locations that comprise predominantly of previously developed land and would provide the opportunity to remediate a number of sites which have been identified by the Trafford Contaminated Land Prioritisation Mapping as potentially being contaminated. Consequently, both options would have the potential to have some positive impact on the objective and its sub-objective of increasing the percentage of development built on previously developed land.										
E7. Protect and improve	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on				
water quality	Option 2	+	+	+	Medium	Local	Long term	biodiversity				
	potentially bei impact on the certain whethe	ng contam objective	ninated an by elimina	d which a	re in relatively c ential source of	lose proximi pollutants to	ity of a watercourse	. Consequently, both options wou ses. There is however only a low	ord Contaminated Land Prioritisation Mapping as all have the potential to have some positive level of certainty over this impact as it is not			
E8. Protect and improve air quality	Option 1	-	-	-	Low	Local	Long term	Secondary impacts on health, particularly among those who suffer from respiratory illnesses	Secure enhancements to public transport services.			
	Option 2	-	-	-	Low	Local	Long term	Illriesses	Application of maximum car parking standards to encourage sustainable transport choices.  Secure tree planting and other green infrastructure provision			
	convenient wa generate som	alking dista e additiona e to the fa	ance from al vehicula ct that the	it. Neverth ar moveme PRAs are	neless, both opt ents in these are e served by pub	ions could r eas and cou	esult in developmer	nt taking place within/adjacent to An adverse impact on air quality. T	es and facilities either within the RA itself or a AQMAs. New development has the potential to here is however only a low level of certainty over also because a detailed air quality			
E9. Protect and enhance	Option 1	0	0	0	Medium	N/A	N/A					
the diversity and	Option 2	0	0	0	Medium	N/A	N/A					
distinctiveness of landscape and townscape character and cultural facilities	Both boundary	y options v	vould be ι	unlikely to	have a significa	int impact oi	n the objective.					
Economic	_	ı		ı		ı	I .					
EC1. Enhance Trafford's	Option 1	+	+	+	Low	Local	Long term	Secondary economic impacts				

		T	imescal	е			Nature of Eff	ect	
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
igh performance and ustainable economy to	Option 2	+	+	+	Medium	Local	Long term	through the creation of jobs in the construction process.	
rovide a powerful ontribution to regional rowth	development	that contril	outes to e	conomic g	rowth and, as s	uch, could h	nave a positive impa		options could however support he delivery of as Option 1 would limit the amount of land
C2. Reducing disparities	Option 1	+	+	+	Medium	More	Long term	Increased opportunities and	
by releasing the potential of all residents particularly	Option 2	+	+	+	Medium	than local	Long term	quality of life	
n areas of disadvantage	Core Strategy	L3 does r							options would however result in development
	taking place w	vithin some			ed parts of Traff impact on the		uld have the potenti	ial to generate some employment	opportunities for local residents. As such, both
EC3. Enhance Trafford's	taking place w	vithin some					uld have the potenti	ial to generate some employment	opportunities for local residents. As such, both
EC3. Enhance Trafford's mage as a tourism	taking place w options have t	vithin some the potenti	al to have	a positive	impact on the	objective.		ial to generate some employment	opportunities for local residents. As such, both
	taking place woptions have to Option 1 Option 2	vithin some the potenti 0 0 proposed	al to have 0 0	a positive 0 0	Medium  Medium  Medium	objective. N/A N/A	N/A N/A		opportunities for local residents. As such, both  ch, neither option is likely to have a significant
mage as a tourism lestination	taking place woptions have to Option 1 Option 2 Neither of the	vithin some the potenti 0 0 proposed	al to have 0 0	a positive 0 0	Medium  Medium  Medium	objective. N/A N/A	N/A N/A		
mage as a tourism lestination  C4. Encourage the long erm sustainability of	taking place woptions have to Option 1 Option 2 Neither of the impact on the	vithin some the potenti 0 0 proposed objective.	al to have 0 0 options is	O O likely to h	e impact on the of Medium Medium nave a significan	objective. N/A N/A st impact on	N/A N/A the image of Traffo		
mage as a tourism lestination	taking place woptions have to Option 1 Option 2 Neither of the impact on the Option 1 Option 2 Both options wo	vithin some the potential of the potenti	al to have 0 0 options is + + It in devel	a positive 0 0 likely to h	Medium Medium Medium nave a significan Medium Medium Medium Medium eing directed to	N/A N/A N/A t impact on  Local Local locations th	N/A N/A the image of Traffo  Long term Long term at are in close proxi	ord as a tourism destination. As su	ch, neither option is likely to have a significant
nage as a tourism estination  C4. Encourage the long erm sustainability of	taking place woptions have to Option 1 Option 2 Neither of the impact on the Option 1 Option 2 Both options wo	vithin some the potential of the potenti	al to have 0 0 options is + + It in devel	a positive 0 0 likely to h	Medium Medium Medium nave a significan Medium Medium Medium Medium eing directed to	N/A N/A N/A t impact on  Local Local locations th	N/A N/A the image of Traffo  Long term Long term at are in close proxi	ord as a tourism destination. As su	
nage as a tourism estination  C4. Encourage the long erm sustainability of rafford's Town Centres	taking place woptions have to Option 1 Option 2 Neither of the impact on the Option 1 Option 2 Both options won the vitality	vithin some the potenti 0 0 proposed objective. + would resu and viabili	al to have  0 0 options is  + + It in devel	a positive 0 0 likely to h + opment be centres.	Medium Medium Medium nave a significan Medium Medium Medium Medium As such, both o	N/A N/A N/A t impact on  Local Local locations th ptions could	N/A N/A the image of Traffo  Long term Long term at are in close proxid have some positiv	ord as a tourism destination. As su	ch, neither option is likely to have a significant

Regeneration Area Bo	Regeneration Area Boundary Options											
		Т	imescal	e			Nature of Effe					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			

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 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.

Both options would 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, 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, each of the proposed boundary options would 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											
	Т	imescale				Nature of E	ffect					
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
Social												
S1. Achieve a better balance and mix in the housing market between availability and demand	++ The policy's	++	++	Medium	Local	Long Term	Cumulative impact with other residential developments on achieving a mix and the balance in the housing market	I 3.2 which inter alia encourages development				
	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 minute balance of Trafford's housing market.											
S2. Improve accessibility for all to essential services and facilities												
S3. Enhance transport infrastructure, improve choice of travel mode and quality of life to all communities.							Secondary impacts on quality of life line with Core Strategy policy L3.1 and we effect on the objective.	L3.2 which, inter alia, seeks to deliver public				
S4. Reduce crime, disorder and the fear of crime	impact on the accordance	e objective. with Core S	There is ho trategy poli	owever only a lo	w level of cert	ainty over this imparting development p	act due to it being uncertain whether an	policy L7.4. It would therefore have a positive y development delivered on the site would be in ncrease footfall activity in these areas, creating				
S5. Reduce poverty and social exclusion							Secondary impacts on quality of life line with Core Strategy policy L3.1 and olicy has the potential to have a major p	L3.2 which, inter alia, seeks to deliver public positive effect on the objective.				
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	+ The policy re with encoura	+ eferences C aging a sens	+ ore Strateg se of comm	Medium y policy L3 whic	Local th encourages	Long Term new development	within the RAs, including improvements	s to the living environment, which could assist nt areas and education facilities which could				

RE2 – Regeneration /	Areas													
	Т	imescale				Nature of E	ffect							
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation						
S7. Improve qualifications	+	+	+	Medium	Local	Long Term								
and skills of the resident population		The policy supports the implementation of Core Strategy policy L3 which seeks to improve access from the RAs to education and training facilities. The policy therefore has the potential to have a positive impact on the objective.												
S8. Improve the health and, inequalities in health	+	+	+	Medium	Local	Long Term	Secondary impacts on quality of life.							
of the population		e policy supports the implementation of Core Strategy policy L3 which seeks to deliver public realm improvements and enhancements to the walking and/or cycling twork. This has the potential to encourage participation in walking and cycling which could have some positive impact on health.												
S9. Protect and improve	+	+	+	Medium	Local	Long Term	Improved perceptions of the area							
local neighbourhood quality								e a high standard of design and construction and d to have the potential to have a positive impact						
	on local neig	ghbourhood	quality.											
Environment														
E1. Reduce the effect of traffic on the environment	+	+	+	Medium	Local	Long Term	Secondary impacts on air quality and carbon emissions							
								facilities by walking, cycling and public transport. elling by car and could therefore have a positive						
	impact on th		s the potent	iai to encourage	tile use of po	blic transport, waik	ing and cycling as an alternative to trav	ening by car and could therefore have a positive						
E2. Protect, enhance and	0	0	0	Medium	N/A	N/A								
restore open space, biodiversity, flora and fauna, geological and geo- morphological features	The policy is	s unlikely to	have a sign	ificant impact u	pon open spa		nd, as such, is unlikely to have a signific	cant impact on the objective.						
E3. Reduce contributions	+	+	+	Low	Local									
to climate change	efficiency measures. To public transp	+ + Low Local Long Term  The new development promoted by the policy would have the potential to incorporate on-site microgeneration technologies and/or other low carbon, renewable and energy fficiency measures. There is however only a low level of certainty over this due to it being uncertain whether or not any development delivered would incorporate these neasures. The policy references Core Strategy Policy L3.1 which promotes a number of measures to improve access to services and facilities by walking, cycling and ublic transport. The policy therefore has the potential to encourage the use of public transport, walking and cycling as an alternative to travelling by car and could therefore lso have a positive impact on the objective by reducing carbon emissions from the transport sector.												
E4. Reduce impact of	0	0	0	Medium	N/A	N/A								
climate change	The policy is	s unlikely to	have a sign	ificant impact u	pon reducing	the impacts of clima	te change and, as such, is unlikely to h	nave a significant impact on the objective.						

