

# Habitats Regulations Assessment of the Impact on European Protected Sites of Trafford Local Plan: First Draft Consultation

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**Prepared by**

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**For**

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# Habitats Regulations Assessment (HRA) of the Impact of Trafford Local Plan: Development Management Policies and Designations on the Natura 2000 network; European Protected Sites

## 1. Introduction

1.1 European protected sites (the 'Natura 2000 Network') are of exceptional importance for the conservation of important species and natural habitats within the European Union. The purpose of Habitats Regulation Assessment (HRA) of land use plans is to ensure that protection of the integrity of European protected sites is an integral part of the planning process at a regional and local level. The Natura 2000 network of European protected sites comprises Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. Government guidance advises that potential SPAs (pSPA), candidate SACs (cSAC) and potential Ramsar (pRamsar) sites are also included in HRAs.

1.2 Article 6(3) of the European Habitats Directive dealing with the conservation of European protected sites states that:

*'Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.'*

1.3 The Trafford Local Plan is regarded as a Plan, which is considered likely to have significant effect on one or more European protected site, and should therefore be subject to assessment.

1.4 Habitats Regulation Assessments can be seen as having a number of discrete stages -

- Stage 1 - Screening
- Stage 2 – Appropriate Assessment
- Stage 3 – Assessment of Alternatives
- Stage 4 – Assessment where no alternatives are available

1.5 This document forms Stage 1 and Stage 2 of the Habitats Regulation Assessment (HRA) process and contributes to the fulfilment of the Council's statutory duty as regards Article 6(3). It is an Opinion and an Assessment of whether the Trafford Local Plan may have a significant effect on the special interest of any European designated protected sites.

It is also an Opinion on, and an Assessment of, whether any of the identified effects (if any) can be avoided or mitigated or whether any of the actions proposed in the plan need adjustment.

1.6 It is noted that the Plan being assessed is still at first draft stage and will be subject to public consultation and likely further amendment. Further Appropriate Assessments may therefore be required if, as expected, changes are made as a result of either the current consultation, future consultations or the future Examination in Public.

1.7 It should also be noted that the level of detail within the Plan, as with all land use plans, does not allow fullest quantification of potential adverse effects. HRAs for plans should therefore be **'proportionate and sufficient'** to the level of plan or project that it addresses, in line with guidance from Department of Communities and Local Government.

1.8 The Greater Manchester Ecology Unit (GMEU), as the specialist ecological adviser to Trafford Council has prepared this Screening Opinion and Assessment. Information held by Natural England and the Joint Nature Conservation Committee (JNCC) was consulted for the qualifying features, the conservation objectives and favourable condition for the European Sites concerned (the information is summarised below).

GMEU ecologists, who are familiar with the European sites concerned and their special interests,

reviewed the ecological information. The key vulnerabilities and sensitivities of the European sites concerned are well understood by GMEU allowing for an informed assessment of the possible effects of the Plan, and any specific aims, objectives and policies contained in the Plan.

GMEU has prepared a number of HRAs for District-level Local Plans and Strategies, prepares HRAs for individual planning applications across GM and Lancashire on a regular basis and is often consulted on HRAs prepared by others.

- 1.9 This report assesses the 'Trafford Local Plan: First Draft Consultation Plan (December 2020) including policies and strategic allocations within the Plan. It is recognised that as the name suggests the plan provides a framework for all development in Trafford and that land currently not allocated may come forward for development during the period of the plan. Where these cannot be screened out as having no likely significant effect an Appropriate Assessment will occur at the time of the allocation or application stage.

The assessment does however take into account the likely cumulative impacts (in-combination effects) of these additional developments based on the current estimates of the amount of new development which may be proposed outside of the strategic allocations. It does take in to account likely cumulative impacts of development strategic allocation within Trafford identified in the Greater Manchester Spatial Framework (GMSF) and strategic and local allocations in neighbouring districts and Boroughs such as Salford, Warrington and Manchester.

The report Identifies Policies, which may require further Assessment as, part of the ongoing HRA of the Trafford Local Plan as the Plan develops and makes recommendations, where necessary, on possible changes to the wording of future policies.

## **2.0 Brief description of the Plan**

- 2.1. The Plan being assessed is the 'Trafford Local Plan: First Draft Consultation Plan' produced by Trafford Council in December 2020.
- 2.2. The primary purpose of the Trafford Local Plan is to provide a framework for those development proposals not covered by the Greater Manchester Spatial Framework and will provide a positive vision for the future of Trafford; a framework for addressing housing needs and other economic, social and environmental priorities as well as a platform for local people to help shape their surroundings and include policies and land use designations to deliver:
- an overall strategy for the pattern and scale of development;
  - the homes and workplaces needed;
  - appropriate retail, leisure and other commercial development;
  - infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk management, and the provision of minerals and energy (including heat);
  - community facilities (such as health, education and cultural infrastructure and;
  - climate change mitigation and adaptation, conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure.
- 2.3. It covers the period up to 2037, although its contents may also be relevant after that date.
- 2.4. The Plan sits beside a number of other planning documents, which are also important in planning decisions, which are considered here in the test of in-combination effects. These will also include their own Habitats Regulation Assessments:
- Greater Manchester Joint Minerals DPD (2013);
  - Greater Manchester Joint Waste DPD (2012);
  - Greater Manchester Spatial Framework (under development);
  - Other Supplementary Planning Documents and;
  - Altrincham Town Centre Neighbourhood Business Plan (2017).

### 3.0 Identification of European designated sites concerned

3.1 This Assessment has first screened all Natura 2000 network sites in the Northern West of England and where appropriate Wales, to generate a long list and decide which of these sites are likely to be affected by future development in Trafford. When assessing the impact of a Plan on European protected sites it is important to consider the impact on sites not only within the administrative area covered by the Plan but also those which fall outside the Plan boundary, as these could still potentially be affected by the Plan.

The list of sites assessed and their proximity to Trafford are shown in Appendix 1. Appendix 2 shows potential pathways from Trafford to the European sites. Appendix 3 shows the other European sites considered and screened out of this assessment. This ensured that all European sites considered to have the potential to be affected by development could be initially considered for assessment (screened).

#### The Screening Criteria

3.2 In carrying out the initial screening process, the Assessment has considered the main possible **sources** of effects on the European sites arising from the Plan, possible **pathways** to the European sites and the effects on possible sensitive **receptors** in the European sites. Only if there is an identifiable source, a pathway and a receptor is there likely to be a significant effect.

3.3 Possible sources and pathways for effects arising from development on the identified Sites and used in the screening of European sites are considered to be:

- Water pollution and impacts on hydrology (habitat damage and species loss);
- Air pollution including transport of dust, pollutants and odour (habitat damage);
- Direct land-take and change of use (habitat loss);
- Noise (Species Disturbance);
- Light Spillage and shading (species and habitat disturbance);
- Increased recreational pressure (species and habitat disturbance);
- Risk of invasive non-native species introduction (habitat and species impacts);
- Loss of functionally linked land – land (or water) utilised by key species associated with a European site outside the designated area;
- Increased shipping (potential impacts on Mersey Estuary SPA).

3.4 Guidance from the Environment Agency (EA) concerning distances at which significant effects on European sites are caused by water or air pollution have been taken into account during the screening of European sites. The EA has set recommended buffer zones for certain types of 'most damaging' operation (in particular, waste treatment operations) that are in part applicable to other types of operation. Outside of these buffer zones, significant effects on European sites arising from water and air pollution are considered unlikely to arise. The largest (most cautious) buffer zone considered by the EA is 15km; that is, most operations with the potential of causing direct water and/or air pollution impacts located further than 15km from the boundary of a European site are considered very unlikely to have a significant effect on the special interest of that site.

3.5 Natural England also publish SSSI 'Impact Risk Zones' (IRZs) providing guidance on the types of development which should be considered for their possible impacts on SSSIs and which impacts should be considered. All European designated sites are also designated as SSSIs. IRZs have also been taken into account when screening European sites that could be affected by the Plan.

3.6 Although the guidance concerning buffer zones/risk zones has been taken into account when screening European protected sites in this particular assessment, in the case of a Plan affecting the development of an entire metropolitan area the buffer/risk zones should be regarded as important but **not** as definitive; for example, this buffer zone may not be sufficient when assessing certain very large-scale developments, secondary impacts, or cumulative impacts where pathways to receptor sites are rivers, air pollution is a factor or the receptor site is sensitive to recreational pressure resulting from an increase in population.

3.7 Taking the above in to account whilst only three European sites are within 15km of the boundary of Trafford; these are:

- Rixton Clay Pits SAC;
- Manchester Mosses SAC and;
- Rochdale Canal SAC.

We have also screened in to the assessment

- Mersey Estuary SPA (direct hydrological connectivity via River Mersey and Manchester Ship Canal);
- Peak District Moor (South Pennines Phase 1) SPA (Potential recreational destinations) and;
- South Pennines Moors SAC (Potential recreational destinations and air quality impacts).

Other European sites were considered too distant, not hydrologically connected or unlikely to be a destination site for visitors from Trafford.

#### 4.0 Initial Screening of potential Likely Significant Effects

Sources are described and considered in more detail below. The aim of this section is to provide reasoned justification for the decisions made later in the Screening.

4.1 Given the distances of allocations and potential allocations within Trafford from the European sites concerned, and the special nature conservation interests of the European sites screened in, the following impacts can be effectively screened out of the assessment as being very unlikely to be caused through the operation of the plan, or any effects will be so diffuse or diluted so as to be *nugatory* (that is, too small to be distinguished from background):

- Land take (no European sites fall within Trafford);
- Noise Disturbance (no European sites fall within or adjacent to Trafford);
- Light Spillage or shading ((no European sites fall within or adjacent to Trafford);
- Risk of invasive non-native species introduction (whilst theoretically introduced species could be transported down the Mersey to the Mersey Estuary as the river is freshwater and the estuary salt water the risks are negligible).

4.2 The following impacts have been screened in to the assessment as considered to have the potential to cause likely significant effects:

- Water pollution and impacts on hydrology;
- Air pollution including transport of dust, pollutants and odour;
- Increased recreational pressure;
- Loss of functionally linked land and;
- Increased levels of shipping utilising the Manchester Ship Canal.

The following brief discussion of these impacts is included to give an understanding of the rationale for the conclusions reached in the subsequent Screening process, summarised in Table 6.1.

#### 4.3 Air

Air can transport pollution, dust and odours over significant distance and air pollution can cause significant harm to habitats and species. The main types of air pollutants likely to have an adverse effect on an ecologically important site are:

- Oxides of Nitrogen (NO<sub>x</sub>);
- Ammonia (NH<sub>3</sub>);
- Dust;
- Sulphur Dioxide (SO<sub>2</sub>);
- Low level Ozone (O<sub>3</sub>);
- Acid deposition caused from chemical reactions to NO<sub>x</sub>, SO<sub>2</sub> and CO<sub>2</sub>.

- 4.3.1 Of these NO<sub>x</sub> (nitrates) and SO<sub>2</sub> are the most likely to arise as a result of development controlled by the Plan under consideration here. Dust and low-level ozone only have effects very close to the source. Ammonia emissions are most closely associated with certain types of intensive agricultural production not identified as a significant land-use within Greater Manchester.

The main sources of these pollutants are road traffic and industrial processes. The greatest damage caused by nitrates occurs within 200 - 250m of the source. Although allocations in Trafford will be located further than 250m from any European sites, it is recognised that development within Trafford will generate road traffic over a much wider area and some of this traffic may subsequently pass within 250m of a European site. Where proposed developments within Trafford are likely to result in these pollutants arising, they have been screened into this Assessment.

- 4.3.2 The issue of diffuse air pollution is complicated by the fact that two of the European sites of concern to this Assessment (the Manchester Mosses SAC and Rixton Clay Pits SAC) are already exceeding nitrate levels which would be considered harmful to sensitive habitats on these sites (*source* Natural England and Air Pollution Information System (APIS)), so any level of increased nitrate pollution no matter how small could be considered to be harmful.

- 4.3.3 However, the Environment Agency has advised that levels of nitrate deposition arising from particular operations, which are below 1% of the expected 'background' nitrate deposition levels, can be regarded as insignificant when carrying out Appropriate Assessments no matter what levels of nitrate are currently present on sites. For this Assessment at Strategic Plan level, empirical approximations of expected increased nitrate deposition arising from Plan implementation are not able to be arrived at because detailed plans and project proposals are not yet available, and in any case, levels are likely to be cumulative.

- 4.3.4 It is also important to note that many industrial processes have emissions that would require permitting by the Environment Agency and the submission of a bespoke Air Quality Assessment with any detailed planning proposal.

#### 4.4 Water

Water can affect European sites by transporting pollutants and sediment or by changing the hydrology (increasing or decreasing water entering the site). The latter is particularly relevant to the Manchester Mosses SAC. Trafford is however hydrologically isolated from the Manchester Mosses SAC by the Manchester Ship Canal and likely significant effects due to water and hydrological changes are restricted to potential transport of pollution along watercourses.

- 4.4.1 Effects on distant European sites can occur through increases in water pollution caused by nutrient enrichment, residues of water treatment, agricultural production and/or industrial processes. Where proposed developments within Trafford are considered likely to result in this type of diffuse pollution arising and affecting a European site, these have been screened into this Assessment.

- 4.4.2 Of the list of sites considered, diffuse water pollution could potentially have an effect on the Mersey Estuary SPA/Ramsar Site, because the Manchester Ship Canal/River Mersey passes through Trafford and this eventually discharges into the Estuary.

Prior to discharging into the Estuary these watercourses pass through other Metropolitan areas (Warrington and Merseyside), and the Estuary itself is adjacent to the very large Merseyside conurbation and receives inputs from many disparate sources. It will therefore be very difficult to establish whether any water pollution arising from development in Trafford was responsible for a significant effect on pollution in the Estuary. However, given the need to take a precautionary approach when preparing an HRA, the Mersey Estuary has been 'Screened In' to this assessment.

- 4.4.3 There is also a theoretical possibility of water pollution in Trafford impacting on the Rochdale Canal SAC as the Bridgewater Canal links to the Rochdale Canal in Manchester. The flow in the Canal is however from Rochdale to Trafford. This effect will therefore not occur.

## 4.5 Recreational Pressure

The effects of significantly increased regional and sub-regional populations on recreational pressures on the north west's European protected sites has been considered in this Assessment because it is recognised that this could be an important harmful impact on the special interest of some European sites.

Recreational use of an internationally designated site has potential to:

- Cause damage through excessive erosion (trampling, wear and tear);
- Cause nutrient enrichment;
- Cause disturbance to sensitive species, particularly nesting and overwintering birds and;
- Prevent appropriate management or exacerbate existing management difficulties.

4.5.1 The European protected sites closest to Trafford are Rixton Clay Pits SAC and Manchester Mosses SAC. Managed access does occur at Rixton Clay Pits and on parts of the Manchester Mosses SAC, (Risley Moss Country Park). Any changes to population levels or access arrangements (e.g. promotion, improved footpaths, facilities, events etc) could have impacts on these sites.

4.5.2 The various European sites in the South Pennines whilst nearly 20km away, are in part promoted as regional and national recreation sites and are also potentially vulnerable to recreational pressure resulting from an increase in population in Trafford.

4.5.3 Lowland raised bog such as the Manchester Mosses SAC and other peat habitats such as the various South Pennine European sites are sensitive to recreational activity. These can include increased access by off-road 4x4 vehicles, motorbikes, trail/mountain bikes and horse riding that can cause erosion of the peat's vegetative surface leading to peat loss erosion and hydrological impacts. High levels of walking can have the same negative impacts. Increased access can also result in an increase in the number of accidental fires. Fires on peat habitats if they ignite the peat can last for weeks underground resulting in long-term habitat degradation.

4.5.4 It is therefore, considered that the additional recreational pressures arising from the likely increased population resulting from development within Trafford on European protected sites will need to be screened-in.

4.5.5 The Rochdale Canal SAC is sensitive to increased boat traffic, which is primarily recreational. The Bridgewater Canal joins directly in to the Rochdale Canal at Castlefield Basin in Manchester less than 1km north of the Trafford Boundary, with the SAC boundary on the Manchester and Oldham Boundary. Any development promoting use of leisure boats such as marinas would have the potential to increase the number of boats utilising the Rochdale Canal and therefore the Rochdale Canal SAC. This would threaten the conservation status of Floating Water-Plantain (*Luronium natans*). Any development likely to increase boat traffic will need to consider the likely impacts on the Rochdale Canal SAC and how this will be managed.

## 4.6 Functionally Linked Land

For an area to be considered to be functionally linked to a European site it must be shown to regularly support significant numbers of species for which a European site has been designated. 'Regularly' is taken to mean over a number of years, but there is no accepted standard definition of what may constitute 'significant numbers' because this will depend on the species concerned.

The concept has been most often studied in relation to birds, bats and marine species, because these species are highly mobile in their habits and can rely on sites very far apart to complete their life cycles.

4.6.1 The qualifying species associated with the European sites within 10km are not regarded as highly mobile and there is no likelihood of land in Trafford being functionally linked to these sites. There is however a theoretical risk of sites in Trafford being functionally linked to the Mersey Estuary SPA or the various South Pennines SPAs as the qualifying species are primarily birds that utilise land and waterbodies outside the designated areas. For this reason, risk to functionally linked land have been screened-in.

## 4.7 Summary Results of Screening of Sites

From the screening process, the following European designated sites have been identified as having some potential to be affected by development proposed and planned for within the Trafford Draft Local Plan:

- Manchester Mosses SAC;
- Rixton Clay Pits SAC;
- Rochdale Canal SAC;
- Mersey Estuary SPA/Ramsar;
- South Pennine Moors SPA/SAC.

Other European sites in the UK are essentially considered too distant from Trafford for harmful effects to occur from the implementation of the Plan.



## 5.0 The Nature Conservation Interest of the “Screened In” European Sites

The following information is derived from information available from Natural England and the Joint Nature Conservation Committee and from information held by GMEU.

### 5.1 Rixton Clay Pits SAC

#### 5.1.1 Description of Rixton Clay Pits SAC

Situated east of Warrington, this site comprises parts of an extensive disused brickworks excavated in glacial boulder clay. The excavation has left a series of hollows, which have filled with water since workings ceased in the 1960s, leading to a variety of pond sizes. New ponds have also been created more recently for wildlife and amenity purposes. Great crested newts (*Triturus cristatus*) are known to occur in at least 20 ponds across the site. The site also supports species-rich grassland, scrub and mature secondary woodland.

#### 5.1.2 Primary Reason for Designation of Rixton Clay Pits

The primary reason for the designation of Rixton Clay Pits is its significant population of great crested newts (*Triturus cristatus*), a European protected species. Sites selected as SACs where there is evidence of a relatively large and robust population of great crested newts, based on reliable recent survey data.

#### 5.1.3 Conservation Objective for Rixton Clay Pits

The conservation objectives (Natural England 2018) for this site are:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of the habitats of qualifying species;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which the habitats of qualifying species rely;
- The populations of qualifying species, and;
- The distribution of qualifying species within the site.

#### 5.1.4 List of operations that could potentially damage the special interests of the European Site include:

- Human intrusions and disturbances.

Additionally, Natural England also states that the site is sensitive to air quality.

### 5.2 Manchester Mosses SAC

#### 5.2.1 Description of the Manchester Mosses SAC

Mossland formerly covered a very large part of low-lying Greater Manchester, Merseyside and southern Lancashire, and provided a severe obstacle to industrial and agricultural expansion. While most has been converted to agriculture or lost to development, several examples have survived as degraded raised bog, such as Astley & Bedford Mosses (Wigan), Risley Moss (Warrington) and Holcroft Moss (Warrington) on the Mersey floodplain. Their surfaces are now elevated above surrounding land due to shrinkage of the surrounding tilled land, and all except Holcroft Moss have been cut for peat at some time in the past. While past drainage has produced dominant purple moor grass (*Molinia caerulea*), bracken (*Pteridium aquilinum*) and birch (*Betula*) spp. scrub or woodland, wetter pockets have enabled the peat-forming species to survive. Recent rehabilitation management on all three sites has caused these to spread.

## 5.2.2 Primary Reason For Designation of the Manchester Mosses SAC

The site supports degraded bog still capable of natural regeneration (JNCC code 7120), which has the potential to be restored to active raised bog (JNCC code 7110).

SAC sites have been selected on a site-by-site basis and according to the Interpretation manual of European habitats (European Commission DG Environment 1999); "where the hydrology can be repaired and where, with appropriate rehabilitation management, there is a reasonable expectation of re-establishing vegetation with peat-forming capability within 30 years".

## 5.2.3 Conservation Objectives of the Manchester Mosses

The conservation objectives (Natural England 2018) for this site are:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats, and;
- The supporting processes on which qualifying natural habitats rely.

## 5.2.4 Supplementary Advice on Conserving and Restoring

On this site, favourable condition requires the maintenance of the extent of each designated habitat type. A series of site-specific targets, which will contribute to favourable condition, have been produced by Natural England. However, many of these relate to management of the habitats on the site and are not particularly applicable to assessing the effects of development proposals on the SAC whilst others relate to direct impacts will occur. Therefore the operations that may damage the special interest of the SAC resulting from development in Trafford have been restricted to:

- Pollution including atmospheric pollutants and NOx;
- Hydrological impacts and;
- Recreational activities.

## 5.3 Mersey Estuary SPA/Ramsar

### 5.3.1 Description

The Mersey Estuary is located on the Irish Sea coast of north-west England. It is a large, sheltered estuary that comprises large areas of saltmarsh and extensive intertidal sand- and mud-flats, with limited areas of brackish marsh, rocky shoreline and boulder clay cliffs, within a rural and industrial environment. The intertidal flats and saltmarshes provide feeding and roosting sites for large populations of waterbirds. During the winter, the site is of major importance for ducks and waders. The site is also important during the spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain.

### 5.3.2 Primary Reason for Designation

#### Qualifying species

This site qualifies under **Article 4.1** of the Conservation of Wild Birds Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive:

#### **Over winter;**

Golden Plover *Pluvialis apricaria*, 3,070 individuals representing at least 1.2% of the wintering population in Great Britain (5 year peak mean 1991/2 - 1995/6)

This site also qualifies under **Article 4.2** of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

**On passage;**

Redshank *Tringa totanus*, 3,516 individuals representing at least 2.0% of the Eastern Atlantic - wintering population (5 year peak mean, 1987-1991)

Ringed Plover *Charadrius hiaticula*, 1,453 individuals representing at least 2.9% of the Europe/Northern Africa - wintering population (Count, as at 1989)

**Over winter;**

Dunlin *Calidris alpina*, 44,300 individuals representing at least 3.2% of the wintering Northern Siberia/Europe/Western Africa population (5 year peak mean 1991/2 - 1995/6)

Pintail *Anas acuta*, 2,744 individuals representing at least 4.6% of the wintering North-western Europe population (5 year peak mean 1991/2 - 1995/6)

Redshank *Tringa totanus*, 4,689 individuals representing at least 3.1% of the wintering Eastern Atlantic - wintering population (5 year peak mean 1991/2 - 1995/6)

Shelduck *Tadorna*, 5,039 individuals representing at least 1.7% of the wintering North-western Europe population (5 year peak mean 1991/2 - 1995/6)

Teal *Anas crecca*, 11,667 individuals representing at least 2.9% of the wintering North-western Europe population (5 year peak mean 1991/2 - 1995/6)

**Assemblage qualification: A wetland of international importance.**

The area qualifies under **Article 4.2** of the Conservation of Wild Birds Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl

Over winter, the area regularly supports 99,467 individual waterfowl (5 year peak mean 1991/2 - 1995/6) including: Curlew *Numenius arquata*, Black-tailed Godwit *Limosa limosa islandica*, Lapwing *Vanellus vanellus*, Grey Plover *Pluvialis squatarola*, Wigeon *Anas penelope*, Great Crested Grebe *Podiceps cristatus*, Redshank *Tringa totanus*, Dunlin *Calidris alpina alpina*, Pintail *Anas acuta*, Teal *Anas crecca*, Shelduck *Tadorna tadorna*, Golden Plover *Pluvialis apricaria*.

**5.3.3 Conservation Objectives**

To ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Conservation of Wild Birds Directive, by maintaining or restoring:

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;
- The population of each of the qualifying features and;
- The distribution of the qualifying features within the site.

**5.3.4 List of operations that could potentially damage the special interests of the European Site include from the JNCC standard data sheet and Natural England advice on operations:**

- Outdoor sports and leisure activities, recreational activities;
- Invasive non-native species;
- Changes in biotic conditions;
- Commercial shipping;
- Construction of port and harbour structures and;
- Dredging proposals.

## 5.4 Rochdale Canal SAC

### 5.4.1 Description

The Rochdale Canal contains important habitats for submerged aquatic plants and emergent vegetation, including extensive colonies of the nationally scarce floating water-plantain *Luronium natans*. The site also supports a diverse assemblage of aquatic flora, in particular nine species of pondweed *Potamogeton* spp. The plant communities found in the Rochdale Canal are characteristic of mesotrophic water bodies, i.e. those which are moderately nutrient rich.

### 5.4.2 Primary Reason for Designation of Rochdale Canal SAC

#### Qualifying species

The site is designated under article 4(4) of the Council Directive (92/43/EEC) on the conservation of natural habitats and of wild fauna and flora as it hosts the following species listed in Annex II:

- Floating water-plantain *Luronium natans*.

for which the Rochdale Canal is considered to be one of the best areas in the United Kingdom.

### 5.4.3 Conservation Objectives of the Rochdale Canal SAC

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of the habitats of qualifying species;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which the habitats of qualifying species rely;
- The populations of the qualifying species and;
- The distribution of the qualifying species within the site.

### 5.4.4 Supplementary Advice on Conserving and Restoring

The following additional specific issues beyond those listed above have been identified as being required to maintain the conservation status of the Canal.

- Maintain substrate as no coarser than 50/50 silt to sand;
- Control of Invasive species in particular *Crassula helmsii*; *Hydrocotyle ranunculoides*; *Myriophyllum aquaticum* and *Azola filiculoides*;
- Maintain a high degree of water clarity;
- Maintain water levels;
- Maintain water quality;
- Air quality – the habitat is regarded as at risk of exceeding critical levels of air pollutants including ammonia, oxides of nitrogen and sulphur dioxide and critical loads of nutrient nitrogen and acid deposition and;
- Disturbance from human activity including grazing, dredging and boat traffic.

## 5.5 South Pennines Moors (Phase 1 and Phase 2) SPA

### 5.5.1 Description

The site is an extensive tract of moorland and moorland-fringe habitat. It includes most of the unenclosed moorland areas of the north, eastern and south-western Peak District, where it also extends into enclosed farmland of wet rushy pasture, hay meadows and small wetlands in the valley bottoms. The moorland habitats include extensive tracts of blanket bog and dry heath, which together with wet heath, acid grassland, small flushes, gritstone edges and boulder slopes, streams and moorland reservoirs, fringing semi-natural woodland and enclosed farmland, represents the full range of upland

vegetation characteristic of the South Pennines. The site supports several important species assemblages, including higher plants, lower plants and insects, as well as breeding birds. Many physical features are of geological interest.