RE2 - Regeneration A	\reas										
	T	imescale				Nature of E					
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
E5. Reduce the	?	?	?	Low	Local	Long term					
environmental impacts of consumption and production	The development proposed by the policy is likely to result in waste being managed off site. However, at present there is insufficient information to determine the impacts of development on the objective.										
E6. Conserve land	0	0	0	Medium	N/A	N/A					
resources and reduce land contamination	The policy is	The policy is unlikely to have a significant impact upon land resources and contamination and, as such, is unlikely to have a significant impact on the objective.									
E7. Protect and improve	0	0	0	Medium	N/A	N/A					
water quality	The policy is	s unlikely to	have a sign		oon water qua		unlikely to have a significant impact or	n the objective.			
E8. Protect and improve	+	+	+	Medium	Local	Long Term	Secondary impacts on health,				
air quality							particularly amongst those who suffer from respiratory illnesses.				
	The policy th	nerefore has	the potent		the use of pu	ıblic transport, walki		facilities by walking, cycling and public transport. relling by car and could have a positive impact on			
E9. Protect and enhance the diversity and	+	+	+	Medium	Local	Long Term	Secondary impacts on perceptions of the area				
distinctiveness of landscape and townscape character and cultural facilities	The policy references Core Strategy Policy L3.1 which encourages a range of measures to improve townscapes in the RAs, including public realm enhancements and the requirement for new development to achieve an improved quality of design. The policy therefore has the potential to have some positive impact on the objective.										
Economic											
EC1. Enhance Trafford's	0	0	0	Medium	N/A	N/A					
high performance and						ent in the RAs and is	s unlikely to have a significant impact T	rafford's economic performance. As such, the			
sustainable economy to	policy is unli	kely to have	e a significa	nt impact on the	objective.						
provide a powerful contribution to regional											
growth											
EC2. Reducing disparities	++	++	++	Medium	Local	Long Term	Secondary impacts on quality of life				

RE2 – Regeneration A	Areas										
	Т	imescale				Nature of E					
SA Objective	0-5 years	The state of the s						Mitigation			
by releasing the potential of all residents particularly in areas of disadvantage		he Policy references Core Strategy Policy L3.1 which promotes a number of measures to improve access to services and facilities by walking, cycling and public ransport. The policy could therefore improve access to employment opportunities and have a major positive effect on the objective.									
EC3. Enhance Trafford's image as a tourism destination	+ + + Medium Local Long term Secondary impacts on job creation  The policy has the potential to improve the image of each of the RAs. A number of these RAs are located in relatively close proximity to established tourist attractions in Trafford. Accordingly, by resulting in improvements to the image of the areas surrounding these established tourism destinations, the policy could have some positive on the image of Trafford as a tourism destination.										
EC4. Encourage the long term sustainability of Trafford's Town Centres	O O Medium N/A N/A  The policy is unlikely to have a significant impact upon the vitality and viability of Trafford's town centres and, as such, is unlikely to have a significant impact on the objective.										
EC5. Improve the social and environmental performance of the economy	+ + + Medium Local Long term  By improving access to employment opportunities from the more deprived areas in Trafford, the policy could have some positive impact on the social performance of the economy.										

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.



## **Appendix I**

Transport

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TR1 – Active Travel N	etwork												
	Ţ	imescale				Nature of E	ffect						
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
Social													
S1. Achieve a better	0	0	0	Medium	N/A	N/A							
balance and mix in the housing market between availability and demand	The policy is objective.	The policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact on the objective.											
S2. Improve accessibility	+	+	+	Medium	Local	Long term							
for all to essential services and facilities	created to p	The policy promotes a range of measures that could help improve access to services. In particular, it identifies that a pedestrian link across Trafford Boulevard would be created to provide direct access from the proposed residential community at Trafford Quays to the Trafford Centre Bus Station. This proposed link could have a positive mpact on improving access to services and facilities.											
S3. Enhance transport	++	++	++	Medium	Local	Long term	Secondary impacts on health						
infrastructure, improve choice of travel mode and quality of life to all communities.	and cyclists	The policy promotes a range of measures that will enhance Trafford's transport infrastructure. For instance, the policy seeks to create a high quality route for pedestrians and cyclists along the Bridgewater Canal and create a continuous recreational route from Old Trafford Metrolink stop to the Wharfside Promenade Park at Clippers Quay. The policy therefore has the potential to have a major positive effect on the objective and also on its sub-objective of improving participation in walking and cycling.											
S4. Reduce crime, disorder	0	0	0	Medium	N/A	N/A							
and the fear of crime	The propose	ed policy is ι	inlikely to h	ave a significant	impact upon	crime, disorder and	fear of crime. As such, it is unlikely to	have a significant impact on the objective.					
S5. Reduce poverty and	0	0	0	Medium	N/A	N/A							
social exclusion	The propose	ed policy is ι	unlikely to h	ave a significan	t impact pover	ty and deprivation.	As such, it is unlikely to have a significa	ant impact on the objective.					
S6. Encourage a sense of	0	0	0	Medium	N/A	N/A							
community identity and welfare and value diversity, improve equity and equality of opportunity	The policy is	0   0   Medium   N/A   N/A    The policy is unlikely to have a significant impact upon community identity and welfare. As such, it is unlikely to have a significant impact on the objective.											
S7. Improve qualifications	0	0	0	Medium	N/A	N/A							
and skills of the resident population	The propose	ed policy is ι	unlikely to h	ave a significan	t impact upon	qualifications and s	kills. As such, it is unlikely to have a siç	gnificant impact on the objective.					
S8. Improve the health	++	++	++	Medium	Local	Long term	Secondary impacts on quality of life						

TR1 – Active Travel N	letwork												
	T	imescale				Nature of E	ffect						
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
and, inequalities in health of the population	policy there	The policy identifies a series of routes that will be promoted for recreation and promotes a range of measures that will encourage participation in walking and cycling. The policy therefore has the potential to have a major positive impact on the objective. However, there is not a high level of certainty about this impact as the retention of open spaces does not guarantee that people will choose to participate in sport or recreation.											
S9. Protect and improve	0	0	0	Medium	N/A	N/A							
local neighbourhood quality	The propos	The proposed policy is unlikely to result in the improvement of any neglected sites/land. As such, it is unlikely to have a significant impact on the objective.											
Environment													
E1. Reduce the effect of traffic on the environment	+	+	+	Medium	Local	Long term	Secondary impacts on air quality and greenhouse gas emissions.						
	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 reduce the effect of traffic on the environment by promoting walking and cycling as an alternative to travelling by private car. In addition, the proposed pedestrian link across Trafford Boulevard would provide direct access from the proposed residential community at Trafford Quays to the Trafford Centre Bus Station which could encourage the use of sustainable modes of travel. The policy therefore has the potential to have some positive impact on the objective.												
E2. Protect, enhance and	0	0	0	Medium	N/A	N/A							
restore open space, biodiversity, flora and fauna, geological and geo- morphological features	The policy is	s unlikely to	have a sign	ificant impact up	oon biodiversi	ty and open space.	As such, it is unlikely to have a significa	ant impact on the objective.					
E3. Reduce contributions to climate change	+	+	+	Medium	Local	Long term	Secondary impacts associated with climate change						
ľ	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 have some positive impact on carbon emissions associated with transport by promoting walking and cycling as an alternative to travelling by private car. In addition, the proposed pedestrian link across Trafford Boulevard would provide direct access from the proposed residential community at Trafford Quays to the Trafford Centre Bus Station which could encourage the use of sustainable modes of travel. The policy therefore has the potential to have some positive impact on the objective.												
	recreational an alternative community	purposes, t ve to travellir at Trafford C	he policy doing by private to by private Quays to the	es have the pote car. In addition Trafford Centre	ential to have n, the propose	some positive impa d pedestrian link ac	ct on carbon emissions associated with ross Trafford Boulevard would provide	transport by promoting walking and cycling as direct access from the proposed residential					
E4. Reduce impact of	recreational an alternative community	purposes, t ve to travellir at Trafford C	he policy doing by private to by private Quays to the	es have the pote car. In addition Trafford Centre	ential to have n, the propose	some positive impa d pedestrian link ac	ct on carbon emissions associated with ross Trafford Boulevard would provide	transport by promoting walking and cycling as direct access from the proposed residential					
E4. Reduce impact of climate change	recreational an alternativ community some positi	purposes, t ve to travellir at Trafford C ve impact or 0	he policy doing by private Quays to the objection	es have the pote car. In addition Trafford Centre ve.  Medium	ential to have n, the propose Bus Station v	some positive impa d pedestrian link ac which could encoura	ct on carbon emissions associated with ross Trafford Boulevard would provide	a transport by promoting walking and cycling as direct access from the proposed residential vel. The policy therefore has the potential to have					

TR1 – Active Travel N	etwork												
		imescale				Nature of E	fect						
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
environmental impacts of consumption and production	The policy i objective.	s unlikely to	have a sign	ificant impact սր	oon the enviro	nmental impacts of	consumption and production. As such,	it is unlikely to have a significant impact on the					
E6. Conserve land	0	0	0	Medium	N/A	N/A							
resources and reduce land contamination	The policy i	The policy is unlikely to have a significant impact upon land resources and contamination. As such, it is unlikely to have a significant impact on the objective.											
E7. Protect and improve	0	0	0	Medium	N/A	N/A							
water quality	The policy i	s unlikely to	have a sign	ificant impact up	oon water qua	lity. As such, it is un	likely to have a significant impact on th	ne objective.					
E8. Protect and improve air	+	+	+	Medium	Local	Long term	Secondary impacts on health						
	private car.	In addition, to Centre Bus	the propose Station whi	d pedestrian lin	k across Traff rage the use o	ord Boulevard would f sustainable modes	I provide direct access from the propos	and cycling as an alternative to travelling by sed residential community at Trafford Quays to potential to have some positive impact on the					
E9. Protect and enhance	0	0	0	Medium	N/A	N/A							
the diversity and distinctiveness of landscape and townscape character and cultural facilities	The policy i	s unlikely to	have a sign	ificant impact up	oon landscape	es and townscapes.	As such, it is unlikely to have a signific	ant impact on the objective.					
Economic													
EC1. Enhance Trafford's	0	0	0	Medium	N/A	N/A							
high performance and sustainable economy to provide a powerful	The propos	ed policy is ι	unlikely to h	ave a significan	t impact on Tr	afford's economic po	erformance. As such, it is unlikely to ha	ave a significant impact on the objective.					
contribution to regional growth													

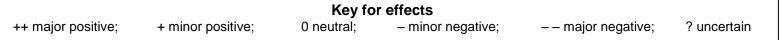
		imescale				Nature of E							
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
by releasing the potential of all residents particularly in areas of disadvantage	The proposed policy is unlikely to have a significant impact on economic disparities. As such, it is unlikely to have a significant impact on the objective.												
EC3. Enhance Trafford's image as a tourism	+	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation						
destination	offer of Traf	By promoting the development of recreational routes, including the Bridgewater Way and the Trans-Pennine Trail, the policy could have some positive impact on the tourisr offer of Trafford. The policy also seeks to create a high quality processional route which will link two of Trafford's key tourist attractions – the LCCC stadium and Old Traffor football ground. The policy could help improve the setting of these tourism assets and thereby have a positive impact on the objective.											
EC4. Encourage the long	0	0	0	Medium	N/A	N/A							
term sustainability of Trafford's Town Centres	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.												
EC5. Improve the social	0	0	0	Medium	N/A	N/A							
and environmental performance of the	The policy is unlikely to have a significant impact upon the social and economic performance of Trafford's economy. As such, it is unlikely to have a significant impact on the objective.												

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 Transpo	rt Networ	k										
	Т	imescale				Nature of E	ffect					
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
Social				-								
S1. Achieve a better	0	0	0	Medium	N/A	N/A						
balance and mix in the housing market between availability and demand	The policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact on the objective.											
S2. Improve accessibility for all to essential services	++	++	++	Medium	Borough wide	Long term	Secondary impacts on social exclusion					
and facilities	The policy p improving a				d significantly	enhance public trar	nsport services in Trafford. The policy of	ould therefore have a major positive impact on				
S3. Enhance transport infrastructure, improve	++	++	++	Medium	Borough wide	Long term						
choice of travel mode and quality of life to all communities.	Metrolink lig Metrolink lin	The policy promotes a range of measures that will enhance Trafford's transport infrastructure. For instance, the policy promotes the improvement and extension of the Metrolink light rail network, improvements to Quality Bus Corridors, the expansion of the water taxi service and the safeguarding of routes for future extensions to the Metrolink line and the creation of a new railway station at Davenport Green to serve HS2. The policy could therefore have a major positive impact on transport infrastructure and the choice of travel mode and a major positive effect on the sub-objective of providing efficient, inclusive and affordable public transport.										
S4. Reduce crime, disorder	0	0	0	Medium	N/A	N/A						
and the fear of crime	The propose	ed policy is ι	inlikely to h	ave a significant	impact upon	crime, disorder and	fear of crime. As such, it is unlikely to h	nave a significant impact on the objective.				
S5. Reduce poverty and social exclusion	++	++	++	Medium	Borough wide	Long term	Secondary impacts on quality of life					
	The policy promotes a range of measures that will enhance Trafford's transport infrastructure and improve access to employment opportunities, services and facilities. In particular, the policy seeks to improve access to Trafford Park and the Trafford Centre, both of which are major sources of employment and would support the delivery of a new railway station at Davenport Green which is also proposed as a focus for major employment development. Consequently, the policy has the potential to have a positive major impact on the objective.											
S6. Encourage a sense of	0	0	0	Medium	N/A	N/A						
community identity and welfare and value diversity, improve equity	The policy is	O   O   Medium   N/A   N/A    The policy is unlikely to have a significant impact upon community identity and welfare. As such, it is unlikely to have a significant impact on the objective.										
and equality of opportunity		1	1	_								
S7. Improve qualifications	0	0	0	Medium	N/A	N/A						

TR2 - Public Transpo	ort Networ	k											
	T	imescale				Nature of E	ffect						
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
and skills of the resident population	The propose	The proposed policy is unlikely to have a significant impact upon qualifications and skills. As such, it is unlikely to have a significant impact on the objective.											
S8. Improve the health	0	0	0	Medium	N/A	N/A							
and, inequalities in health of the population	The propose	The proposed policy is unlikely to have a significant impact upon health. As such, it is unlikely to have a significant impact on the objective.											
S9. Protect and improve	0	0	0	Medium	N/A	N/A							
local neighbourhood quality	The propose	ed policy is ι	unlikely to re	esult in the impr	ovement of ar	y neglected sites/la	nd. As such, it is unlikely to have a sig	nificant impact on the objective.					
Environment	•												
E1. Reduce the effect of traffic on the environment	++	++	++	Medium	Borough wide	Long term	Secondary impacts on air quality and greenhouse gas emissions.						
	improvemer new railway	nts to Quality station at D	/ Bus Corric avenport G	lors, the expans	ion of the wat S2. The policy	er taxi service and t therefore has the p		tensions to the Metrolink line and the creation of a dal shift to more sustainable modes of travel and					
E2. Protect, enhance and	0	0	0	Medium	N/A	N/A							
restore open space, biodiversity, flora and fauna, geological and geo- morphological features	The policy is	The policy is unlikely to have a significant impact upon biodiversity and open space. As such, it is unlikely to have a significant impact on the objective.											
E3. Reduce contributions to climate change	++	++	++	Medium	Borough wide	Long term	Secondary impacts associated with climate change						
or summer summer	The policy promotes a range to improve the public transport network of the Borough, including the improvement and extension of the Metrolink light rail network, improvements to Quality Bus Corridors, the expansion of the water taxi service and the safeguarding of routes for future extensions to the Metrolink line and the creation of a new railway station at Davenport Green to serve HS2. The policy therefore has the potential to encourage a significant modal shift to more sustainable modes of travel and could therefore have an associated major positive impact on carbon emissions associated with transport.												
E4. Reduce impact of	0	0	0	Medium	N/A	N/A	,						
climate change	The policy is	s unlikely to	have a sign	ificant impact up	oon reducing t	he impacts of climate	te change. As such, it is unlikely to hav	ve a significant impact on the objective.					
E5. Reduce the	0	0	0	Medium	N/A	N/A							

TR2 – Public Transport Network								
	Timescale			Nature of Effect				
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
environmental impacts of consumption and production	The policy is unlikely to have a significant impact upon the environmental impacts of consumption and production. As such, it is unlikely to have a significant impact on the objective.							
E6. Conserve land	0	0	0	Medium	N/A	N/A		
resources and reduce land contamination	The policy is unlikely to have a significant impact upon land resources and contamination. As such, it is unlikely to have a significant impact on the objective.							
E7. Protect and improve	0	0	0	Medium	N/A	N/A		
water quality	The policy promotes the expansion of the water taxi service. It is recognised that increased usage of the Manchester Ship Canal for water taxis could have some impact on water quality. Nevertheless, it is considered that any increase in water taxi service is unlikely to be of a scale that would have a significant impact on water quality.							
E8. Protect and improve air quality	++	++	++	Medium	Borough wide	Long term	Secondary impacts on health, particularly among those who suffer from respiratory illnesses	
	The policy promotes a range to improve the public transport network of the Borough, including the improvement and extension of the Metrolink light rail network, improvements to Quality Bus Corridors, the expansion of the water taxi service and the safeguarding of routes for future extensions to the Metrolink line and the creation of a new railway station at Davenport Green to serve HS2. The policy therefore has the potential to encourage a significant modal shift to more sustainable modes of travel and could therefore have an associated major positive impact on air quality.							
E9. Protect and enhance	0	0	0	Medium	N/A	N/A		
the diversity and distinctiveness of landscape and townscape	The policy is unlikely to have a significant impact upon landscapes and townscapes. As such, it is unlikely to have a significant impact on the objective.							
character and cultural facilities								
Economic								
EC1. Enhance Trafford's	++	++	++	Medium	Borough	Long term	Secondary impacts on job creation	
high performance and					wide	· ·	and deprivation	
sustainable economy to	By encouraging the provision of a high quality public transport network could have a major positive impact on Trafford's economic performance. In particular, the policy							
provide a powerful	provides for the delivery of a new railway station for HS2 at Davenport Green, seeks to deliver improvements to the bus and Metrolink network and encourages the							
contribution to regional growth	development of park & ride facilities. The policy could therefore reduce congestion which has an adverse impact on economic performance and deliver a series of schemes that improve connectivity within Trafford and to other locations outside of the Borough.							

TR2 - Public Transpo	rt Networ	k								
		imescale				Nature of E	ffect			
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
EC2. Reducing disparities by releasing the potential	++	++	++	Medium	Borough wide	Long term	Secondary impacts on quality of life			
of all residents particularly in areas of disadvantage	seeks to imp	prove access	s to Trafford	ment opportunities. In particular, the policy d support the delivery of a new railway station at potential to have a positive major impact on the						
EC3. Enhance Trafford's image as a tourism	0	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation			
destination	Metrolink sto	ops at Manc tination. Any	hester Unite impact on	ed, Imperial War this objective is	r Museum, Ev	entCity and the Traf	ford Centre. The policy therefore has th	the policy safeguards new land for new potential to enhance the image of Trafford as a trolink line through Trafford Park is considered to		
EC4. Encourage the long	0	0	0	Medium	N/A	N/A				
term sustainability of Trafford's Town Centres	The policy is	s unlikely to	have a sign	ificant impact up	oon the sustai	nability of Trafford's	town centres. As such, it is unlikely to I	have a significant impact on the objective.		
EC5. Improve the social	+	+	+	Medium	Local	Long term				
and environmental	The policy would promote measures to improve the accessibility of key drivers of the economy by a choice of modes of transport. For instance, the policy safeguards the									
performance of the	route of a Metrolink line to Trafford Park, encourages improvements to Quality Bus Corridors and provides for the delivery of a new railway station for HS2 at Davenport									
economy	Green. The	Green. The policy therefore has the potential to have a positive impact on the environmental performance of the economy.								
Sustainability Summary										

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.