## 5.5.2 Primary Reason for Designation

### Qualifying species

This site qualifies under **Article 4.1** of the Conservation of Wild Birds Directive (79/409/EEC) as it is used regularly by 1% or more of the Great Britain population of species listed in Annex I

#### ***In any season:***

Merlin (*Falco columbarius*) 30 – 36 breeding pairs representing 2.3-2.8% of the breeding population in Great Britain (period 1990/1998)

Golden Plover *Pluvialis apricaria*) 435 - 445 breeding pairs representing 1.9-2.0% of the breeding population in Great Britain (period 1990/1998)

Short-eared Owl (*Asio flammeus*) 22 - 25 breeding pairs representing 2.2 -2.5% of the breeding population in Great Britain (period 1990/1998)

#### **Non-qualifying species of interest:**

The site supports a rich upland breeding bird assemblage which, as well as the qualifying species listed above, includes important numbers of Peregrine (*Falco peregrinus*), Lapwing (*Vanellus vanellus*), Dunlin (*Calidris alpina schinzii*), Snipe (*Gallinago gallinago*), Curlew (*Numenius arquata*), Redshank (*Tringa tetanus*), Common Sandpiper (*Actitis hypoleucos*), Whinchat (*Saxicola rubetra*), Wheatear (*Oenanthe oenanthe*), Ring Ouzel (*Turdus torquatus*) and Twite (*Carduelis flavirostris*).

## 5.5.3 Conservation Objectives

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;
- The population of each of the qualifying features and;
- The distribution of the qualifying features within the site.

## 5.5.4 List of operations that could potentially damage the special interests of the European Site include:

- Hunting and collection of Wild Animals;
- Fire and Fire Prevention;
- Human induced changes in hydraulic conditions;
- Outdoor sports, leisure and Recreational Activities;
- Outdoor sports, leisure and recreational activities to functionally linked land and;
- Reduced fecundity and genetic suppression.

## 5.6 South Pennine Moors SAC

### 5.6.1 Description

This site covers the key moorland blocks of the Southern Pennines from Ilkley Moor in the north to the Peak District in the south. The moorlands are on a rolling dissected plateau formed from rocks of Millstone Grit at altitudes of between 300m – 600m and a high point of over 630m at Kinder Scout. The greater part of the gritstone is overlain by blanket peat with the coarse gravely mineral soils occurring only on the lower slopes. The moorlands as a whole support a breeding bird community of national and

international importance. The site is representative of upland dry heath, which covers extensive areas, occupies the lower slopes of the moors on mineral soils or where peat is thin, and occurs in transitions to acid grassland, wet heath and blanket bogs. The upland heath of the South Pennines is strongly dominated by *Calluna vulgaris* – *Deschampsia flexuosa* heath and *C. vulgaris* – *Vaccinium myrtillus* heath. More rarely *C. vulgaris* – *Ulex gallii* heath and *C. vulgaris* – *Erica cinerea* heath are found. On the higher, more exposed ground *V. myrtillus* – *D. flexuosa* heath becomes more prominent. The smaller area of wet heath is characterised by cross-leaved heath *Erica tetralix* and purple moor grass *Molinia careulea*. The site also supports extensive areas of acid grassland largely derived from dry and wet heath. In the cloughs, or valleys, which extend into the heather moorlands, a greater mix of dwarf shrubs can be found together with more lichens and mosses. The moors support a rich invertebrate fauna, especially moths, and important bird assemblages. This site also contains areas of blanket bog, although the bog vegetation communities are botanically poor. Hare's-tail cotton-grass *Eriophorum vaginatum* is often overwhelmingly dominant and the usual bog-building Sphagnum mosses are scarce. Where the blanket peats are slightly drier, heather *C. vulgaris*, crowberry *Empetrum nigrum* and bilberry *V. myrtillus* become more prominent. The cranberry *Vaccinium oxycoccus* and the uncommon cloudberry *Rubus chamaemorus* is locally abundant in bog vegetation. Bog pools provide diversity and are often characterised by common cotton-grass *E. angustifolium*. Substantial areas of the bog surface are eroding, and there are extensive areas of bare peat. In some areas, erosion may be a natural process reflecting the great age (up to 9000 years) of the South Pennine peats. Around the fringes of the upland heath and areas of bog are blocks of old sessile oak woods, usually on slopes. These tend to be dryer than those further north and west, such that the bryophyte communities are less developed (although this lowered diversity may in some instances have been exaggerated by the effects of 19th century air pollution). Other components of the ground flora such as grasses, dwarf shrubs and ferns are common. Small areas of alder woodland along stream-sides add to the overall richness of the woods. The moorland also supports a range of flush and fen habitats associated with bogs, cloughs, rivers and streams. Although generally small scale features they have a specialised flora and fauna, which makes a great contribution to the overall biodiversity of the moors. Acid flushes are the most common type and these include transition mires and quaking bogs characterised by a luxuriant carpet of bog mosses Sphagnum spp., rushes and sedges.

## 5.6.2 Qualifying Features

*Under Article 4(4) of the Council Directive (92/43/EEC) on the conservation of natural habitats and of wild fauna and flora as it hosts the following habitats listed in Annex I:*

- Northern Atlantic wet heaths with *Erica tetralix*; Wet heathland with cross-leaved heath (JNCC Habitat code H4010);
- European dry heaths (JNCC Habitat code H4030);
- Blanket bogs\* (JNCC Habitat code H7130);
- Transition mires and quaking bogs; Very wet mires often identified by an unstable 'quaking' surface (JNCC Habitat code H7140) and;
- Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles (JNCC Habitat code H91A0).

## 5.6.3 Conservation Objectives

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of the qualifying natural habitats;
- The structure and function (including typical species) of the qualifying natural habitats and;
- The supporting processes on which the qualifying natural habitats rely.

**5.6.4 List of operations that could potentially damage the special interests of the European Site include:**

- Agricultural activities;
- Fire and Fire Prevention;
- Human induced changes in hydraulic conditions;
- Outdoor sports, leisure and Recreational Activities;
- Air Pollution and air borne pollutants.

## 6. Initial Screening Opinion

### 6.1 The Screening Criteria

The first stage of an HRA is a Likely Significant Effect Test (Screening). This is essentially a risk assessment to decide whether a particular Policy or site can be effectively 'screened out' from further, more detailed assessment or needs to go forward for more detailed Assessment. The essential question to ask is:

“Is the Policy or the Site, either alone or in combination with other relevant Policies and Plans, likely to result in a significant effect upon the integrity of European sites?”

In carrying out this Screening process the Assessment has considered the main possible sources of effects on the European sites arising from the implementation of the Plan, possible pathways to the European sites and the effects on possible sensitive receptors in the European sites. Where:

- The source is the direct or indirect changes (land take, emissions to air or water, hydrological changes) potentially occurring as a result of the development at an identified site.
- The pathway is the route or mechanism by which any likely significant effect would manifest in the environment and would reach the receptor.
- The receptor is the European Site and more specifically the qualifying features and conservation objectives for the site.

Only if there is an identifiable source, a pathway and a receptor is there likely to be a significant effect.

Possible sources and pathways for (unmitigated) effects used in the screening of potential policy impacts on European sites are considered to be:

- Water Pollution via River Mersey;
- Air pollution resulting from vehicular emissions and industry;
- Increased recreational pressure;
- Loss of functionally linked land and;
- Increased levels of shipping utilising the Manchester Ship Canal.

6.2 The results of the screening are shown in the 'Screening Summary' tables below.

6.3 Each of the Policies has been assessed to determine whether they are:

- Unlikely to have an effect on a European Site – Screened Out;
- Could have a potential positive effect on a European Site – Screened Out;
- Could have a potential negative effect on a European Site – Screened In;
- Would be likely to have a significant negative effect on a European Site – Screened In.

Only Policies and Strategic Sites with potential negative effects or significant effects have been “Screened In” for further Assessment. This assessment has been made based on the content and type of each Policy and the HRA must be read together with the Plan.

6.4 The timescales over which effects (both stand-alone and in-combination) have been considered are the lifetime of the Plan and the lifetime of any proposals (including operational and restoration timescales) that may come forward during the Plan.



**Table 6.1 Initial Screening Summary of impacts of Trafford Local Plan: First Draft Consultation on the Natura 2000 Network of European Sites.**

Policies and site allocations screened into this Assessment identified in red text. Note appendices referred to under Policy description are not included.