Site Address	Dane Road Metrolink Park and Ride Site		
Site Reference	CFS07-1041-45;		
Proposed Use	Park and Ride Car Park	Site Area	0.5 ha

Dane Road Park Metrolink	Park an	d Ride Si	te								
		Timescale				Nature of Eff	fect				
SA Objective	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
Social	cial										
S1. Achieving a better balance and mix in the housing market	O The use of on the obje		lnlikely to have any significant impact								
S2. Improve accessibility for all to services and facilities											
S3. Enhance transport infrastructure; improve choice of travel mode and quality of life to all communities.	O The identif	+ ication of the	+ site as a pa	Medium rk and ride car pa	More than local ark would enhar	Long term nce transport infrasti	Secondary impacts on quality of life ructure and, as a result, could have som	e positive impact on the objective.			
S4. Reduce crime, disorder and the fear of crime						N/A likely to have a sign	ificant impact upon crime, disorder and	ear of crime. As such, it would be			
S5. Reduce poverty and social exclusion	unlikely to have a significant impact on the objective.  O O O Medium N/A N/A  The identification of the site as a park and ride car park would be unlikely to have a significant impact upon poverty and social exclusion. As such, it would be unlikely to have a significant impact on the objective.										
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity				Medium  Irk and ride car pa  Ton the objective.	N/A ark would be un	N/A likely to have a sign	ificant impact upon community welfare a	and identity. As such, it would be			

		Timescale				Nature of Eff	ect					
SA Objective	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
S7. Improve qualifications and	0	0	0	Medium	N/A	N/A						
skills of the resident population	The identification of the site as a park and ride car park would be unlikely to have a significant impact on the qualification and skills of the population. As would be unlikely to have a significant impact on the objective.											
S8. Improve the health and,	0	0	0	Medium	N/A	N/A						
inequalities in health of the population		The identification of the site as a park and ride car park would be unlikely to have a significant impact on health. As such, it would be unlikely to have a significant impact on the objective.										
S9. Protect and improve local	0	0	0	Medium	N/A	N/A						
neighbourhood quality		The identification of the site as a park and ride car park would not result in the improvement of any neglected land/sites identified on the Trafford Derelict Property Sites list. As such, it would be unlikely to have any significant effect on the objective.										
Environment												
E1. Reduce the effect of traffic on the environment	0	?	?	Low	More than	Long term						
					local							
	the objective the Boroug	ve. Neverthe jh, particular	less, the pro y on radial r	posed use of the outes towards Ma	y to result in ac site could enco nchester City (	urage greater use o Centre including the	I ovements in the local area and could the f the Metrolink and reduce the number of A56, which is identified by the Trafford oposed use on the objective is consider	of vehicular movements elsewhere in Transport Strategy (2009) as a route				
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	the objective the Boroug	ve. Neverthe jh, particular	less, the pro y on radial r	posed use of the outes towards Ma	y to result in ac site could enco nchester City (	urage greater use o Centre including the	f the Metrolink and reduce the number of A56, which is identified by the Trafford	of vehicular movements elsewhere in Transport Strategy (2009) as a route				
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geo-	the objective the Borough that experience of the site is therefore of the site is the site	ve. Neverthe yh, particular ences period - adjacent to a	ess, the pro y on radial ro s of acute and - a designated at that the pro	posed use of the outes towards Mand serious conges  Low  wildlife corridor a roposed use of the	y to result in active could encounchester City Costion As such,  Local  nd the use of the site the poters	urage greater use of Centre including the the impact of the process Long term  Long term  he site as a car park tial to have a negation	f the Metrolink and reduce the number of A56, which is identified by the Trafford oposed use on the objective is consider Secondary impacts on the image of	of vehicular movements elsewhere in Transport Strategy (2009) as a route red to be uncertain.  Use of ecological surveys and the development management process to ensure any adverse impact on the wildlife corridor is avoided or mitigated.  his designated natural asset. It is the absence of appropriate ecologica				
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features  E3. Reduce contributions to	the objective the Borough that experience of the site is therefore of surveys and the objective that experience of the objective tha	ve. Neverthe ph, particular ences period - adjacent to a considered th d due to Cor	ess, the pro y on radial ro s of acute an - a designated at that the pro e Strategy p	posed use of the outes towards Mand serious conges  Low  wildlife corridor a roposed use of the olicy R2 requiring	y to result in activities to could encount enc	urage greater use of Centre including the the impact of the present Long term  The site as a car park stial to have a negation rotect and enhance N/A	f the Metrolink and reduce the number of A56, which is identified by the Trafford roposed use on the objective is consider.  Secondary impacts on the image of the local area  could have some negative impact on the image of the impact on the objective. However, in biodiversity, there is only a low level of	of vehicular movements elsewhere in Transport Strategy (2009) as a route red to be uncertain.  Use of ecological surveys and the development management process to ensure any adverse impact on the wildlife corridor is avoided or mitigated.  his designated natural asset. It is the absence of appropriate ecological certainty over this impact.				
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	the objective the Borough that experience of the site is therefore of surveys an output of the side of	ences period adjacent to a considered the due to Corlication of the	ess, the pro y on radial re s of acute and a designated at that the pro e Strategy p O site as a pa	posed use of the outes towards Mand serious conges  Low  wildlife corridor a roposed use of the olicy R2 requiring	y to result in activities to could encount enc	urage greater use of Centre including the the impact of the present Long term  The site as a car park stial to have a negation rotect and enhance N/A	f the Metrolink and reduce the number of A56, which is identified by the Trafford opposed use on the objective is considered.  Secondary impacts on the image of the local area  a could have some negative impact on the impact on the objective. However, in	of vehicular movements elsewhere in Transport Strategy (2009) as a route red to be uncertain.  Use of ecological surveys and the development management process to ensure any adverse impact on the wildlife corridor is avoided or mitigated.  his designated natural asset. It is a the absence of appropriate ecological certainty over this impact.				
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	the objective the Borough that experience of the site is therefore of surveys an output of the side of	ences period adjacent to a considered the due to Corlication of the	ess, the pro y on radial re s of acute and a designated at that the pro e Strategy p O site as a pa	posed use of the outes towards Mand serious congest Low  wildlife corridor a roposed use of the olicy R2 requiring Medium rk and ride car pa	y to result in activities to could encount enc	urage greater use of Centre including the the impact of the present Long term  The site as a car park stial to have a negation rotect and enhance N/A	f the Metrolink and reduce the number of A56, which is identified by the Trafford roposed use on the objective is consider.  Secondary impacts on the image of the local area  could have some negative impact on the image of the impact on the objective. However, in biodiversity, there is only a low level of	of vehicular movements elsewhere in Transport Strategy (2009) as a route red to be uncertain.  Use of ecological surveys and the development management process to ensure any adverse impact on the wildlife corridor is avoided or mitigated.  his designated natural asset. It is a the absence of appropriate ecological certainty over this impact.				

Dane Road Park Metrolink	R Park an	d Ride S	ite									
		Timescale	)			Nature of Eff	iect					
SA Objective	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
E5. Reduce the environmental	0	0	0	Medium	N/A	N/A						
impacts of consumption and		The proposed use of the site a park and ride car park would be unlikely to have any significant impact on the environmental impacts of consumption and product										
production	<u> </u>	As such, it is unlikely to have any significant effects on the objective.										
E6. Conserve land resources and	0	0	0	Medium	N/A	N/A						
reduce land contamination		The site comprises of previously developed land but it is not an NLUD site nor is it identified by the Trafford Contaminated Land Prioritisation Mapping as potenti containing contaminated land. As such, the proposed use of the site would be unlikely to have a significant impact on the objective.										
							b have a significant impact on the object	IVE.				
E7. Protect and improve water	0	0	0	Medium	N/A	N/A						
quality							er result in the remediation of a site incl					
CO Duete et au dinament ain	1	1	1	1	<u> </u>		likely to have a significant impact on wa	ater quality.				
E8. Protect and improve air	0	?	?	Low	More than local	Long term						
quality	The cite is	not within or	AOMA but	the proposed use		nork and ride ear n	I ark is likely to result in additional vehicu	lar mayamanta in the legal area and				
							ed use of the site could encourage great					
							towards Manchester City Centre includi					
				nsidered to be un		arry or radial rodico	tomardo marionostor only comac morada	ing the 7 tee. 7 to each, the impact of the				
E9. Protect and enhance the	0	0	0	Medium	N/A	N/A						
diversity and distinctiveness of	There are	no designate	d heritage a	ssets within 300m	of the site and	it is considered tha	t the proposed use of the site is unlikely	to have a significant effect on the				
landscape and townscape			nscape char					ŭ				
character and cultural facilities												
Economic												
EC1. Enhance Trafford's high	0	0	0	Medium	N/A	N/A						
performance and sustainable							sult in the loss of a previously identified of	employment site. As such, the				
economy to provide a powerful	proposed ι	use of the sit	e would be u	ınlikely to have an	ny significant im	pact on the objectiv	е.					
contribution to regional growth				1	1	1						
EC2. Reducing disparities by	0	0	0	Medium	N/A	N/A						
releasing the potential of all						significant number	of employment opportunities or help rec	luce economic disparities. As such, it				
residents particularly in areas of	is unlikely t	to nave any	significant im	npact on the objec	tive.							
disadvantage	0			Madium	NI/A	NI/A	Т					
EC3. Enhance Trafford's image	0	0	0	Medium	N/A	N/A						

		Timescale				Nature of Eff	ect				
SA Objective	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
as a tourism destination		The use of the site as a park and ride car park is unlikely to have any significant impact on the image of Trafford as a tourism destination. As such, the proposed use of the site would be unlikely to have any significant impact on the objective.									
EC4. Encourage the long term sustainability of Trafford's Town Centres		0 0 Medium N/A N/A  The use of the site as a park and ride car park is unlikely to have any significant impact on the vitality or viability of Trafford's town centres. As such, it is unlikely to have any significant impact on the objective.									
EC5. Improve the social and environmental performance of the economy	0 0 0 Medium N/A N/A  The use of the site as a park and ride car park is unlikely to have a significant impact on the social or environmental performance of the economy. As such, it is unlikely to have any significant impact on the objective.										

The proposed use of the site as a park and ride car park would be unlikely to have a significant impact on the majority of the sustainability objectives. The proposed use of the site would enhance transport infrastructure and could improve access to the Metrolink. As such, the proposed use of the site has the potential to have a positive impact on the objectives that relating to improving access to services and facilities and enhancing transport infrastructure.

The proposed use of the site would have the potential to generate additional traffic in the local area. The proposed use of the site could however increase the use of Metrolink and reduce traffic elsewhere in the Borough. As such, the proposed use of the site would have an uncertain impact on the objectives of reducing the effects of traffic on the environment and protecting air quality. The proposed use of the site would also result in development taking place in a location that is adjacent to a wildlife corridor. As such, the proposed use of the site could have a negative impact on the objective relating to biodiversity, flora and fauna. 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.