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>IP1 - Inclusive Growth</b>				
IP1.1	The policies set out within this Local Plan combined, identify how Trafford Council will ensure that new development actively contributes to the delivery of inclusive growth that takes in to account the needs of all users regardless of age, sex or disability.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy as will not impact on the level of development.	<b>Screened Out</b>
IP1.2	<p>To reduce inequalities, create inclusive sustainable communities and help make Trafford accessible to all, this Local Plan will expect:</p> <p>Residential led proposals to:</p> <ul style="list-style-type: none"> <li>• Deliver the right mix of good quality market, affordable and homes for social rent in safe and secure neighbourhoods;</li> <li>• Ensure that as many homes as possible are built to accessible and adaptable standards;</li> <li>• Meet the housing needs of those members of the community with specialist needs (including the elderly and those with limited physical mobility, learning difficulties or dementia);</li> <li>• Ensure that proposals incorporate a varied amount of public open space which offers local communities opportunities for recreation, whilst offering opportunities to protect and enhance biodiversity;</li> <li>• Enable safe and accessible routes for active travel through sites to encourage greater levels of walking and cycling;</li> <li>• Be of a high quality design which respects and contributes to the existing built environment; and</li> <li>• Support the transition for homes to become zero carbon by 2038.</li> </ul> <p>Employment led proposals to:</p>	<b>Inclusive Place</b>	<p>No likely Significant Effects on any European Site is anticipated. of this policy.</p> <p>Potential positive effects on air quality by reducing car usage by encouraging walking, cycling, use of public transport local employment and local greenspace. Potential positive effects on recreation pressure through provision of local greenspace.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>• Be located where they are accessible by a range of modes of sustainable transport (including walking, cycling and public transport);</li> <li>• Offer secure employment opportunities for local residents;</li> <li>• Facilitate training and up-skilling opportunities to help improve the employment opportunities for local communities;</li> <li>• Ensure that they do not an unacceptable detrimental impact on neighbouring land uses and occupiers through excessive levels of noise, odour, air or water pollution, or vehicle movements;</li> <li>• Incorporate landscaping and green features (such as green walls, roofs and SuDS) to help deliver a biodiversity net gain;</li> <li>• Maximise the potential for decentralised and renewable energy sources to help support the transition to a greener economy.</li> </ul> <p>Retail, leisure, town centre and community facility led proposals to:</p> <ul style="list-style-type: none"> <li>• Help support the vitality of the Borough’s existing local, district and town centres);</li> <li>• Help sustain a range of services which meet the day-to-day needs of local communities;</li> <li>• Be located where they are accessible by walking, cycling and public transport;</li> <li>• Be designed in a way to ensure that they are accessible to members of the community with extra mobility requirements;</li> <li>• Be sited and designed to ensure that they do not have a detrimental impact (through for example noise, odour or opening hours) on existing residential areas;</li> <li>• Limit the over concentration of uses that would have adverse impacts on the health of Trafford’s residents, particularly young people; and</li> </ul>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>Help facilitate greater community interaction and support ways to help improve the health and well-being of the Borough's residents.</li> </ul>			
IP1.3	In all cases, proposals will also be expected to contribute to all the necessary infrastructure, services and community facilities needed to ensure that new development does not place unfair burdens on existing communities and service providers.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated.  Internalises pressures locally with no European sites present in Trafford.	<b>Screened Out</b>
<b>IP2 – Presumption in favour of Sustainable Development</b>				
IP2.1	When considering all development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development as set out in national planning policy. The Council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Negative impacts on a European designated site would not be regarded as sustainable development.	<b>Screened Out</b>
IP2.2	Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Negative impacts on a European site would be a material consideration.	<b>Screened Out</b>
IP2.3	Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:  a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against national planning policies taken as a whole; or	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  National planning policies protect European sites.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	b) Specific national planning policies indicate that development should be restricted.			
<b>IP3 – Health and Well Being</b>				
IP3.1	Trafford Council will seek to reduce health related inequalities across the Borough, by helping all residents to establish and maintain healthier lifestyles. To achieve this, the Council will work closely with key partners to ensure that both existing and future communities have good access to a suitable range of health and social care facilities, particularly in areas of high need / demand.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts on air quality as healthier people are more likely to walk or cycle and reducing cumulative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
IP3.2	Proposals which include the provision of health facilities (available to the general public) will be supported where they help to meet an identified need for such services, and where they are accessible by public transport and active modes of travel (i.e. walking and cycling).	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated.  Potential positive impacts on air quality by reducing need to travel by car.	<b>Screened Out</b>
IP3.3	Residential schemes of xx dwellings or more, will be required to demonstrate how safe and convenient access by active modes of travel to on-site public open space(s) and other community facilities (at a level established in this Local Plan) have been clearly considered within the development site's layout. This should also include, where appropriate, access to open space or community facilities in the immediate vicinity of the proposal site's boundary.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated.  Potential positive impacts on air quality by reducing need to travel by car and reducing cumulative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
IP3.4	For employment schemes of xxx floorspace, and residential schemes of xx dwellings or more, with no on-site provision of open space or community facilities, proposals will be required to demonstrate how they can support active modes of travel through their site, in accordance with Policy ST3.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts on air quality by reducing need to travel by car.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
IP3.5	On major development proposals, or for schemes which are considered to have a potential detrimental impact on health, the Council may also require a Health Impact Assessment to be undertaken.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP3.6	Development proposals which are deemed to have a detrimental impact on the health and well-being of the Borough's residents will not be supported. This includes proposals which would result in an overconcentration of uses, particularly where they would impact more vulnerable members of the community.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>IP4 – Education and Skills</b>				
IP4.1	<p>Trafford Council seeks to give its residents the best start in life through maintaining excellent educational standards. To achieve this the Council will work with the relevant organisations to ensure:</p> <ul style="list-style-type: none"> <li>a) A sufficient supply of early years provision is made available to give children a good start in life;</li> <li>b) Good quality primary and secondary school places are provided within a reasonable distance to Trafford's main residential areas; and</li> <li>c) Support the enhancement of higher education provision to equip residents with the skills and qualifications needed to be successful throughout their working lives.</li> </ul>	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP4.2	<p>Opportunities which expand the range and quality of educational facilities within the Borough will therefore be encouraged and supported. Proposals for such developments will be expected to be:</p> <ul style="list-style-type: none"> <li>a) Designed to a high standard and quality;</li> <li>b) Accessible to local communities by sustainable modes of transport; and</li> </ul>	<b>Inclusive Place</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality by reducing need to travel by car and reducing cumulative impacts on Manchester Mosses SAC.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	c) Where possible, offer opportunities for wider community use of facilities (for example sports halls and playing fields) at evenings and weekends.			
IP4.3	To ensure that new development does not over burden the capacity of existing educational facilities, applicants for residential proposals of xx dwellings or more will be encouraged to undertake early engagement with Trafford's Education services to determine the educational requirements associated with new development.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP4.4	In circumstances where new development would result in increased demand for educational places, the Council will first look to accommodate increased capacity in existing facilities. In such cases, an appropriate financial contribution (through S106, CIL or equivalent) will be expected to be provided by the developer.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP4.5	If new educational facilities are required, sufficient land and the funding required to build the educational facility will be expected to be provided by the developer. In such cases, applicants will be expected to work with the Local Education Authorities to determine the necessary requirements for any new buildings and facilities. The LEA will determine when the new school is required once all options for the expansion of existing schools in the local area have been fully realised.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Any new sites would be in the Borough and would not result in a net increase in traffic compared to using an existing school.	<b>Screened Out</b>
IP4.6	On major development schemes, the provision of new educational facilities will be required to be phased appropriately, to ensure that the development does not place a capacity burden on existing facilities in the surrounding area.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP4.7	The cumulative impact of residential developments of less than 50 units and the pressure they place on education provision in Trafford will be considered through the development management process and where necessary financial contributions may be required to mitigate these impacts.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
IP4.8	Proposals will be supported where they include provisions to help improve skills, and offer training to local residents helping them be successful throughout their working lives.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP4.9	<p>Proposals for major development will be expected to demonstrate how they will (as a minimum):</p> <ul style="list-style-type: none"> <li>a) Identify and implement opportunities for the employment and up-skilling of local people;</li> <li>b) Utilise opportunities for apprenticeships or work experience for the Borough's young adults; and</li> <li>c) Work with Trafford based companies to maximise the use of existing local supply chains.</li> </ul>	<b>Inclusive Place</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality by reducing travel to work distances and reducing cumulative impacts on Manchester Mosses SAC.</p>	<b>Screened Out</b>
IP4.10	All proposals that generate additional employment opportunities will be encouraged to support The Trafford Pledge program (to help those residents who are disadvantaged in the labour market).	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	<b>Screened Out</b>
<b>IP5– Design</b>				
IP5.1	Details on the following matters should be demonstrated by way of a Design and Access Statement associated with a planning application as appropriate.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP5.2	<p><u>Design Quality</u> In relation to matters of design, development must:</p> <ul style="list-style-type: none"> <li>a) be appropriate in its context;</li> <li>b) make best use of opportunities to improve the character and quality of an area;</li> <li>c) enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment and;</li> </ul>	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	d) make appropriate provision for open space, where appropriate, in accordance with Policy X of this Plan.			
IP5.3	<p><u>Functionality</u> In relation to matters of functionality, development must:</p> <ul style="list-style-type: none"> <li>a) incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;</li> <li>b) provide sufficient off-street car and cycle parking, manoeuvring and operational space;</li> <li>c) provide sufficient manoeuvring and operational space for service vehicles, as appropriate;</li> <li>d) be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;</li> <li>e) be satisfactorily served in terms of the foul sewer system and;</li> <li>f) provide appropriate provision of (and access to) waste recycling facilities, preferably on site.</li> </ul>	<b>Inclusive Place</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Ensuring adequate foul sewer connectivity will have a positive impact on water quality and reduce cumulative impacts on Mersey Estuary SPA.</p>	<b>Screened Out</b>
IP5.4	<p><u>Protecting Amenity</u> In relation to matters of amenity protection, development must:</p> <ul style="list-style-type: none"> <li>a) be compatible with the surrounding area and;</li> <li>b) not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.</li> </ul>	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP5.5	<p><u>Security</u> In relation to matters of security, development must:</p> <ul style="list-style-type: none"> <li>a) demonstrate that it is designed in a way that reduces opportunities for crime and;</li> <li>b) not have an adverse impact on public safety.</li> </ul>	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
IP5.6	<p><u>Accessibility</u> In relation to matters of accessibility, development must:</p> <ul style="list-style-type: none"> <li>a) be fully accessible and useable by all sections of the community such as by providing tactile paving surfaces, dropped kerbs, segregation of pedestrians and cyclists, ramps and handrails;</li> <li>b) provide good connections within the site and to adjoining areas;</li> <li>c) where relevant ensure that streets and public spaces are designed to provide safe and attractive environment for walkers and cyclists; and</li> <li>d) provide safe, convenient links to public transport and community facilities.</li> </ul>	<b>Inclusive Place</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality by reducing travel by car and reducing cumulative impacts on Manchester Mosses SAC.</p>	<b>Screened Out</b>
IP5.7	Applications for new residential development will need to be in line with this Local Plan's Adaptable and Accessible Homes Policy REF XX.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>IP6 – Digital Connectivity</b>				
IP6.1	The Council will support the expansion of digital infrastructure including high speed broadband and telecommunications to meet the needs of businesses and communities. The Greater Manchester Full Fibre Networks Programme's aim to increase the city region's full fibre coverage from 2% to 25% within the next three years will be supported.	<b>Inclusive Place</b>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Potential positive impacts on air quality by increase in home working reducing car usage and reducing cumulative impacts on Manchester Mosses SAC.</p>	<b>Screened Out</b>
IP6.2	The highest quality digital infrastructure will in particular be supported at Trafford's town centres, Trafford Wharfside, Trafford Park and the Civic Quarter. Developers are encouraged to have early discussions with strategic providers or local broadband groups.	<b>Inclusive Place</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality by increase in home working.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
IP6.3	All new development should incorporate full fibre to premises connections, including ducting to industry standards for efficient connection to existing networks. Only in circumstances where the developer can prove this is technically infeasible will any exceptions to this requirement be made. Provision of new digital infrastructure needs to be phased to ensure it comes forward at the same time or before the completion of a new development. Existing digital infrastructure will be protected from adverse impacts including from new development.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts on air quality by increase in home working.	<b>Screened Out</b>
IP6.4	The provision of high speed digital infrastructure should be incorporated in all employment developments.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated.  Potential positive impacts on air quality by increase in home working.	<b>Screened Out</b>
IP6.5	The provision of digital infrastructure that reduces the need to travel and promotes more flexible working patterns will be supported. Telecommunications development will be appropriately located to minimise the impact on the visual amenity, character and appearance of the surrounding area.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts on air quality by increase in home working.	<b>Screened Out</b>
<b>IP7 – Community Facilities</b>				
IP7.1	Community facilities and local services are as defined by Class F1 and F2 of the Use Class Order 2020. These facilities and services are those which are valued by the local community and which enhance the sustainability of the catchment community.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP7.2	Proposals for new or improved community facilities and local services will be supported where they are of an appropriate scale to serve the local community.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts on air quality by reducing car travel out of local area.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
IP7.3	<p>Any proposal which would result in the loss of existing community facilities or local services will not be supported unless it can be demonstrated through an accompanying statement that:</p> <ul style="list-style-type: none"> <li>a) the facility is surplus to the needs of the local community;</li> <li>b) the proposal does not constitute the loss of a service of particular value to the local community nor detrimentally affect the character and vitality of the area;</li> <li>c) the facility is not capable of continued use for the existing purpose and cannot be used for other community uses in an economic and sensitive manner;</li> <li>d) the loss of the land/property forms part of a larger scheme for the development of community facilities serving the needs of the locality; or</li> <li>e) compensatory facilities of equivalent community benefit are provided within the catchment of the existing facility.</li> </ul>	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
IP7.4	Buildings and land that has been defined as an Asset of Community Value (ACV) will be a material consideration in determining planning applications.	<b>Inclusive Place</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>HN1 – Dwelling size, type and tenure</b>				
HN1.1	All new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of Trafford, and the wider aspirations for Greater Manchester, particularly around dwelling size, type and tenure and delivering more inclusive communities.	<b>Meeting Housing Need</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>The house type and tenure does not significantly change the cumulative impacts on air quality, water quality or recreational pressures.</p>	<b>Screened Out</b>
HN1.2	Development proposals will be required to deliver a range and mix of dwelling sizes, types, and tenures to meet the housing needs of Trafford (as set out in the Council's most up to date assessment of housing needs) where they fall into one of these categories:	<b>Meeting Housing Need</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>The house type and tenure does not significantly change the cumulative</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>a) Developments of 10 or more dwellings; or</li> <li>b) Sites with an area of 0.5ha or more where the number of dwellings is not yet known.</li> </ul>		impacts on air quality, water quality or recreational pressures.	
HN1.3	<p>To evidence how relevant proposals are in line with policy HN1.2, the Council will expect applications to be accompanied by a statement which clearly outlines how the scheme would:</p> <ul style="list-style-type: none"> <li>a) Make a contribution to the creation of mixed and sustainable communities;</li> <li>b) Be adaptable to the needs of its residents over time;</li> <li>c) Contribute to meeting the split between small and large accommodation;</li> <li>d) Increase the provision of family homes; and</li> <li>e) Where appropriate, increase the provision for those with specialist needs/requirements.</li> </ul>	<b>Meeting Housing Need</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>The house type and tenure does not significantly change the cumulative impacts on air quality, water quality or recreational pressures.</p>	<b>Screened Out</b>
HN1.4	For development proposals of 10 dwellings or more (excluding apartments) the Council will not support proposals which would result in an over concentration of a particular dwelling type (based solely on bedroom numbers), where they do not meet an identified local need.	<b>Meeting Housing Need</b>	<p>The house type and tenure has:</p> <p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<b>Screened Out</b>
HN1.5	The Council will seek to achieve a target of 50% small (1 and 2 bedrooms) and 50% large (3 or more bedrooms) in size mix of homes in all locations. In order to meet the identified affordable housing need in Trafford, the Council will seek to achieve, a target split of 60:40; market: affordable housing. The affordable housing approach is set out in Policy HN2.	<b>Meeting Housing Need</b>	<p>The house type and tenure has:</p> <p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<b>Screened Out</b>
HN1.6	To ensure that an appropriate mix of housing is considered early on in the design process, applicants are encouraged to contact the Council's Housing Strategy Team prior to submission of an application.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>HN2 – Affordable Housing</b>				
HN2.1	The Council will expect all proposals of 10 or more residential units (or where the site area is 0.5 ha or more) to provide 40% of units as affordable housing (as defined by national planning guidance.) Exemptions to this requirement are set out in national planning guidance.	<b>Meeting Housing Need</b>	The house type and tenure has No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN2.2	All proposals will be expected to provide their full affordable housing requirement on-site, unless there are exceptional circumstances which can be demonstrated to justify off site contributions. The provision of on-site affordable housing will be expected to be distributed across the site, with no more than 6 affordable housing units located adjacent to each other, or clustered together.	<b>Meeting Housing Need</b>	The house type and tenure has No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN2.3	Across Trafford, the tenure split for the provision of affordable housing would be expected to be 60% intermediate tenure (which should include a 25% provision of First Homes) and 40% rented. This split may be subject to change to reflect local circumstances, where justified.	<b>Meeting Housing Need</b>	The house type and tenure has No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN2.4	Where development sites are split or separate proposals are brought forward for closely related sites, the appropriate affordable housing contribution will be comprehensively assessed for all the sites together. The Council will seek to use planning obligations to ensure that all parts or phases of split or related sites make an appropriate affordable housing contribution.	<b>Meeting Housing Need</b>	The house type and tenure has No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN2.5	The Council will encourage and promote the involvement of Registered Providers (RPs) in the provision and management of affordable housing. Where there is no involvement on the part of an RP, more detailed arrangements to control long-term occupancy and management of the affordable units will be required to be secured by means of a planning condition or by	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	an agreement under Section 106 of the Town and Country Planning Act 1990.			
HN2.6	As set out in national planning guidance, to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution should be reduced by a proportionate amount.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN2.7	<p>An affordable housing statement should be prepared when a housing development meets the criteria at HN2.1. The statement should include the following elements:</p> <ul style="list-style-type: none"> <li>a) The number of affordable residential units;</li> <li>b) The mix of affordable units in terms of type (intermediate / social rented) and size (number of bedrooms and gross floorspace);</li> <li>c) Plans showing the location of affordable housing units;</li> <li>d) How the affordable housing units are to be managed and, where this involves a RP, their details;</li> <li>e) Where a lower proportion of affordable housing is proposed, then detailed justification should be provided to support the proposal within the statement; and</li> <li>f) For outline applications, where it is not possible to specify the affordable housing provision in detail, a statement of intent should be submitted outlining how affordable housing is intended to be provided and whether the site will comply with the affordable housing policy provision.</li> </ul>	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN2.8	The Council will consider on a case-by-case basis flexibility in the provision of affordable housing. A viability assessment will be required on all planning applications where a developer considers that, on viability grounds, a reduced level of planning obligations should be provided in respect of a development. This will be subject to independently verified viability evidence being presented, to the satisfaction of the Council, demonstrating that the stated requirements are not feasible to deliver. Subject to the evidence presented, in such cases the Council may consider:	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	a) A change in the tenure mix required; b) Reductions in the overall proportion of affordable housing required; c) Provision of an off-site financial contribution in lieu of affordable housing provision on site; d) A combination of the above; or e) Deferred contributions in line with Policy XX.			
HN2.9	Further details on the application of affordable housing can be found within the Council's planning guidance.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>HN3 – Older persons accommodation</b>				
HN3.1	In order to meet the needs arising from Trafford's ageing population, the Council will require developers to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of this specific group of people.	<b>Meeting Housing Need</b>	The tenure has No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN3.2	With specific reference to older people in Trafford, the Council will seek to meet their needs through allowing 1,887 units of the overall housing land target to be developed as new housing for older person households, suitable for a range of household circumstances (tenure and type), including 'extra-care' housing.	<b>Meeting Housing Need</b>	The tenure has No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN3.3	Proposals for the development of sites that will help to deliver a range of high quality, well designed accommodation for the growing ageing population of Trafford will be permitted where: <ul style="list-style-type: none"> <li>a) It is located close to local services, amenities and local centres or community hubs with high levels of community activity;</li> <li>b) It is easily accessible by a range of travel modes that provides alternatives to trips made by the private car;</li> </ul>	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts on air quality by reducing the need to travel by car.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>c) The development has been appropriately designed (paying particular attention to scale, massing, height, and external appearance) to take account of the urban grain, local distinctiveness and character of the area;</p> <p>d) Its design reflects current best practice guidance and the design principles for such accommodation;</p> <p>e) Where the overall delivery of general market housing is not jeopardised; and</p> <p>f) Due regard has been paid to all other relevant policies in the Development Plan.</p>			
HN3.4	In all cases it is expected that development designed specifically for frail elderly people will be provided to a recognised standard for “extra care” homes.	Meeting Housing Need	No effect.	Screened Out
<b>HN4 – Gypsy, Roma and traveller communities and travelling show people</b>				
HN4.1	The Council will seek to make appropriate new provision to meet the need for Gypsy, Roma and Traveller communities and Travelling Show people accommodation in Trafford.	Meeting Housing Need	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
HN4.2	<p>The following site has been identified on the Policies Map, for the provision of 17 pitches for gypsy and traveller (Sui Generis Use Class) accommodation:</p> <ul style="list-style-type: none"> <li>• Stones Meadow Caravan Park, Manchester Road, Carrington</li> </ul>	Meeting Housing Need	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>The distance from the nearest European site over 5km.</p>	Screened Out
HN4.3	<p>The provision of further pitches, to meet identified additional need, either within this site, or as an extension to it, or elsewhere in Trafford, will be supported where it can be demonstrated that they meet the following criteria:</p> <p>a) The site should be capable of providing safe and convenient vehicular and pedestrian access;</p> <p>b) Sites should not exceed 15 pitches unless there is clear evidence to suggest otherwise;</p>	Meeting Housing Need	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>c) The site must be large enough to provide for adequate on-site facilities;</li> <li>d) For smaller sites of 3 to 4 pitches the Council will require developers to demonstrate how the proposals will provide adequate infrastructure on site, including for example access, water and energy supplies, to each pitch;</li> <li>e) The site should be well located in relation to the highway network;</li> <li>f) The site should be capable of providing safe and convenient access to schools and local community facilities;</li> <li>g) The site should not have an unacceptable impact on the amenities of adjacent occupiers;</li> <li>h) Adequate levels of privacy and residential amenity for occupiers and neighbouring properties should be provided; and</li> <li>i) Due regard has been paid to all other relevant Policies in the Trafford Local Plan.</li> </ul>			
<b>HN5 – Other Housing Need</b>				
HN5.1	<p><u>Self-build and custom housebuilding</u> To ensure that a supply of suitable opportunities are available for prospective self-build and custom housebuilders, all developments of 100 or more houses will be required to provide at least 5% of the total house plots in the form of service plots for sale to self-build and custom housebuilders.</p>	<b>Meeting Housing Need</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>No impact on overall number of dwellings constructed.</p>	<b>Screened Out</b>
HN5.2	<p>Where plots remain unsold after having been made available in serviced form at a realistic price and marketed appropriately for at least 24 months, then the plots may be utilised by other housing providers.</p>	<b>Meeting Housing Need</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
HN5.3	<u>Students</u> Applications for student accommodation would need to be consistent with the policies of the Development Plan and any supplementary planning documents.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN5.4	The Council will support the implementation of an Article 4(1) Direction in relation to Houses in Multiple Occupation, for all land within Trafford.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>HN6 – Adaptable and Accessible Housing</b>				
HN6.1	In line with the Greater Manchester Spatial Framework, all new dwellings will be expected to be built to Part M4(2) accessible and adaptable homes standard.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Design of home has no impact on overall numbers built.	<b>Screened Out</b>
HN6.2	On proposals of 50 or more residential units the Council will expect at least 2% of new dwellings to be built to Part M4(3) wheelchair accessible standards.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HN6.3	It is also assumed that there will be ongoing adaptation of existing dwellings to support those with additional needs.	<b>Meeting Housing Need</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>H01 – Scale, phasing and distribution of new housing development</b>				
HO1.1	The Council will seek to ensure that a suitable range of sites are made available across Trafford, to help meet the needs of all sectors of the local community in securing well designed and high quality homes. This includes the provision of affordable housing (including social rent), accessible and adaptable homes and accommodation which is suitable for members of the local community with specialist needs.	<b>Land for New Homes</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  As no actual housing targets or locations are specified within this policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
HO1.2	The following strategic matters of scale, phasing and distribution of new housing development will be taken into consideration in releasing land for new homes. The release of land for new homes will be subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment.	Land for New Homes	No Likely Significant Effect on any European Site is anticipated.  Policy specifies need to protect the Environment.	Screened Out
HO1.3	<u>Scale and phasing</u> In line with the Greater Manchester Spatial Framework between the 1 <sup>st</sup> April 2020 and 31 <sup>st</sup> March 2037 (the plan period) a minimum of 18,547 net additional dwellings will be delivered in Trafford, or an average of around 1,091 per year.	Land for New Homes	Potential significant effect from negative impacts on air quality to the Manchester Mosses SAC, water quality to the Mersey Estuary SPA and recreational pressures to a number of European Sites. .	Screened In
HO1.4	The phasing of Trafford's housing requirement stepped across the plan period as follows:  <ul style="list-style-type: none"> <li>• 1<sup>st</sup> April 2020 - 31<sup>st</sup> March 2025 – 591 dwellings annually</li> <li>• 1<sup>st</sup> April 2025 – 31<sup>st</sup> March 2030 – 1091 dwellings annually</li> <li>• 1<sup>st</sup> April 2030 – 31<sup>st</sup> March 2037 – 1448 dwellings annually</li> </ul>	Land for New Homes	Potential significant effect from negative impacts on air quality to the Manchester Mosses SAC, water quality to the Mersey Estuary SPA and recreational pressures to a number of European Sites.	Screened In
HO1.5	The Council will regularly monitor the level of housing being delivered across the plan period. If at any point a cumulative shortfall in housing delivery is identified compared to the phased requirements in HO1.4, the Council will seek to determine the reasons for under performance and take development management action to augment the supply of deliverable sites to improve performance.	Land for New Homes	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
HO1.6	<u>Distribution</u> The locations where significant new housing development is to be primarily directed over the Plan period in Trafford will be in the following Areas of Focus as identified in the Local Plan:  <ul style="list-style-type: none"> <li>a) AF1 - Pomona Island</li> <li>b) AF2 - Trafford Wharfside</li> <li>c) AF4 - Trafford Centre Rectangle</li> <li>d) AF5 – Civic Quarter</li> <li>e) AF6 - Town Centres</li> </ul>	Land for New Homes	Potential significant effect through impacts to water quality and Mersey Estuary SPA from AF1, AF2, AF4 and AF7 with a hydrological pathway via Manchester Ship Canal.  Potential significant impacts on air quality of significant levels of new housing and Manchester Mosses SAC. All Areas of Focus. AF7 may also provide new	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	f) AF7 – New Carrington g) AF8 – Timperley Wedge		access across the MSC directing car traffic towards the Manchester Mosses.  Potential significant impacts through increased recreational pressure of significant levels of new housing and AF1, AF4 and some town centres are located on Bridgewater Canal with direct linkage to the Rochdale Canal SAC.	
HO1.7	Sites identified for housing within these Areas of Focus will be delivered in a phased approach across the plan period, in line with the phasing in policy HO1.4 and the housing trajectory at Appendix XX.	Land for New Homes	Phasing will not change the overall cumulative impact.  Potential negative impacts on air quality, water quality and increased recreational pressure on European Sites.	Screened In
HO1.8	The development requirements relating to each individual Areas of Focus are set out in the Area of Focus policies. Where appropriate, and in accordance with the Local Plan Vision, priority will be given to accelerating development at the Areas of Focus, in advance of the release of greenfield land outside the urban area.	Land for New Homes	Bringing forward the Areas of Focus will not change the cumulative impact.  Potential negative impacts on air quality, water quality and increased recreational pressure on European Sites.	Screened In
HO1.9	In addition to these Areas of Focus, development will be directed within Trafford's Places as set out below. Higher levels of development in individual places will be permitted where this is consistent with the overall strategy of the plan.  a) Trafford Wharfside and Pomona Island b) Old Trafford; c) Trafford Centre; d) Urmston; e) Stretford; f) Mersey Valley; g) Carrington and Partington (including the New Carrington Strategic Allocation); h) Rural Communities; i) Sale;	Land for New Homes	Potential negative impacts on air quality, water quality and increased recreational pressure on European Sites.  Individual sites within the list may however have no likely significant effects.	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	j) Altrincham (including the Timperley Wedge Strategic Allocation).			
HO1.10	The Council will support the provision of new housing that makes as much use as possible of previously developed land or “brownfield land” within existing settlement boundaries. This will be achieved through new build, conversion and sub-division of existing properties.	<b>Land for New Homes</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Re-use of existing developed sites within existing urban envelope likely to have minimal net increase in car travel, recreational pressure and increased pressure of drainage infrastructure.	<b>Screened Out</b>
HO1.11	The Council will seek to ensure the efficient use of land, concentrating higher density development in the most sustainable and appropriate locations; at lowest risk of flooding, where it can be demonstrated that it is consistent with other policies of the Development Plan.	<b>Land for New Homes</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  It would not be a sustainable location if it impacted on a European site.	<b>Screened Out</b>
HO1.12	In less sustainable locations in Trafford, housing development will only be acceptable where appropriate provision to meet local infrastructure needs will be delivered. The Council will avoid the development of isolated homes in the countryside unless one or more of the circumstances set out in National planning guidance apply.	<b>Land for New Homes</b>	Potential negative impacts on air quality, water quality and increased recreational pressure on European Sites.  Whilst safeguard for local infrastructure, does not safeguard against increased car traffic and recreational pressure.	<b>Screened In</b>
HO1.13	The development of greenfield land outside the urban area will only be considered favourable where it can be demonstrated that the proposed development:  a) will be capable of creating sustainable communities; b) will contribute significantly to the Development Plan’s overall objectives; and c) will not compromise the Council’s achievement of its brownfield land priority over the plan period and that without its release, the Council’s 5 year housing land supply could not be delivered.	<b>Land for New Homes</b>	Potential negative impacts on air quality, water quality and increased recreational pressure on European Sites.  Lack of safeguards against increased car traffic, recreational pressure and impacts on water quality.	<b>Screened In</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
HO1.14	Housing development will be resisted where it would undermine an existing well performing use or where it would have a negative impact on a protected area or character area.	Land for New Homes	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
HO1.15	The Council will not support the net loss of housing given the need to increase the supply of housing in Trafford, in line with National and Greater Manchester objectives.	Land for New Homes	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
<b>H02 – Land release for new residential development</b>				
HO2.1	The sites allocated on the Policies Map and listed in Appendix (?), will be released for residential development in a phased manner over the Plan period.	Land for New Homes	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  The phasing is a neutral policy. It is the level of housing that impacts on the European sites.	Screened Out
HO2.2	Proposals for residential development will be permitted on these sites provided that they meet the following criteria:  a) The proposal takes into account the sites ability to meeting the scale, phasing and distribution of housing development as set out in policy HO1; b) Appropriate provision is made for meeting housing need in line with policies HNX; c) The development makes efficient use of the site d) Be of an appropriate scale and density that would not result in (individually or cumulatively) over development of the existing settlement and/or surrounding area, in a manner that protects or enhances the distinctiveness and character of the area(s); e) The proposal takes into account the physical environment of the site and its surroundings; f) The historic environment is conserved and enhanced; g) There is a high standard and quality of design and complies with the design principles set out in policy X;	Land for New Homes	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Should mitigate against inappropriate developments that could impact on European sites.	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>h) Nationally described space standards are met;</p> <p>i) New dwellings are built to the ‘accessible and adaptable’ standards<sup>1</sup> and in line with policy HNXX unless specific site conditions make this impracticable;</p> <p>j) New dwellings are well served by public transport, walking and cycling routes, utilities and digital infrastructure; and</p> <p>k) Due regard has been paid to all other relevant Policies in the development plan.</p>			
HO2.3	<p>In delivering residential development the Council will require, where necessary, and in accordance with the Development Plan and supplementary planning guidance, the applicant to demonstrate that required site specific mitigation, (including Affordable Housing and open space) will be delivered in addition to necessary developer contributions to enable the delivery of key infrastructure.</p>	<b>Land for New Homes</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Should mitigate against inappropriate developments that could impact on European sites.</p>	<b>Screened Out</b>
HO2.4	<p>Small-scale development sites, identified as having a capacity/site size of less than 0.5 ha, are not specifically allocated on the Policies Map and identified in Appendix X. These are identified in the Council’s Strategic Housing Land Availability Assessment (SHLAA). It is anticipated that these sites will come forward during the plan period without the need to specifically allocate them.</p>	<b>Land for New Homes</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>These sites individually will have no likely significant effect but are screened in cumulatively as included within overall housing figures. (Policy HO1.3)</p>	<b>Screened Out</b>
HO2.5	<p>The risk of soil contamination during construction must be avoided.</p>	<b>Land for New Homes</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>H03 – Release of other land for residential development</b>				
HO3.1	<p>Proposals for residential development, that are not otherwise allocated under Policy HO2 will be permitted provided that they meet the following criteria:</p> <ul style="list-style-type: none"> <li>a) Are not on sites that are: <ul style="list-style-type: none"> <li>i. Protected as some form of greenspace, such as open space, sports facilities, school playing fields and green infrastructure, unless the provisions of Policies within GT1, OS1 &amp; OS3 can be satisfied,</li> <li>ii. Any other type of greenfield land to those listed at HO3.1a; or</li> <li>iii. Allocated for some other use in the Local Plan;</li> </ul> </li> <li>b) Are well located in relation to the existing built up area;</li> <li>c) Are appropriately located in terms of access to existing community facilities and/or deliver complementary improvements to the social infrastructure (inc schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development;</li> <li>d) Are accessible by walking, cycling or frequent public transport to a local, district or town centre;</li> <li>e) Do not prejudice the development or redevelopment of adjoining land, and have a significant detrimental impact on the amenities and their occupants;</li> <li>f) The proposal takes into account the site's ability to meet the scale, phasing and distribution of housing development as set out in policy HO1;</li> <li>g) Appropriate provision is made for meeting housing need in line with policies HN XX;</li> <li>h) Makes efficient use of the site;</li> <li>i) Be of an appropriate scale and density that would not result in (individually or cumulatively) over development of the existing settlement and/or surrounding area, in a manner that protects or enhances the distinctiveness and character of the area/s;</li> </ul>	<b>Land for New Homes</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Adequate caveats to prevent inappropriate locations.</p>	<b>Screened Out</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>j) The proposal takes into account the physical environment of the site and its surroundings;</li> <li>k) The historic environment is conserved and enhanced;</li> <li>l) There is a of a high standard and quality of design, and complies with the design principles set out in Policy IP5;</li> <li>m) Nationally described space standards are met;</li> <li>n) New dwellings are built to the 'accessible and adaptable' standards<sup>2</sup> and in line with Policy HN6 unless specific site conditions make this impracticable; and</li> <li>o) Due regard has been paid to all other relevant Policies in the Development Plan.</li> </ul>			
HO3.2	Where development proposals would involve the use of domestic gardens, due regard will need to be paid to local character, environment, amenity and conservation considerations.	<b>Land for New Homes</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Individually such developments too small to have a significant effect and concentrate within existing developed areas, where infrastructure and facilities more likely to be present but screen in as part of policy HO1.3.</p>	<b>Screened Out</b>
HO3.3	In delivering the release of other, non-allocated land, for residential development the Council will require, where necessary, and in accordance with the Development Plan and supplementary planning guidance, the applicant to demonstrate that required site specific mitigation, (including affordable housing and open space) will be delivered in addition to necessary developer contributions to enable the delivery of key infrastructure.	<b>Land for New Homes</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Policy includes safeguards against inappropriate development.</p>	<b>Screened Out</b>
HO3.4	The Council will refer housing development proposals for a Habitats Regulations Assessment (HRA) that fall within a 5km radius of Manchester Mosses Special Area of Conservation.	<b>Land for New Homes</b>	Positive effect.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
HO3.5	The best and most versatile agricultural land will be protected from inappropriate development. The risk of soil contamination during construction must be avoided.	Land for New Homes	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
HO3.6	A development on greenfield land (including domestic gardens) statement should be prepared for housing developments on greenfield land within the urban area of 10 dwellings or more or with a site of 0.5ha or more when the number of dwellings is not yet known; in addition any greenfield land outside of the urban area. The statement should demonstrate how the provisions of the scale, phasing and distribution of new housing have been met.	Land for New Homes	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
<b>GT1 – Green Infrastructure</b>				
GT1.1	The Council will seek to protect, enhance and manage Trafford’s Green Infrastructure as a network of connected multi-functional green and blue spaces to provide a wide range of services and benefits for people, places, the economy and the local environment. These include supporting nature recovery networks and the movement of wildlife species; providing sustainable and active travel routes; climate change adaptation and mitigation; water management and quality; increasing physical activity; health and wellbeing, quality of place and economic growth.	Green Trafford	Potential positive impacts on European Sites is anticipated from the operation of this Policy by attracting recreational pressure away from European sites, reducing car use and improving water quality.	Screened Out
GT1.2	This Green Infrastructure network includes sites as defined on the policies map under related policies such as open space, outdoor sport and natural environment. The Green Infrastructure network also includes smaller sites or features such as amenity greenspace, street trees, green roofs, swales and rain gardens which are not shown on the policies map.	Green Trafford	Potential positive impacts on European Sites is anticipated from the operation of this Policy by attracting recreational pressure away from European sites, reducing car use and improving water quality.	Screened Out
GT1.3	<u>Green Infrastructure opportunity Areas</u> The Green Infrastructure Opportunity Areas as defined on the policies map (together with the river valleys and catchments, canals and water bodies that form part of the wider network	Green Trafford	Potential positive impacts on European Sites is anticipated from the operation of this Policy by attracting recreational pressure away from European sites,	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	within Trafford) are priority sites for Green Infrastructure enhancement and management		reducing car use and improving water quality.	
GT1.4	<p>Enhancement of other Green Infrastructure Opportunity Areas will be encouraged as part of development. These include developments in locations with the following characteristics:</p> <ul style="list-style-type: none"> <li>a) Areas with high levels of hard surface area which are more likely to be affected by increases in temperature;</li> <li>b) Areas with low canopy cover;</li> <li>c) Areas with poor air quality;</li> <li>d) Areas in flood zones 2 and 3, and/or areas projected to be affected by surface water flooding, as identified by Environment Agency maps;</li> <li>e) Areas that form part of the active travel network for walking, cycling and horse riding;</li> <li>f) Existing designated and nature conservation sites;</li> <li>g) Large parks and open spaces (Neighbourhood, Town, Borough and Country Parks);</li> <li>h) River Valleys and catchments as part of The Catchment Based approach;and</li> <li>i) Areas of Focus in order to mitigate the adverse impacts of development.</li> </ul>	<b>Green Trafford</b>	Potential positive impacts on European Sites is anticipated from the operation of this Policy by attracting recreational pressure away from European sites, reducing car use and improving water quality.	<b>Screened Out</b>
GT1.5	<p><u>Green Infrastructure provision in new developments</u> Development should protect and enhance the quality and/or the multi functionality of Trafford's Green Infrastructure. All proposals for major development (as defined in national planning policy) should be supported by a dedicated Green Infrastructure Plan, which may be included within a wider landscape plan or strategy.</p>	<b>Green Trafford</b>	Potential positive impacts on European Sites is anticipated from the operation of this Policy by attracting recreational pressure away from European sites, reducing car use and improving water quality.	<b>Screened Out</b>
GT1.6	<p><u>Site specific Green Infrastructure</u> All new development will be expected to make Green Infrastructure provision, which can take the form of on site features such as tree and hedgerow planting, green roofs, green walls, porous surfaces and Sustainable Urban Drainage System schemes. Provided the proposed improvements meet</p>	<b>Green Trafford</b>	Potential positive impacts on European Sites is anticipated from the operation of this Policy by improving water quality.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	the statutory tests set out in national planning guidance, provision may also take the form of new or improved Green Infrastructure links from the development to the wider Green Infrastructure network.			
GT1.7	In the majority of cases, new Green Infrastructure will be required as on-site specific mitigation and enhancements and could also contribute to achieving requirements for Biodiversity Net Gain (Policy Ref XX). Where specific circumstances justify off-site provision, a financial contribution will be sought as part of a S106 agreement in line with the details provided within any supplementary planning document.	Green Trafford	Potential positive impacts on European Sites is anticipated from the operation of this Policy.	Screened Out
GT1.8	<u>Trees and Woodland</u> Trees, hedgerows and woodland will be protected and enhanced as part of Trafford's urban forest in the context of the GM Tree and Woodland Strategy.	Green Trafford	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts if open access and managed to benefit water quality or air quality.	Screened Out
G1.9	New development shall make provision for tree protection and additional tree planting within or close to the application site in line with Local Plan Policy on Site-Specific Green Infrastructure.	Green Trafford	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts if used as part of sustainable urban drainage management.	Screened Out
<b>GT2 – Green Belt</b>				
GT2.1	As defined on the Policies Map, the Council will continue to protect the Green Belt in accordance with national policy in the following four broad areas:  a) To the south of Hale and Bowdon to the Bollin Valley and Trafford's southern boundary; b) Between Bowdon, Broadheath, Sale, Carrington, Partington, the Ship Canal and Trafford's southern	Green Trafford	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Whilst some of these areas are in proximity to pathways to European sites green belt does not provide any form of protection or mitigation to impacts of air	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	boundary incorporating the villages of Dunham Town, Dunham Woodhouses and Warburton; c) Along the Mersey Valley from its junction with the Ship Canal to the Manchester boundary; d) Along the Timperley Brook between Timperley, Hale and Davenport Green.		and water pollution or necessarily provide any recreational function.	
GT2.2	New development, including buildings, sports and equestrian facilities that meet one of the appropriate purposes specified in national policy, or uses for a temporary period, will only be permitted in Green Belt where it is of a high quality design and respects the openness and character of the landscape.	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
GT2.3	Proposals for new development should not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design. Any other development will only be permitted where very special circumstances can be demonstrated.	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
GT2.4	As regards the exceptions to inappropriate development listed in national policy the following will apply:	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
GT2.5	<u>Extensions or alterations</u> A large single extension or the cumulative impact of previous extensions will be taken into account. Extensions should not be disproportionate to original buildings. Proposals to extend buildings which have already been extended should have regard to the scale, height, footprint and architectural style/character of the original part of the building.	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
GT2.6	<u>Replacement Buildings</u> A new building will only constitute a “replacement” if it is sited on or in a position that substantially overlaps and is not materially larger than that of the original building (discounting any extensions made to the building), unless it can be clearly demonstrated that an alternative position including consideration of hard standings, curtilages and enclosures and	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	means of access, would not increase the overall impact on the openness of the Green Belt.			
GT2.7	<u>Redevelopment</u> Any development on previously developed land must be of a high quality, in keeping with the surrounding character and not have a greater impact on the openness of the Green Belt than the existing development.	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
GT2.8	<u>Limited Infilling</u> As defined in national policy “limited infilling in villages” in Trafford is only considered to apply to those villages listed below that are washed over in the Green Belt:  a) Dunham Massey Town b) Dunham Woodhouses c) Warburton	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
GT2.9	<u>Enhancement</u> Proposals that will enhance the beneficial use of the Green Belt and/or will provide opportunities to mitigate or provide compensation enhancements against losses to Green Belt, where exceptional circumstances have been demonstrated, will be supported, provided the proposals preserve openness and do not conflict with the purposes of Green Belt. Particular proposals include those that encourage healthy lifestyles as set out in Policy xx, improve access as part of Trafford’s Green Infrastructure Network and that create and improve habitats, including opportunities through biodiversity net gain.	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts if enhanced for recreational purposes.	<b>Screened Out</b>
GT2.10	Renewable energy projects will be supported in line with NPPF where clear wider environmental benefits can be demonstrated and where openness and the purposes of Green Belt are not affected.	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Whilst wind turbines can impact negatively on birds. No European sites designated for birds are in close proximity to Trafford.	<b>Screened Out</b>