TR3 – Highway Netwo	ork									
	Т	imescale				Nature of E	ffect			
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
Social	•	-		•	•	-				
S1. Achieve a better	0	0	0	Medium	N/A	N/A				
balance and mix in the housing market between availability and demand	The policy is objective.	s unlikely to	have a sign	ificant impact up	oon achieving	a better balance an	d mix in the housing market. As such, i	it is unlikely to have a significant impact on the		
S2. Improve accessibility	+	+	+	Medium	Local	Long term				
for all to essential services and facilities				asures to improv a positive impac			network and, as such, could improve a	access to services and facilities. Consequently,		
S3. Enhance transport	++	++	++	Medium	Local	Long term				
infrastructure, improve choice of travel mode and quality of life to all communities.	Network and	The policy promotes a range of measures to enhance the Strategic Road Network. It also identifies a series of junction improvements that are proposed on the Primary Roa Network and safeguards a number of routes that are proposed by policies SL4 and SL5 of the Core Strategy. Consequently, the policy could significantly enhance Trafford' transport infrastructure and therefore has the potential to have a major positive impact on the objective.								
S4. Reduce crime, disorder	0	0	0	Medium	N/A	N/A				
and the fear of crime	The propose	ed policy is ι	unlikely to h	ave a significan	t impact upon	crime, disorder and	fear of crime. As such, it is unlikely to I	have a significant impact on the objective.		
S5. Reduce poverty and	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life			
social exclusion						ning of the highways sitive impact on the		access to employment opportunities, services and		
S6. Encourage a sense of	0	0	0	Medium	N/A	N/A				
community identity and welfare and value diversity, improve equity and equality of opportunity	The policy is	s unlikely to	have a sign	ificant impact up	oon communit	y identity and welfar	e. As such, it is unlikely to have a signi	ificant impact on the objective.		
S7. Improve qualifications	0	0	0	Medium	N/A	N/A				
and skills of the resident population	The propose	ed policy is u	unlikely to h	ave a significan	t impact upon	qualifications and s	kills. As such, it is unlikely to have a sig	gnificant impact on the objective.		
S8. Improve the health	0	0	0	Medium	N/A	N/A				
and, inequalities in health of the population	The propose	ed policy is u	unlikely to h	ave a significan	t impact upon	health. As such, it is	s unlikely to have a significant impact o	n the objective.		

TR3 – Highway Netwo	ork										
	Т	imescale				Nature of E	ffect				
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
S9. Protect and improve	0	0	0	Medium	N/A	N/A					
local neighbourhood quality	The propose	The proposed policy is unlikely to result in the improvement of any neglected sites/land. As such, it is unlikely to have a significant impact on the objective.									
Environment											
E1. Reduce the effect of traffic on the environment	?	?	?	Low	Local	Long term	Secondary impacts on air quality and greenhouse gas emissions.				
	improve the environmen	functioning t. Neverthele	of the highwess, the deli	vays network co very of additiona	uld reduce co al highways in	ngestion and thereb	by have a positive impact on the objecti ely to reduce the number of vehicles on	new roads. The delivery of these measures to ve of reducing the effect of traffic on the the road and could, in actual fact, have the			
E2. Protect, enhance and	0	0	0	Medium	N/A	N/A					
restore open space, biodiversity, flora and fauna, geological and geo- morphological features	The policy is	s unlikely to	have a sign	ificant impact up	oon biodiversi	y and open space.	As such, it is unlikely to have a significa	ant impact on the objective.			
E3. Reduce contributions	?	?	?	Low	Local	Long term					
to climate change	improve the Nevertheles	functioning s, the delive	of the highwry of addition	vays network co	uld reduce co frastructure is	ngestion and therek unlikely to reduce t	by have a positive impact on contribution	new roads. The delivery of these measures to ns to climate change from the transport sector. could, in actual fact, have the opposite effect.			
E4. Reduce impact of	0	0	0	Medium	N/A	N/A					
climate change		s unlikely to	have a sign				te change. As such, it is unlikely to hav	e a significant impact on the objective.			
E5. Reduce the	0	0	0	Medium	N/A	N/A					
environmental impacts of consumption and production	The policy is objective.	s unlikely to	have a sign			·	consumption and production. As such,	it is unlikely to have a significant impact on the			
E6. Conserve land	0	0	0	Medium	N/A	N/A					
resources and reduce land contamination	The policy is	s unlikely to	have a sign	ificant impact up	oon land resou	urces and contamina	ation. As such, it is unlikely to have a si	gnificant impact on the objective.			
E7. Protect and improve	0	0	0	Medium	N/A	N/A					

TR3 – Highway Netwo	ork							
	T	imescale				Nature of E	ffect	
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
water quality			canal for water taxis could have some impact on e a significant impact on water quality.					
E8. Protect and improve air	?	?	?	Low	Local	Long term		
quality	improve the	functioning e is unlikely	of the highv	vays network co	ould reduce co	ngestion and thereb	by have a positive impact on air quality.	new roads. The delivery of these measures to Nevertheless, the delivery of additional highways e policy would therefore have an uncertain impact
E9. Protect and enhance	0	0	0	Medium	N/A	N/A		
the diversity and distinctiveness of landscape and townscape character and cultural facilities	The policy is	s unlikely to	have a sign	ificant impact up	oon landscape	es and townscapes.	As such, it is unlikely to have a signification	ant impact on the objective.
Economic								
EC1. Enhance Trafford's high performance and	++	++	++	Medium	Local	Long term	Secondary impacts on job creation and deprivation	
sustainable economy to provide a powerful contribution to regional growth	potential to	have a majo	r positive in	npact on the eco	onomic perform	nance by ensuring		address existing congestion, the policy has the are not adversely affected by congestion and an
EC2. Reducing disparities	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life	
by releasing the potential of all residents particularly in areas of disadvantage	Consequent	tly, the polic	y has the po	tential to have a	a positive impa	act on the objective.	network and, as such, could improve a	access to employment opportunities.
EC3. Enhance Trafford's	0	0	0	Medium	N/A	N/A		
image as a tourism destination	The policy is	s unlikely to	have a sign	ificant impact u	oon the image	of Trafford as a tou	ırism destination. As such, it is unlikely	to have a significant impact on the objective.
EC4. Encourage the long	0	0	0	Medium	N/A	N/A		
term sustainability of Trafford's Town Centres	The policy is	s unlikely to	have a sign	ificant impact u	oon the sustai	nability of Trafford's	town centres. As such, it is unlikely to	have a significant impact on the objective.

TR3 – Highway Netwo	TR3 – Highway Network												
	Т	imescale											
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
EC5. Improve the social and environmental performance of the economy	The policy is the objective	•	0 have a sign	Medium ificant impact up	N/A oon the social	N/A and environmental p	performance of Trafford's economy. As	such, it is unlikely to have a significant impact on					

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 Transp	ort Netwo	rk								
	Т	imescale				Nature of Et	ffect			
SA Objective	0-5 years	5-10 vears	10+ vears	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
Social	youro	youro	youro				Synorgione .			
			0	Madiana	NI/A	NI/A				
S1. Achieve a better	0	0	0	Medium	N/A	N/A	Land to the beautiful and the second	(1)		
balance and mix in the		s unlikely to	nave a sign	ificant impact up	on achieving	a better balance an	d mix in the nousing market. As such, i	t is unlikely to have a significant impact on the		
housing market between	objective.									
availability and demand			•	N.4 12	N1/A	NI/A		ı		
S2. Improve accessibility	0	0	0	Medium	N/A	N/A	A 1 % P1 1 4 1	20 1 1 1		
for all to essential services	The policy is	s unlikely to	nave a sign	ıtıcant impact up	oon access to	services and facilities	es. As such, it is unlikely to have a sigr	ifficant impact on the objective.		
and facilities		I						1		
S3. Enhance transport	+	+	+	Medium	Local	Long term	Secondary impacts on health			
infrastructure, improve								freight railway routes in Trafford Park and seeks		
choice of travel mode and		resist development proposals that would prejudice the integrity of the Manchester Ship Canal as a freight transport route. The policy therefore has the potential to have								
quality of life to all	some positiv	e impact on	the objective	ve.						
communities.								1		
S4. Reduce crime, disorder	0	0	0	Medium	N/A	N/A				
and the fear of crime	The policy is	s unlikely to					me. As such, it is unlikely to have a sig	nificant impact on the objective.		
S5. Reduce poverty and	0	0	0	Medium	N/A	N/A				
social exclusion	The policy is	s unlikely to	have any di	rect impacts on			, the policy is unlikely to have a signific	ant impact on the objective.		
S6. Encourage a sense of	0	0	0	Medium	N/A	N/A				
community identity and	The policy is	s unlikely to	have a sign	ificant impact up	on community	y identity and welfar	e. As such, it is unlikely to have a sign	ificant impact on the objective.		
welfare and value										
diversity, improve equity										
and equality of opportunity										
S7. Improve qualifications	0	0	0	Medium	N/A	N/A				
and skills of the resident	The propose	ed policy is ι	inlikely to h	ave a significan	t impact upon	qualifications and sl	kills. As such, it is unlikely to have a sig	gnificant impact on the objective.		
population										
S8. Improve the health	+	+	+	Medium	More than	Long term		Require proposals for the movement of goods		
and, inequalities in health					local			by other forms of transport to not prejudice		
of the population								residential amenity.		

TR4 - Freight Transp	ort Netwo	rk						
	T	imescale				Nature of E	ffect	
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
	disturbance is primarily the movement requiring the	associated residential ir ent of goods movement	with transpo nature, sui by road. T of goods by	orting goods by itable measures he policy therefy other forms of	road. The poli will be requir fore has the p transport, suc	cy also seeks to rou ed to ensure that the otential to have son h as rail, to not prej	ute vehicles away from residential arease environment and amenity of the occ	air quality and also reduce the amount noise and sand stipulates that where the adjoining land use upiers of adjoining properties is not prejudiced by of certainty could however be increased by also ning properties.
S9. Protect and improve	0	0	0	Medium	N/A	N/A		
local neighbourhood	The policy is	s unlikely to	result in the	improvement o	f any neglecte	ed sites/land. As suc	h, it is unlikely to have a significant imp	act on the objective.
quality								
Environment								
E1. Reduce the effect of	++	++	++	Medium	More than	Long term	Secondary impacts on air quality	
traffic on the environment					local		and greenhouse gas emissions.	
	effects of tra	affic on the e	environment	by encouraging	a greater pro		be transported by other means of trans	therefore has the potential to help reduce the port. The policy could therefore have a major
E2. Protect, enhance and	0	0	0	Medium	N/A	N/A		
restore open space, biodiversity, flora and fauna, geological and geo- morphological features	The policy is	s unlikely to	have a sign	ificant impact up	oon biodiversit	y and open space.	As such, it is unlikely to have a significa	int impact on the objective.
E3. Reduce contributions to climate change	++	++	++	Medium	Local	Long term	Secondary impacts associated with climate change	
1	The policy p	romotes the	movement	of freight by rail	and the Man	chester Ship Canal	as an alternative to by road. The policy	therefore has the potential to reduce the level of
	emissions a	ssociated w	ith the trans	portation of goo	ds. The policy	could therefore have	ve a major positive impact on the object	tive.
E4. Reduce impact of	0	0	0	Medium	N/A	N/A		
climate change	The policy is	s unlikely to	have a sign	ificant impact up	on reducing t	he impacts of clima	te change. As such, it is unlikely to have	e a significant impact on the objective.
E5. Reduce the	0	0	0	Medium	N/A	N/A	,	
environmental impacts of consumption and production	The policy is objective.	s unlikely to	have a sign	ificant impact up	oon the enviro	nmental impacts of	consumption and production. As such,	it is unlikely to have a significant impact on the
E6. Conserve land	0	0	0	Medium	N/A	N/A	-	