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<b>GT3– Agricultural Land</b>				
GT3.1	<p>In order to support Trafford’s agricultural community, the Council will consider appropriate farm buildings to support agricultural use as well as diversification proposals where it can be demonstrated that the proposal would not:</p> <ul style="list-style-type: none"> <li>a) Replace the existing agricultural use;</li> <li>b) Have a detrimental impact on the existing ecology and landscape of the area; and,</li> <li>c) Be contrary to Government Guidance or other policies within this Plan.</li> </ul>	<b>Green Trafford</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>OS1 – Open Space</b>				
OS1.1	The council will provide, connect and protect a high quality, multi-functional network of open spaces across Trafford.	<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive effect on air quality and reduction in recreational pressure by reducing the likelihood of residents travelling outside the Borough.</p>	<b>Screened Out</b>
OS1.2	<p>All protected parks and open spaces are identified on the Policies Map, whilst individual parks within the hierarchy below</p> <ul style="list-style-type: none"> <li>a) Country Parks</li> <li>b) Borough Park</li> <li>c) Town Parks</li> <li>d) Neighbourhood Parks</li> <li>e) Local Parks</li> </ul>	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS1.3	The Council will protect, improve and connect existing open spaces such as parks, play areas and recreation grounds as defined by the typology employed in the Open Space Assessment:	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>a) Parks and open spaces</li> <li>b) Children's play and youth space</li> <li>c) Amenity green space</li> <li>d) Semi Natural Greenspace</li> <li>e) Playing fields</li> <li>f) Other open spaces including cemeteries, memorial gardens and community gardens</li> </ul>		Potential positive impacts on air quality and reduced recreational pressure by reducing the likelihood of residents travelling outside the Borough.	
OS1.4	<p><u>Open Space provision in new developments</u> Proposals for major new residential development will be expected to demonstrate how they help to:</p> <ul style="list-style-type: none"> <li>a) Improve the quantity and quality of accessible open space in the local area</li> <li>b) Improve and connect the existing network of open space in with the walking, cycling and active travel network;</li> <li>c) Address any quantitative or qualitative deficiencies revealed through the open space assessment or any related strategic study of open space provision in Trafford;</li> <li>d) Contribute to the provision of a high quality, accessible range of children's play and youth facilities</li> </ul>	<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality and reduced recreational pressure. by reducing the likelihood of residents travelling outside the Borough</p>	<b>Screened Out</b>
OS1.5	All new major residential developments as defined in national planning policy will be expected to make open space provision in line with the Council's open space standards, taking into account existing local provision, site constraints and the most effective means of meeting the open space needs of new residents. Where off-site local provision represents the most effective method of meeting open space needs, this will be secured via a Section 106 agreement.	<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality and reduced recreational pressure by reducing the likelihood of residents travelling outside the Borough.</p>	<b>Screened Out</b>
OS1.6	Residential developments of 50 or more units will be expected to make on-site open space provision, unless valid justifications are made as part of an open space assessment or site constraints exist which make on-site provision unfeasible.	<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality and reduced recreational pressure by</p>	<b>Screened Out</b>



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					reducing the likelihood of residents travelling outside the Borough.	
OS1.7	Trafford's open space standards are detailed below in table 1. These standards are derived from the Fields in Trust Guidance for Open Space Provision, applied to current provision across Trafford.			<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
	Provision	Quantitative Standard per 1000 Population	Accessibility Standard (Distance from home)			
	Local Open Space	1.35ha (13,500sqm)	300m			
	Children's Play and Youth Provision	0.14ha (1,400sqm)	240m			
	Semi Natural Greenspace	2.0ha (20,000sqm)	1200m			
OS1.8	Further information on open space provision via developer contributions is contained within the Planning Obligations Policy PO1 and through the more detailed information contained within the Planning Obligations SPD.			<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS1.9	The Council's open space standards will be applied to strategic GMSF allocations at New Carrington and Timperley Wedge and also as part of the residential components of proposals within the identified Areas of Focus.			<b>Open Space and Sports Facilities</b>	Potential positive impacts on European Sites is anticipated from the operation of this Policy, by reducing the likelihood of residents travelling outside the Borough.	<b>Screened Out</b>
OS1.10	<p><u>Loss of Open Space</u> Development that potentially results in a quantitative loss of open space will only be permitted where one or more of the following exceptions have been met:</p> <ul style="list-style-type: none"> <li>a) Equivalent or better replacement open space in terms of quantity and/or quality and will be provided in a suitable, accessible location; or</li> <li>b) An up to date assessment shows the site to be surplus to community requirements for any open space use; or</li> <li>c) The proposed development is ancillary to and complements the existing or an amended open space use for the site</li> </ul>			<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>If not required no cumulative impact on recreational pressure or increase in car usage.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
OS1.11	It is important to note that areas of public open space not allocated as protected open space on the Policies Map remain protected by the provisions of this policy and Policy xx Green Infrastructure and will be subjected to the application of the exceptions outlined above.	<b>Open Space and Sports Facilities</b>	Potential positive impacts on European Sites is anticipated from the operation of this Policy, by reducing the likelihood of residents travelling outside the Borough.	<b>Screened Out</b>
OS1.12	<u>Local Green space</u> National planning policy enables local communities to identify and propose the designation of Local Green Space through the Local Plan process, including the development of Neighbourhood Plans.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	<b>Screened Out</b>
OS1.13	The Council will therefore consider applications for Local Green Space designation where they meet the criteria set out in national planning policy, which state that a site must be: <ul style="list-style-type: none"> <li>• In reasonably close proximity to the community it serves;</li> <li>• Demonstrably special to a local community and hold a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of wildlife; and</li> <li>• Local in character and is not an extensive tract of land.</li> </ul>	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive effect through reducing distance to nearest local greenspace.	<b>Screened Out</b>
OS1.14	<u>Allotments</u> An adequate supply of allotment provision will be maintained to meet existing and future needs. Individual sites are listed in Appendix B and are shown on the Policies Map under Policy ?	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Positive impact on air quality by ensuring allotments user do not need to travel significant distances by car.	<b>Screened Out</b>
OS1.15	Allotment sites in Trafford will be protected from development unless they are proven to be surplus to community requirements, they cannot serve an alternative open space use or improved alternative provision is made.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
OS1.16	New allotments and communal growing space will be sought from within residential developments to meet the needs of the new residents where appropriate.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy  Positive impact on air quality by ensuring allotments user do not need to travel significant distances by car.	<b>Screened Out</b>
OS1.17	<u>Cemeteries and burial spaces</u> Trafford's existing cemeteries and crematoria will be protected as open spaces for burial and memorial use as allocated on the policies map.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Positive impact on air quality by ensuring funeral goers do not need to travel significant distances by car.	<b>Screened Out</b>
OS1.18	The Council will protect the existing cemeteries at Urmston, Sale, Altrincham, Hale and Dunham and seek to address the identified shortfall in burial space by supporting applications for burial grounds where the proposals satisfy the following criteria:  a) Sustainable location in terms of accessibility via roads, public transport and active travel networks; b) Not at risk of flooding; c) Located outside a Groundwater Source Protection Zone	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Positive impact on air quality by ensuring funeral goers do not need to travel significant distances by car.	<b>Screened Out</b>
OS1.19	Proposals for new burial space in the Green Belt will need to be the subject of a sequential test to demonstrate that there are no suitable alternative sites outside the Green Belt.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS1.20	Opportunities to enhance the biodiversity value of cemeteries and burial spaces will be explored, for example by securing off-site biodiversity net gain and access improvements in the context of Trafford's GI network.	<b>Open Space and Sports Facilities</b>	Potential positive impacts on European Sites is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>OS2 – Indoor Leisure</b>				
OS2.1	The Council will encourage the continued use of indoor sports facilities within Trafford and will support proposals, which expand and enhance the range of such facilities, where they do not conflict with other Local Plan policies.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS2.2	Provision of new indoor sports facilities, which help to meet an identified need, as demonstrated by the Council's most up to date assessments, will be encouraged to ensure that provision is accessible across Trafford.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS2.3	Support will also be given to proposals that enable community use of school facilities, particularly where they help to meet indoor sport needs of local communities as identified by the Council's most up to date assessments.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS2.4	Where there is an identified need for new, or improvements to existing, indoor sports facilities, planning obligations, Community Infrastructure Levy (CIL) or equivalent contributions may be required on residential developments of more than 10 dwellings.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS2.5	Development involving the loss of indoor sports facilities, including their change of use, will only be granted permission were it can be demonstrated that: <ul style="list-style-type: none"> <li>a) a detailed needs assessment clearly shows that the site is no longer required to meet an identified need; or</li> <li>b) equivalent of better replacement facilities in terms of quantity and quality are provided to compensate for those lost, and are easily accessible for existing and potential new uses; or</li> <li>c) the proposal is for alternative indoor sport provision, where the needs for which clearly outweigh the loss, and</li> </ul>	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	it can be demonstrated that there are no reasonable alternative sites available.			
<b>OS3 – Outdoor sports facilities</b>				
OS3.1	The Council will protect existing playing pitches and outdoor sport facilities allocated on the policies map as protected open space, parks hierarchy or priority outdoor sport, recognising that provision for outdoor sport is often made in a variety of settings, including council managed parks, education sites and on privately owned and managed sites.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Positive impact on air quality by ensuring users do not need to travel significant distances by car.	<b>Screened Out</b>
OS3.2	The Council will support proposals which improve the quality, capacity, accessibility and management of outdoor sports facilities, particularly at sites and within areas identified as priorities part of the most recent Playing Pitch Strategy evidence.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Positive impact on air quality by ensuring users do not need to travel significant distances by car.	<b>Screened Out</b>
OS3.3	Proposals for new outdoor sports facilities should ensure harm to character and the historic and natural environment is avoided in line with other Local Plan policies.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS3.4	Although Sport England consultations through the planning process are confined to those involving impacts on playing fields as defined in national planning policy and reinforced in Sport England’s planning guidance, the approach contained within this policy will be applied to all sports covered by the playing pitch strategy and protected on the policies map.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS3.5	<u>Outdoor sports provision in new developments</u> As part of residential development proposals of around 300 dwellings or a lower number of dwellings which have a proposed capacity of 600 residents or more, the council will use information provided by Sport England as part of the statutory consultation process and compare this with	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	information contained within the most recent Playing Pitch Strategy evidence.			
OS3.6	<p>A decision will then be reached in conjunction with developers, agents and relevant Council services and partners as to whether:</p> <ul style="list-style-type: none"> <li>a) existing provision is able to accommodate the additional demand;</li> <li>b) improvements are required to increase capacity at existing provision in order to meet the demand or;</li> <li>c) new provision is required.</li> </ul>	<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Positive impact on air quality by ensuring users do not need to travel significant distances by car.</p>	<b>Screened Out</b>
OS3.7	In all cases, Sport England's most up to date costs will be used to determine the level of any developer contributions, as detailed in the Planning Obligations SPD.	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
OS3.8	This policy will be applied to the Council's Areas of Focus (Policies XX) in the context of the development of masterplans and planning applications in order to identify existing and potential issues of supply and demand across that area and in the relevant locality area as defined in the playing pitch strategy.	<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Positive impact on air quality by ensuring users do not need to travel significant distances by car.</p>	<b>Screened Out</b>
OS3.9	Similarly, this approach will be applied to the strategic allocations of the GMSF at New Carrington and Timperley Wedge.	<b>Open Space and Sports Facilities</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Positive impact on air quality by ensuring users do not need to travel significant distances by car.</p>	<b>Screened Out</b>
OS3.10	<p><u>Loss of outdoor sports facilities</u></p> <p>The loss of playing pitches and outdoor sports facilities will only be permitted where one or more of the following criteria have been satisfied:</p>	<b>Open Space and Sports Facilities</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>a) a comprehensive assessment demonstrates that that the site is no longer required to meet current or future demand for outdoor sport;</li> <li>b) equivalent or better replacement facilities are proposed in terms of quantity, quality and accessibility;</li> <li>c) the proposal is for alternative outdoor or indoor or sport or open use that meets identified need that outweighs any adverse impacts of the loss of playing pitch or outdoor sports facilities.</li> </ul>			
<b>NE1 – Natural Environment</b>				
NE1.1	<p>Trafford's protected natural environment assets, as shown on the policies plan, include:</p> <ul style="list-style-type: none"> <li>(i) Designated sites, habitats and species of European, national, regional, city regional and local importance including: <ul style="list-style-type: none"> <li>a) European Protected Species;</li> <li>b) Sites of Special Scientific Interest (SSSI);</li> <li>c) Sites of Biological Importance (SBI);</li> <li>d) Local Nature Reserves;</li> <li>e) Ancient Woodland;</li> <li>f) Sites of geological and geomorphological importance;</li> <li>g) Local Nature Conservation Sites;</li> <li>h) Wildlife Corridors;</li> <li>i) Areas of strategic importance as identified in The GM Ecological Framework</li> <li>j) Habitats and species identified in the Greater Manchester Biodiversity Action Plan (GM BAP)</li> </ul> </li> <li>(ii) Defined landscape character types including: <ul style="list-style-type: none"> <li>a) Wooded Claylands – Timperley Wedge and open areas adjacent to River Bollin;</li> <li>b) Wooded Estate lands – centred around the Dunham Massey Estate;</li> <li>c) Settled Sandlands – Dunham and Warburton;</li> </ul> </li> </ul>	Natural Environment	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on European Sites through provision of alternative sites for qualifying species.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	d) Mossland – Carrington Moss; e) River Meadowlands – low-lying areas of the River Bollin and Mersey; f) Wooded River Valley – east section of the River Bollin from M56 to A56; and g) Urban River Valley – Manchester Ship Canal and canalised River Mersey.			
NE1.2	These natural environment assets are shown on the policies map and included in appendix ?	<b>Natural Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
NE1.3	All proposals for major development, as defined in national planning guidance, will need to consider their impact on the natural environment, whilst demonstrating how natural assets are to be conserved and enhanced, for example through the delivery of measurable biodiversity net gain, contributing to habitat connectivity and nature recovery networks.	<b>Natural Environment</b>	No Likely Significant Effect on any European Site is anticipated but: should however ensure consideration of effects on European protected sites.	<b>Screened Out</b>
NE1.4	To ensure the protection and enhancement of Trafford's natural environment, developers will be required to demonstrate how their proposals: <ul style="list-style-type: none"> <li>• Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural and landscape assets, having regard not only to its immediate location but its surroundings and context</li> <li>• Protect natural environment assets throughout the construction process</li> </ul>	<b>Natural Environment</b>	No Likely Significant Effect on any European Site is anticipated but: should however ensure consideration of effects on European protected sites.	<b>Screened Out</b>
NE1.5	Given the spatial distribution of landscape character sites and ecological networks, the Council will work collaboratively with other authorities, for example through the GM Natural Capital Group (Local Nature Partnership), to restore, protect and enhance landscape character and ecological and nature recovery networks.	<b>Natural Environment</b>	Potential positive impacts on European Sites is anticipated from the operation of this Policy as it would give the policy basis to contribute towards the protection and enhancement of sites such as Rixton Clay Pits SAC and Manchester Mosses SAC just outside the Borough.	<b>Screened Out</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
NE1.6	<p>The following sites have been identified as Biodiversity Opportunity Areas due to their location, scale and potential to support nature recovery networks as well as offering significant scope to accommodate biodiversity net gain improvements:</p> <ul style="list-style-type: none"> <li>a) Wellacre</li> <li>b) William Wroe Park (former municipal golf course)</li> <li>c) Davyhulme Millennium Nature Reserve</li> <li>d) Urmston Meadows</li> <li>e) Stretford Meadows</li> <li>f) Trafford Ecology Park</li> <li>g) Longford Park</li> <li>h) Turn Moss</li> <li>i) Sale Water Park</li> <li>j) Priors Gardens</li> <li>k) Dainewell Park and Woods</li> <li>l) King George V Pool/Timperley Moat</li> <li>m) Rossmill</li> <li>n) The Devisdale</li> </ul>	<b>Natural Environment</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy</p> <p>Potential positive impacts on European Sites through provision of alternative sites for qualifying species.</p>	<b>Screened Out</b>
NE1.7	A Biodiversity Net Gain approach will also be applied as part of master planning for the GMSF allocations at New Carrington and Timperley Wedge and subsequent planning applications	<b>Natural Environment</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on European Sites through provision of alternative sites for qualifying species and accessible natural greenspace.</p>	<b>Screened Out</b>
<b>ST1 – Sustainable Transport and Accessibility</b>				
ST1.1	<p>Working with key stakeholders, the Council will seek to provide residents with a sustainable and integrated transport network that is accessible to all. To achieve this the Council will maximise opportunities to enhance the network through:</p> <ul style="list-style-type: none"> <li>a) Improving the active travel offer in Trafford, by making cycling and walking more accessible and user-friendly;</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from this policy.</p> <p>Potential positive impacts on air quality by reducing need to travel by car on the Manchester Mosses SAC.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>b) Ensuring that major development proposals (for all uses) incorporate active transport routes, along with connections to the wider networks;</li> <li>c) Supporting improvements to public transport, to help enable it become a viable alternative to the private car;</li> <li>d) Bringing forward new public transport and highway infrastructure schemes that will improve accessibility and provide additional capacity and/or address identified congestion, access or safety concerns;</li> <li>e) Prioritising the location of development in the most sustainable locations, accessible by a range of modes of transport;</li> <li>f) Promoting improved sustainable east/west links across the borough, (particularly connections between Carrington, Altrincham and Manchester Airport);</li> <li>g) Requiring any necessary transport infrastructure, required as part of a development, to be in place before first occupation of that phase, or an agreed mechanism put in place to ensure that it will be delivered to the required standards and timescale agreed by the Council and its partners; and</li> <li>h) Seeking developer contributions (where appropriate) towards the provision or improvement of highway and public transport schemes in accordance with identified Council infrastructure priorities.</li> </ul>			
<b>ST2 – Highway Network</b>				
ST2.1	New development must ensure that appropriate provision is made for the transport needs that it will create. Specific regard should be made towards the policies and proposals set out in the latest Local Transport Plan (LTP) and Long Term Transport Strategy (LTTS).	<b>Sustainable Transport and Accessibility</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Relates to the process not the development.	<b>Screened Out</b>
ST2.2	For major development proposals, developers will be required to submit an assessment appropriate to the scale and potential transport related impacts of the development (such as Travel	<b>Sustainable Transport and Accessibility</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	Plans, Transport Assessments and Transport Statements) as agreed with the Council.		Relates to the process not the development.	
ST2.3	<p>Planning permission for any development that has transport implications will only be granted if:</p> <ul style="list-style-type: none"> <li>a) Appropriate provision has been made for safe, convenient and sustainable access to, from and within the site by all user groups, taking account of the priorities set out in the LTP; and</li> <li>b) Following appropriate mitigation, the development would not result in a residual cumulative severe impact on any element of the transportation network (including highway safety).</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Relates to the process not the development.</p>	<b>Screened Out</b>
ST2.4	<p>The Council will also look to safeguard a number of strategic highway improvement routes, as shown on the Policies Map, from any development that would prejudice their construction. These include but are not limited to:</p> <ul style="list-style-type: none"> <li>a) New Carrington Relief Road - A6144 Carrington Spur – A6144 Manchester Road link-road extension</li> <li>b) A6144 Manchester Road – A57 Cadishead Way (Salford) Manchester Ship Canal bridge and road link</li> <li>c) Western Gateway infrastructure Scheme (WGIS)</li> <li>d) Manchester North West Quadrant Study (MNWQ)</li> </ul>	<b>Sustainable Transport and Accessibility</b>	Likely significant effect by improving infrastructure for car usage leading to impacts on air quality.	<b>Screened In</b>
<b>ST3 – Active Travel, Walking and Cycling</b>				
ST3.1	The Council will work with partners and developers to provide residents with a safe, convenient and attractive network of pedestrian and cycle routes (and associated facilities) across Trafford.	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from this policy.</p> <p>Potential positive impacts on air quality by reducing need to travel by car on the Manchester Mosses SAC.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
ST3.2	<p>All development proposals on sites of 0.5ha or more will be required to demonstrate (as part of their Design and Access Statement, or equivalent) how the needs of pedestrians and cyclists have been considered. This should include details of how:</p> <ul style="list-style-type: none"> <li>a) The safety of pedestrians (including those with visual, mobility or other impairments) and cyclists have been planned for (particularly where they come into close proximity to motor vehicles);</li> <li>b) The permeability of the site has been designed to encourage greater levels of walking and cycling (including, where applicable, routes to other land uses, such as employment, retail and community facilities etc.);</li> <li>c) The appropriate provision of secure and accessible cycling parking facilities in locations where security is maximised and natural surveillance is provided;</li> <li>d) Where appropriate, details of high quality facilities that promote cycle use (including for example changing rooms, showers, dryers and lockers); and</li> <li>e) Opportunities to create connections to wider walking and cycling networks (including leisure routes), have been maximised.</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from this policy.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
ST3.3	<p>Where appropriate, developers may be expected to make financial contributions towards the improvement and enhancement of Trafford's walking and cycling network.</p>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from this policy.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
ST3.4	<p>The Council will also protect and promote the following Key Active Travel Routes (as defined on the Proposals Map):</p> <ul style="list-style-type: none"> <li>a) The Bridgewater Way – Along the Bridgewater Canal;</li> <li>b) The Trans-Pennine Trail;</li> <li>c) Brooks Drive – between Brooklands Metrolink stop towards Manchester Airport;</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p> <p>Whilst the Bridgewater Canal has recreational linkage to the Rochdale Canal SAC, the qualifying species of the</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>d) The Mersey Valley – particularly between Stretford, Urmston and Sale; and</p> <p>e) The Strategic Processional Route – to be delivered between Old Trafford Metrolink stop and Wharfside Promenade Park at Clippers Quay.</p>		<p>Rochdale Canal would not be impacted upon by an increase in cycling or walking.</p> <p>Similarly the Trans-Pennine Trail theoretically provides recreational connectivity to the South Pennines SPA, however the distance and level of impact would be de minimis.</p>	
ST3.5	Where development proposals would result in a significant negative impact on any part of the pedestrian/cycle network and/or the loss of pedestrian/cycle routes appropriate mitigation must be provided by the developer to the satisfaction of the Council.	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
<b>ST4 – Public Transport Network</b>				
ST4.1	Transport routes other than those listed in this policy that may fall into disuse will be protected from any development that may prejudice their future re-use for sustainable transportation routes.	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
ST4.2	The Council will seek improvements to the frequency and reliability of the public transport network. It will support the development of a high quality integrated public transport network which offers a choice of modes of travel to all sectors of the local community and visitors to Trafford.	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
ST4.3	<p>To help support the long-term vision set out in the Greater Manchester Transport Strategy 2040, the Council will work with partners seeking to deliver the following key objectives:</p> <p>a) The integration of walking and cycling facilities at public transport interchanges;</p> <p>b) Extension of the Metrolink network as defined on the Proposals Map (including the Western Leg extension of</p>	<b>Sustainable Transport and Accessibility</b>	<p>Potential positive impacts on European Sites is anticipated from the operation of this Policy by reducing car usage.</p> <p>However, the CLC Manchester to Liverpool train line runs through the Manchester Mosses SAC (immediately adjacent to Risley Moss). Whilst</p>	<b>Screened In</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>the Manchester Airport line through Timperley Wedge, and stop at Davenport Green being safeguarded);</p> <p>c) Improvements to the bus network, particularly to key employment areas (such as Manchester Airport) and on the main radial and cross-conurbation routes;</p> <p>d) Extension of the bus network to serve the GMSF strategic allocations at New Carrington and Timperley Wedge, and explore opportunities for Bus Rapid Transit within Trafford;</p> <p>e) Improvement and development of the rail network (particularly on the Manchester to Liverpool and Mid-Cheshire lines);</p> <p>f) Delivery of the HS2 Manchester Airport Station (which must include provision for Northern Powerhouse Rail services) and associated HS2 route (as indicated on the Policies Map);</p> <p>g) Development of a Tram-Train Network to provide improved rapid transit links (particularly the Altrincham to Hale tram-train pathfinder project and links to Manchester Airport and City Centre); and</p> <p>h) Proposals for new rail stations at Timperley East and White City.</p>		<p>electrification of this line would be positive in the long term it could have potential negative impacts during construction.</p>	
ST4.4	<p>Where proposals would result in a significant negative impact on the existing public transport network and/or delivery of proposed improvements, the developer will be required to provide appropriate mitigation to the satisfaction of the Council to ensure that the function and/or delivery is not prejudiced.</p>	<p><b>Sustainable Transport and Accessibility</b></p>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>No net change proposed from this policy.</p>	<p><b>Screened Out</b></p>
ST4.4	<p>The Greater Manchester Transport Strategy 2040 sets out the long-term vision for how the transport system needs to change across Greater Manchester and the key priorities for achieving this.</p>	<p><b>Sustainable Transport and Accessibility</b></p>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Relates to the process not the development.</p>	<p><b>Screened Out</b></p>
ST4.5	<p><u>Park and Ride</u> The Council will support the provision of park and ride facilities where they are associated with rail, Metrolink, Tram-Train and/or bus routes.</p>	<p><b>Sustainable Transport and Accessibility</b></p>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<p><b>Screened Out</b></p>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
ST4.6	<p>When determining applications for park and ride facilities at public transport interchanges, stations and stops, specific consideration will be given to the following factors:</p> <ul style="list-style-type: none"> <li>a) The capacity of the highway network to accommodate the associated traffic;</li> <li>b) The effect of the proposal on the environment and the local community;</li> <li>c) The opportunity for shared use with other developments in the local area; and</li> <li>d) The effect of the proposal on travel patterns.</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
ST4.7	<p><u>Safeguarded routes</u> Routes and infrastructure/facilities that have the potential to contribute towards the provision of an efficient and sustainable transport network, as identified on the Policies Map, will be safeguarded. These include:</p> <ul style="list-style-type: none"> <li>a) The Manchester Airport western leg extension of the Metrolink;</li> <li>b) New Metrolink stop on the Manchester Airport western loop extension at Davenport Green;</li> <li>c) Proposed stations at Timperley East and White City as part of potential future provision of a high frequency Metro style service in Greater Manchester;</li> <li>d) The former Broadheath - Irlam railway line; and</li> <li>e) The proposed HS2 routes in accordance with the HS2 Ltd safeguarding directions.</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
ST4.8	<p>Transport routes other than those listed in this policy that may fall into disuse will be protected from any development that may prejudice their future re-use for sustainable transportation routes.</p>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated.</p> <p>Potential positive impacts on air quality by reducing need to travel by car.</p>	<b>Screened Out</b>
<b>ST5 – Freight Transport Network</b>				