TR4 - Freight Transp	ort Netwo	rk												
	T	imescale				Nature of E	ffect							
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation						
resources and reduce land contamination	The policy is	s unlikely to	have a sign	ation. As such, it is unlikely to have a si	gnificant impact on the objective.									
E7. Protect and improve	?	?	?	Low	Local	Long term								
water quality		ential to impa	nester Ship Canal for the transportation of goods e of the Manchester Ship Canal for freight											
E8. Protect and improve air quality	++	++	++	Medium	More than local	Long term	Secondary impacts on health, particularly among those who suffer from respiratory illnesses							
		The policy promotes the movement of freight by rail and the Manchester Ship Canal as an alternative to by road. The policy therefore has the potential to improve air quality by reducing the level of emissions associated with the transportation of goods. The policy could therefore have a major positive impact on the objective.												
E9. Protect and enhance	0	0	0	Medium	N/A	N/A								
the diversity and	The policy is	The policy is unlikely to have a significant impact upon landscapes and townscapes. As such, it is unlikely to have a significant impact on the objective.												
distinctiveness of														
landscape and townscape character and cultural														
facilities														
Economic														
EC1. Enhance Trafford's high performance and	+	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation							
sustainable economy to								on which has an adverse impact on economic						
provide a powerful contribution to regional	growth and	productivity.	Consequer	ntly, the policy h	as the potenti	al to have some pos	itive impact on the objective.							
growth		_	_											
EC2. Reducing disparities	0	0	0	Medium	N/A	N/A	(	1 0 12 0						
by releasing the potential of all residents particularly in areas of disadvantage	i ne policy is	s unlikely to	nave any di	rect impacts on	economic dis	parities and is there	fore unlikely to have a significant impac	t on the objective.						
EC3. Enhance Trafford's	0	0	0	Medium	N/A	N/A								
Los. Lilliance Hanold 5	U	U	U	Mediaiii	11//	IN//N								

TR4 – Freight Transp	ort Netwo	rk											
	T	imescale				Nature of Ef							
SA Objective	0-5 5-10 10+ years years years												
mage as a tourism destination	The policy is	s unlikely to	ive a significant impact on the objective.										
C4. Encourage the long	0	0	0	Medium	N/A	N/A							
term sustainability of Trafford's Town Centres	The policy is	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.											
EC5. Improve the social	+	+	+	Medium	Local	Long term							
and environmental performance of the economy	The policy supports the transportation of goods by rail and water as an alternative to road. The policy therefore has the potential to improve the environmental performance of the economy by promoting the use of a more energy efficient means of distribution.												

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												
	Ţ	imescale				Nature of E	ffect						
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation					
Social													
S1. Achieve a better	0	0	0	Medium	N/A	N/A							
balance and mix in the housing market between availability and demand	The proposed policy is unlikely to have a significant impact upon achieving a better balance and mix in the housing market. As such, it is unlikely to have a significant impact upon the objective.												
S2. Improve accessibility	0	0	0	Medium	N/A	N/A							
for all to essential services and facilities	The propose objective.	he proposed policy is unlikely to have a significant impact upon access to essential services and facilities. As such, it is unlikely to have a significant impact on the bjective.											
S3. Enhance transport	0	0	0	Medium	N/A	N/A							
infrastructure, improve choice of travel mode and quality of life to all communities.	The propose objective.	The proposed policy is unlikely to have a significant impact upon transport infrastructure and choice of travel mode. As such, it is unlikely to have a significant impact on the objective.											
S4. Reduce crime, disorder	0	0	0	Medium	N/A	N/A							
and the fear of crime	The propose	ed policy is a	unlikely to h	ave a significant	t impact upon	crime, disorder and	fear of crime. As such, it is unlikely to	have a significant impact on the objective.					
S5. Reduce poverty and	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life						
social exclusion	expansion on Regeneration	The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy. The policy has the potential to support the expansion of Manchester Airport which is a major source of employment that is located in relatively close proximity to areas of deprivation, including the Broomwood Regeneration Area and other areas outside of the Plan area. The policy would also prevent the provision of additional airport car parking where it would conflict with the supply of employment land. The policy therefore has the potential to have a positive impact on poverty and social exclusion.											
S6. Encourage a sense of	0	0	0	Medium	N/A	N/A							
community identity and welfare and value diversity, improve equity and equality of opportunity	The policy is	s unlikely to	have a sign	ificant impact up	oon communit	y identity and welfar	re. As such, it is unlikely to have a signi	ficant impact on the objective.					
S7. Improve qualifications	0	0	0	Medium	N/A	N/A							
and skills of the resident population	The propose	ed policy is t	unlikely to h	ave a significant	t impact upon	qualifications and s	kills. As such, it is unlikely to have a sig	nificant impact on the objective.					
population													

TR5 – Off Airport Car	Parking										
	Т	imescale				Nature of E	ffect				
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
and, inequalities in health of the population	The propose	ed policy is ι	ınlikely to h	pact on the objective.							
S9. Protect and improve local neighbourhood quality	O The propose	0 ed policy is ι	0 Inlikely to re	 nificant impact on the objective.							
Environment											
E1. Reduce the effect of traffic on the environment	airport has t policy itself	he potential does not end	to encourage the	ge users of the a provision of ad	airport to trave ditional off-airp	l by unsustainable roort parking and ins	modes of travel which could have an ac	2016, the provision of additional parking at the diverse impact on congestion. Nevertheless, the used to assess such proposals, which does ositive impact on the objective.			
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	protection of	f open land.	The policy	therefore has th	e potential to	have some positive	impact on the elements of the objective	Consider including the impact of the proposal on biodiversity as an additional criterion that will be taken into account when assessing proposals for off-airport parking.  e proposals conflict with policies for the extractional tables to protecting open space. The list of eact of the proposals on biodiversity and this			
						e impact on this obje		act of the proposals of blodiversity and this			
E3. Reduce contributions	0	0	0	Medium	N/A	N/A					
to climate change	Although Manchester Airport is accessible by a range of different modes of transport and will be served by the Metrolink by 2016, the provision of additional parking at the airport could encourage users of the airport to travel by unsustainable modes of travel which could have an adverse impact on carbon emissions. Nevertheless, the policy itself does not encourage the provision of additional off-airport parking and instead lists a series of criteria that will be used to assess such proposals. The policy is therefore unlikely to have any significant impact on the objective.										
E4. Reduce impact of	0	0	0	Medium	N/A	N/A					
climate change	The policy is	s unlikely to	have a sign				te change. As such, it is unlikely to hav	e a significant impact on the objective.			
E5. Reduce the environmental impacts of consumption and production	The policy is objective.	0 s unlikely to	0 have a sign	Medium ificant impact up	N/A oon the enviro	N/A nmental impacts of	consumption and production. As such,	it is unlikely to have a significant impact on the			

TR5 – Off Airport Car	Parking											
	Τ	imescale				Nature of E	ffect					
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
E6. Conserve land resources and reduce land	+	+	+	Medium	Local	Long term	Secondary impacts on perceptions of the area.					
contamination	The policy s protection or			e proposals conflict with policies for the resources.								
E7. Protect and improve	0	0	0	Medium	N/A	N/A						
water quality	The policy is	unlikely to	have a sign	ificant impact up	oon water qua N/A	lity. As such, it is un N/A	likely to have a significant impact on th	· ·				
E8. Protect and improve air quality	0	0	0	Consider including the impact of the proposal on local air quality as an additional criterion that will be taken into account when assessing proposals for off-airport parking.								
	Although Manchester Airport is accessible by a range of different modes of transport and will be served by the Metrolink by 2016, the provision of additional parking at the airport could encourage users of the airport to travel by unsustainable modes of travel which could have an adverse impact on air quality, particularly as the airport is located in close proximity to a number of roads that are designated as AQMAs. Nevertheless, the policy itself does not encourage the provision of additional off-airport parking and instead lists a series of criteria that will be used to assess such proposals. The policy itself is therefore unlikely to have any significant impact on the objective. However, given the proximity of the airport to a number of AQMAs, the impact of the proposal on local air quality could potentially be included as an additional criterion that will be used to assess proposals.											
E9. Protect and enhance the diversity and	+	+	+	Medium	Local	Long term	Secondary impacts on perceptions of the area.					
distinctiveness of landscape and townscape character and cultural facilities	appearance	The policy states that in considering applications for new off-airport car parking consideration will be given to the visual impact of the proposed use on the character and appearance of the surrounding area and whether the proposals conflict with policies for the protection of areas of special landscape value. The policy therefore has the potential to have a positive impact on the objective of protecting landscape character.										
Economic												
EC1. Enhance Trafford's high performance and	++	++	++	Medium	More than local	Long term	Secondary impacts on deprivation.					
sustainable economy to provide a powerful contribution to regional growth	The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy. It establishes that on site the airport sustains 19,000 jobs, together with a further 16,000 indirectly, and states that the airport is one of Manchester's key differentiators from other comparator cities outside London and is important in attracting investment. The policy has the potential to support the expansion of Manchester Airport and also seeks to 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 support job growth at the airport and prevent development that would result in the loss of land that is needed to sustain economic growth in Trafford. It could therefore have a major positive impact on the objective.											

TR5 - Off Airport Car	Parking											
	Т	imescale				Nature of E						
SA Objective	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
EC2. Reducing disparities	+	+	+	Medium	Local	Long term	Secondary impacts on quality of life					
by releasing the potential of all residents particularly in areas of disadvantage	expansion o Regeneration supply of en	The Manchester Independent Economic Review (2009) highlights the crucial nature of the airport to the city region's economy. The policy has the potential to support to expansion of Manchester Airport which is a major source of employment that is located in relatively close proximity to areas of disadvantage, including the Broomwood Regeneration Area and other areas outside of the Plan area. The policy would also prevent the provision of additional airport car parking where it would conflict with the supply of employment land. The policy therefore has the potential to support job growth at the airport and prevent development that would result in the loss of land that needed to sustain economic growth in Trafford. The policy could therefore have a positive impact on reducing disparities.										
EC3. Enhance Trafford's image as a tourism	+	+	+	Medium	Local	Long term	Secondary impacts on job creation and deprivation					
destination						ater Manchester, in		nd. The policy has the potential to support the				
EC4. Encourage the long	0	0	0	Medium	N/A	N/A						
term sustainability of Trafford's Town Centres	The policy is	The policy is unlikely to have a significant impact upon the sustainability of Trafford's town centres. As such, it is unlikely to have a significant impact on the objective.										
EC5. Improve the social	0	0	0	Medium	N/A	N/A						
and environmental performance of the economy	Although Manchester Airport is accessible by a range of different modes of transport and will be served by the Metrolink by 2016, the provision of additional parking at t airport could encourage users of the airport to travel by unsustainable modes of travel which could have an adverse impact on carbon emissions. Nevertheless, the poli itself does not encourage the provision of additional off-airport parking and is therefore unlikely to have a significant impact upon the social and environmental performa of Trafford's economy.											

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.



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

# **Appendix J**

Low Carbon Growth Areas

LO1: Low Carbo	on Growth Areas
Option 1	Define boundaries for Low Carbon Growth Areas in Altrincham, Carrington and Trafford Park
Option 2	Do not define boundaries for Low Carbon Growth Areas in Altrincham, Carrington and Trafford Park

LO1: Low Carbon Gro	owth Areas												
		T	imesca	e			Nature of Effe	ect					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
Social													
S1. Achieve a better	Option 1	0	0	0	Medium	N/A	N/A						
balance and mix in the	Option 2	0	0	0	Medium	N/A	N/A						
housing market between availability and demand	the area. New viability of the	developn developm	nent would ent. Acco	d not be re	equired to conne efining Low Carl	ect to any su bon Growth	ich infrastructure an	d would only choose to do so if it ave any significant impact on hous	rgy generating infrastructure that is delivered in would not have an unacceptable impact on the sing delivery and the objective. The option of not				
S2. Improve accessibility	Option 1	0	0	0	Medium	N/A	N/A						
for all to essential services	Option 2	0	0	0	Medium	N/A	N/A						
and facilities	The approach have a signific				is unlikely to h	ave a signifi	cant impact upon th	e accessibility of services and fac	cilities and, as such, both options are unlikely to				
S3. Enhance transport	Option 1	0	0	0	Medium	N/A	N/A						
infrastructure, improve	Option 2	0	0	0	Medium	N/A	N/A						
choice of travel mode and quality of life to all communities.		The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon transport infrastructure and choice of travel mode. As such, both options are unlikely to have a significant impact on the objective.											
S4. Reduce crime, disorder	Option 1	0	0	0	Medium	N/A	N/A						
and the fear of crime	Option 2	0	0	0	Medium	N/A	N/A	_					
	The approach significant imp				is unlikely to h	ave a signifi	cant impact upon cr	ime, disorder and fear of crime. A	as such, both options are unlikely to have a				

LO1: Low Carbon Gro	owth Areas								
		T	imesca	le			Nature of Eff	ect	
SA Objective		0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
S5. Reduce poverty and social exclusion	Option 1	+	+	+	Low	Local	Long term	Secondary impacts on quality of life.	Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	Option 2	0	0	0	Medium	N/A	N/A		
	help reduce e development	nergy cos would only cture wou	ts and the be encoud be deliv	reby decre uraged, ra ered in the	ease incidence ther than requires ese areas, there	of fuel pove ed, to conne	rty. As such, the opt ect to low carbon en	tion has the potential to have a po ergy generating infrastructure and	g infrastructure that is delivered in the area could sitive effect on the objective. However, as new d as it is also presently uncertain whether any ot defining a low carbon growth area is unlikely to
S6. Encourage a sense of	Option 1	0	0	0	Medium	N/A	N/A		
community identity and	Option 2	0	0	0	Medium	N/A	N/A		
welfare and value	The approach	to Low C	arbon Gro	wth Areas	is unlikely to h	ave a signifi	cant impact upon co	ommunity identity and welfare. As	such, both options are unlikely to have a
diversity, improve equity and equality of opportunity	significant imp	pact on the	objective	).					
S7. Improve qualifications	Option 1	0	0	0	Medium	N/A	N/A		
and skills of the resident	Option 2	0	0	0	Medium	N/A	N/A		
population	The approach impact on the		arbon Gro	wth Areas	is unlikely to h	ave a signifi	cant impact upon qu	ualifications and skills. As such, b	oth options are unlikely to have a significant

LO1: Low Carbon Gro	owth Areas											
		T	imesca	le			Nature of Eff	ect				
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
S8. Improve the health and, inequalities in health of the population	Option 1	+	+	+	Low	Local	Long term	Secondary impacts on quality of life.	Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.			
	Option 2	0	0	0	Medium	N/A	N/A		· ·			
	help reduce en development	nergy cost would only cture woul	ts and the be encoud be deliv	reby decre uraged, rat ered in the	ease incidence of ther than require ese areas, there	of fuel pove ed, to conne	rty. As such, the opt ect to low carbon en w level of certainty a	tion has the potential to have a po ergy generating infrastructure and	g infrastructure that is delivered in the area could sitive effect on the objective. However, as new d as it is also presently uncertain whether any ot defining a low carbon growth area is unlikely to			
S9. Protect and improve	Option 1	0	0	0	Medium	N/A	N/A					
local neighbourhood	Option 2	0	0	0	Medium	N/A	N/A					
quality	The approach impact on the		arbon Gro	wth Areas	is unlikely to ha	ave a signifi	cant impact upon lo	cal neighbourhood quality. As suc	ch, both options are unlikely to have a significant			
Environment												
E1. Reduce the effect of	Option 1	0	0	0	Medium	N/A	N/A					
traffic on the environment	Option 2	0	0	0	Medium	N/A	N/A					
		The approach to Low Carbon Growth Areas is unlikely to have a significant impact upon traffic and congestion. As such, both options are unlikely to have a significant impact on the objective.										
E2. Protect, enhance and	Option 1	0	0	0	Medium	N/A	N/A					
restore open space,	Option 2	0	0	0	Medium	N/A	N/A					
biodiversity, flora and fauna, geological and geo- morphological features	The approach to have a sign					ave a signifi	cant impact upon op	pen space, biodiversity and geolo	gical features. As such, both options are unlikely			

LO1: Low Carbon Gro	owth Areas								
		Т	imescal	le			Nature of Effe	ect	
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
E3. Reduce contributions to climate change	Option 1	++	++	++	Low	Local	Long term	Secondary impacts associated with climate change	Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the
	Option 2	0	0	0	Medium	N/A	N/A		level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	help reduce the efficiency, and connect to low	ne carbon I the propo v carbon e	emissions ortion of e nergy gen	<ul> <li>As such, nergy that nerating in</li> </ul>	the option has is generated fro frastructure and	the potentia om renewat as it is also	al to have a positive ble sources. Howeve presently uncertain	effect on the objective and its sub er, as new development would on	g infrastructure that is delivered in the area could p-objectives relating to carbon emissions, energy ly be encouraged, rather than required, to would be delivered in these areas, there is only a at impact on the objective.
E4. Reduce impact of	Option 1	+	+	+	Medium	N/A	N/A		,
climate change	Option 2	0	0	0	Medium	N/A	N/A		
	The identificat	ion of Low	Carbon (	Growth Are	eas will be supp	orted by an	SPD which will pro-	vide guidance on climate change	adaptation measures, and therefore has the
	potential to ha	ve a posit	ive effect	on the obj	ective. The opt	ion of not de	efining a low carbon	growth area is unlikely to have a	ny significant impact on the objective.
E5. Reduce the environmental impacts of consumption and production	Option 1	++	++	++	Low	Local	Long term		Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.
	Option 2	0	0	0	Medium	N/A	N/A		

LO1: Low Carbon Gro	wth Areas								
		Т	imesca	e			Nature of Effe	ect	
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation
E6. Conserve land resources and reduce land	help reduce the objective of er carbon energy	ne consumnsuring the generation of the construction of the construction of the construction of the construction of the consum of	nption of ra e sustaina ng infrastr	aw materia ble mana ucture and	als associated w gement of mine d as it is also pro	vith energy of ral resource esently unce	generation. As such s. However, as new ertain whether any s	, the option has the potential to ha development would only be enco	infrastructure that is delivered in the area could ve a positive effect on the objective and its suburaged, rather than required, to connect to low red in these areas, there is only a low level of the objective.
contamination		to Low C	arbon Gro	wth Areas	s is unlikely to h	ave a signifi	cant impact upon la	nd resources and land contamina	tion. As such, both options are unlikely to have a
E7. Protect and improve water quality	Option 1 Option 2 The approach objective.	0 0 to Low C	0 0 arbon Gro	0 0 wth Areas	Medium Medium s is unlikely to he	N/A N/A ave a signifi	N/A N/A cant impact upon w	ater quality. As such, both options	are unlikely to have a significant impact on the
E8. Protect and improve air quality	Option 1 Option 2 The approach objective.	0 0 to Low C	0 0 arbon Gro	0 0 wth Areas	Medium Medium s is unlikely to h	N/A N/A ave a signifi	N/A N/A cant impact upon ai	r quality. As such, both options are	e unlikely to have a significant impact on the
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	Option 1 Option 2 The approach significant imp				Medium Medium s is unlikely to h	N/A N/A ave a signifi	N/A N/A cant impact upon to	wnscape and landscape characte	r. As such, both options are unlikely to have a
Economic									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	the area. New	developn	nent would	d not be re	equired to conne	ect to any su	ich infrastructure an	d would only choose to do so if it	gy generating infrastructure that is delivered in would not have an unacceptable impact on the mic development and the objective. The option of

LO1: Low Carbon Gro	owth Areas										
		T	imesca	le			Nature of Effe	ect			
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	Option 1 Option 2 The approach on the objective		0 0 arbon Gro	0 0 wth Areas	Medium Medium is unlikely to ha	N/A N/A ave a signifi	N/A N/A cant impact upon re	ducing disparities. As such, both	options are unlikely to have a significant impact		
EC3. Enhance Trafford's image as a tourism destination	Option 1 Option 2	0 0 to Low Ca			Medium Medium is unlikely to ha	N/A N/A ave a signifi	N/A N/A cant impact upon Tr	afford's image as a tourism desti	nation. As such, both options are unlikely to have		
EC4. Encourage the long term sustainability of Trafford's Town Centres	Option 1										
EC5. Improve the social and environmental performance of the economy	Option 1	+	+	+	Low	More than local	Long term		Requiring development in the Low Carbon Areas to connect to low carbon energy generating infrastructure would increase the level of certainty that this option would have a positive impact on the objective. However, the approach to these areas is set out in the Core Strategy and there may be instances where connecting to this infrastructure would not be viable. As such, no mitigation is recommended.		
	connect to any performance of and as it is als	· · · · · · · · · · · · · · · · · · ·									

	LO1: Low Carbon Growth Areas												
				imescal	e			Nature of Effe					
	SA Objective	Option	0-5	5-10	10+	Certainty	Scale	Permanence	Secondary, cumulative,	Mitigation			
			years	years	years				synergistic				
ı	Custoin shility Cummony		-				_						

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, 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. There is however 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 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.

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

# **Appendix K**

Flood Risk Management

FL1 - Safeguard	FL1 – Safeguarding of Areas for Flood Management										
Option 1	Safeguard flood storage areas at Sale Water Park and Salisbury Road playing fields in Timperley and only permit										
	development in these areas if it would not have an adverse impact on the functioning of these areas for flood management, will not itself be at unacceptable risk from flooding and will provide access for maintenance purposes.										
	will not itself be at unacceptable risk from hooding and will provide access for maintenance purposes.										
Option 2	Do not identify flood storage areas										

FL1 – Safeguarding o	FL1 – Safeguarding of Areas for Flood Management												
		T	imesca	le			Nature of Effe	ect					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation				
Social													
S1. Achieve a better	Option 1	0	0	0	Medium	N/A	N/A						
balance and mix in the	Option 2	0	0	0	Medium	N/A	N/A						
housing market between		The approach to flood storage areas is unlikely to have a significant impact upon the provision of housing, particularly given that Trafford's Strategic Housing Land											
availability and demand		Availability Assessment has demonstrated that there are sufficient suitable and developable sites in the Borough to meet its housing provision requirements without											
	releasing eithe	er of the s	tes listed	in Option	<ol> <li>Consequently</li> </ol>	y, both optio	ns are unlikely to ha	eve a significant impact on the obj	ective.				
S2. Improve accessibility	Option 1	0	0	0	Medium	N/A	N/A						
for all to essential services	Option 2	0	0	0	Medium	N/A	N/A						
and facilities	The approach to flood storage areas is unlikely to have a significant impact upon accessibility for all to essential services and facilities. Consequently, both options are unlikely to have a significant impact on the objective.												
S3. Enhance transport	Option 1	0	0	0	Medium	N/A	N/A						
infrastructure, improve	Option 2	0	0	0	Medium	N/A	N/A						
choice of travel mode and	The approach	to flood s	torage are	eas is unlik	cely to have a si	gnificant im	pact upon transport	infrastructure and choice of trave	l mode. As such, both options are unlikely to				
quality of life to all communities.	have a signific	ant impac	t on the o	bjective.									
S4. Reduce crime, disorder	Option 1	0	0	0	Medium	N/A	N/A						
and the fear of crime	Option 2	0	0	0	Medium	N/A	N/A						
	The approach	to flood s	torage are	eas is unlik	ely to have a si	gnificant im	pact upon crime, dis	sorder and fear of crime. As such,	both options are unlikely to have a significant				
	impact on the	objective.											
S5. Reduce poverty and	Option 1	0	0	0	Medium	N/A	N/A						
social exclusion	Option 2	0	0	0	Medium	N/A	N/A						
	The approach on the objective		torage are	eas is unlik	to have a si	gnificant im	pact upon poverty a	nd social exclusion. As such, both	h options are unlikely to have a significant impact				

FL1 – Safeguarding o	f Areas for	Flood	Manage	ement							
		Т	imescal	е			Nature of Effe	ect			
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
S6. Encourage a sense of	Option 1	0	0	0	Medium	N/A	N/A				
community identity and	Option 2	0	0	0	Medium	N/A	N/A				
welfare and value	The approach	to flood s	torage are	as is unlik	ely to have a si	gnificant im	pact upon communi	ity identity and welfare. As such, t	ooth options are unlikely to have a significant		
diversity, improve equity and equality of opportunity	impact on the objective.										
S7. Improve qualifications	Option 1	0	0	0	Medium	N/A	N/A				
and skills of the resident	Option 2	0	0	0	Medium	N/A	N/A				
population	The approach the objective.	to flood s	torage are	as is unlik	ely to have a si	gnificant im	pact upon qualificati	ions and skills. As such, both opti	ons are unlikely to have a significant impact on		
S8. Improve the health	Option 1	0	0	0	Medium	N/A	N/A				
and, inequalities in health	Option 2	0	0	0	Medium	N/A	N/A				
of the population	The approach	to flood s	torage are	as is unlik	ely to have a si	gnificant im	pact upon health. A	s such, both options are unlikely t	o have a significant impact on the objective.		
S9. Protect and improve	Option 1	0	0	0	Medium	N/A	N/A				
local neighbourhood	Option 2	0	0	0	Medium	N/A	N/A				
quality	The approach	to flood s	torage are	as is unlik	ely to have a si	gnificant im	pact upon local neig	ghbourhood quality. As such, both	options are unlikely to have a significant impact		
	on the objective	/e.									
Environment											
E1. Reduce the effect of	Option 1	0	0	0	Medium	N/A	N/A				
traffic on the environment	Option 2	0	0	0	Medium	N/A	N/A				
	The approach objective.	to flood s	torage are	as is unlik	ely to have a si	gnificant im	pact upon traffic ger	neration. As such, both options ar	e unlikely to have a significant impact on the		
E2. Protect, enhance and	Option 1	+	+	+	Medium	Local	Long term	Secondary impacts on			
restore open space,	Option 2	0	0	0	Medium	N/A	N/A	perceptions of the area.			
biodiversity, flora and	Option 1 could	have son	ne positive	e impact o	n the objective	by protectin	g areas of open spa	ace at Sale Water Park and Timpe	erley. The protection of these areas may also		
fauna, geological and geo-									SBIs. Consequently, Option 1 has the potential		
morphological features	to have some	positive in	npact on t	he objectiv	e. The alternat		f not identifying thes	se areas would be unlikely to have	e any significant impact on this objective.		
E3. Reduce contributions	Option 1	0	0	0	Medium	N/A	N/A				
to climate change	Option 2	0	0	0	Medium	N/A	N/A				
	The approach objective.	to flood s	torage are	as is unlik	ely to have a si	gnificant im	pact upon carbon e	missions. As such, both options a	re unlikely to have a significant impact on the		

		Т	imescal	<b>e</b>			Nature of Eff					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			
E4. Reduce impact of	Option 1	++	++	++	Medium	More	Long term					
climate change	Option 2				Medium	than local	Long term					
	incidence of e objective of re	extreme we	eather eve e impacts	nts, includ of climate	ling flash floods change and its	, the protective sub-objective	tion of the flood stor	age function of these areas is like risk of flooding. By contrast, the a	ven that climate change is expected to increas ly to have a major positive impact on the alternative option of not protecting the flood			
E5. Reduce the	Option 1	0	0	0	Medium	N/A	N/A					
environmental impacts of	Option 2	0	0	0	Medium	N/A	N/A					
consumption and production	The approach to flood storage areas is unlikely to have a significant direct impact upon the environmental impacts of consumption and production. As such, both options unlikely to have a significant impact on the objective.											
E6. Conserve land	Option 1	+	+	+	Medium	Local	Long term					
resources and reduce land	Option 2	0	0	0	Medium	N/A	N/A					
contamination	Option 1 could have some positive impact on the objective of conserving land resources by protecting areas of open space at Sale Water Park and Timperley. Option 2 would be unlikely to have any significant impact on the objective.											
E7. Protect and improve	Option 1	0	0	0	Medium	N/A	N/A					
water quality	Option 2	0	0	0	Medium	N/A	N/A					
	The approach to flood storage areas is unlikely to have a significant impact upon water quality. As such, both options are unlikely to have a significant impact on the objective.											
8. Protect and improve air	Option 1	0	0	0	Medium	N/A	N/A					
quality	Option 2	0	0	0	Medium	N/A	N/A					
		The approach to flood storage areas is unlikely to have a significant impact upon traffic generation and air quality. As such, both options are unlikely to have a significant impact on the objective.										
9. Protect and enhance	Option 1	0	0	0	Medium	N/A	N/A					
he diversity and	Option 2	0	0	0	Medium	N/A	N/A					
listinctiveness of	The approach	to flood s	torage are	as is unlik	cely to have a si	gnificant im	pact upon townscap	e and landscape character. As su	ich, both options are unlikely to have a signific			
andscape and townscape	The approach to hood delago and to make a digital care and to make a point of the cape and terrace and											

FL1 – Safeguarding o	f Areas for	Flood	Manag	ement							
		T	imescal	е			Nature of Effe	ect			
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation		
EC1. Enhance Trafford's	Option 1	0	0	0	Medium	N/A	N/A				
high performance and	Option 2	0	0	0	Medium	N/A	N/A				
sustainable economy to provide a powerful contribution to regional growth		The approach to flood storage areas is unlikely to have a significant impact upon Trafford's economic performance. As such, both options are unlikely to have a significant impact on the objective.									
EC2. Reducing disparities	Option 1	0	0	0	Medium	N/A	N/A				
by releasing the potential	Option 2	0	0	0	Medium	N/A	N/A				
of all residents particularly	The approach to flood storage areas is unlikely to have a significant impact upon reducing disparities. As such, both options are unlikely to have a significant impact on the										
in areas of disadvantage	objective.	objective.									
EC3. Enhance Trafford's	Option 1	0	0	0	Medium	N/A	N/A				
image as a tourism	Option 2	0	0	0	Medium	N/A	N/A				
destination					cely to have a si	gnificant im	pact upon Trafford's	s image as a tourism destination.	As such, both options are unlikely to have a		
	significant imp	act on the	objective								
EC4. Encourage the long	Option 1	0	0	0	Medium	N/A	N/A				
term sustainability of	Option 2	0	0	0	Medium	N/A	N/A				
Trafford's Town Centres					cely to have a si	gnificant im	pact upon the susta	inability of Trafford's town centres	s. As such, both options are unlikely to have a		
	significant imp	act on the	objective								
EC5. Improve the social	Option 1	0	0	0	Medium	N/A	N/A				
and environmental	Option 2	0	0	0	Medium	N/A	N/A				
performance of the						gnificant im	pact upon the socia	I and environmental performance	of Trafford's economy. As such, both options are		
economy	unlikely to hav	e a signifi	cant impa	ct on the c	objective.						
Sustainability Summary											

FL1 – Safeguarding of Areas for Flood Management												
		Т	imescal	e			Nature of Effe					
SA Objective	Option	0-5 years	5-10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic	Mitigation			

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 alternative option has the potential to have a major negative impact on this objective.

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, this option would also 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.

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