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
ST5.1	The Council will safeguard and promote the improvement and development of the road, rail and water freight transport network (and associated multi-modal freight transport facilities) located in Trafford to assist in the sustainable and efficient movement of goods.	<b>Sustainable Transport and Accessibility</b>	Potential negative impacts on air quality through increased road freight. Potential negative impact on Mersey Estuary SPA through increase in shipping.	<b>Screened In</b>
ST5.2	The Council will support development that encourages the movement of freight by rail and/or water, which contributes towards the improvement and enhancement of a sustainable distribution system and reduces the reliance on goods being transported by road.	<b>Sustainable Transport and Accessibility</b>	Potential positive impact on air quality through moving freight to rail. Potential negative impact on Mersey Estuary SPA through increase in shipping.	<b>Screened In</b>
ST5.3	<u>Trafford Park Railway Network and inter-modal freight facilities</u> The Council will safeguard and promote the improvement of the (freight) railway routes and inter-modal freight facilities within Trafford Park identified on the Policies Map. Development proposals that may prejudice the integrity of the existing and any future development of freight railway routes will not be supported.	<b>Sustainable Transport and Accessibility</b>	No Likely Significant Effect on any European Site is anticipated. Potential positive impacts on air quality by reducing freight on roads.	<b>Screened Out</b>
ST5.4	<u>Manchester Ship Canal</u> The Council will promote the improvement of the Manchester Ship Canal as a sustainable transport route for the movement of goods and people, where this does not conflict with any other policy of the Development Plan for Trafford.	<b>Sustainable Transport and Accessibility</b>	Potential negative impact on Mersey Estuary SPA through increase in shipping.	<b>Screened In</b>
<b>ST6 – Car Parking Standards</b>				
ST6.1	Development should provide car parking that is appropriate to the accessibility of the location particularly in relation to access to the public transport network. Car parking standards will be informed by the Greater Manchester Accessibility Layers, with the most sustainable and accessible locations expected to deliver reduced parking provision.	<b>Sustainable Transport and Accessibility</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy. The policy is not encouraging excessive car provision.	<b>Screened Out</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
ST6.2	Car parking standards for different types of development as defined in this Local Plan will be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.	<b>Sustainable Transport and Accessibility</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
ST6.3	Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.	<b>Sustainable Transport and Accessibility</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
ST6.4	<u>Electric Vehicle Charging Points</u> All types of development will be expected to make provision for Electric Vehicle Charging Points appropriate to the scale and type of development.	<b>Sustainable Transport and Accessibility</b>	Potential positive impacts on European Sites is anticipated by reducing fossil-fuel car usage.	<b>Screened Out</b>
ST6.5	Within major developments, opportunities to incorporate public electric vehicle charging points should be considered, having regard to existing provision in the local area.	<b>Sustainable Transport and Accessibility</b>	Potential positive impacts on European Sites is anticipated by reducing fossil-fuel car usage.	<b>Screened Out</b>
<b>ST7 – Other Parking Provision</b>				
ST7.1	Non-residential development should provide parking that is appropriate to the accessibility and sustainability of locations within Trafford, particularly in relation to public transport.	<b>Sustainable Transport and Accessibility</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	<b>Screened Out</b>
ST7.2	<u>Off-Airport Car Parking</u> Any proposals for off-airport car parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change (Policy CC1) in considering the impact additional large scale off-airport car parking provision may have on the wider low carbon agenda.	<b>Sustainable Transport and Accessibility</b>	Potential negative impacts on air quality by encouraging more users of Manchester Airport to travel in to the region by car.	<b>Screened In</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
ST7.3	<p>In making decisions on applications for the use of land for off-airport car parking, the Council will take into account:</p> <ul style="list-style-type: none"> <li>a) The impact of the proposal on the amenity of residents or occupiers of nearby properties;</li> <li>b) The visual impact of the proposed use on the character and appearance of the surrounding area, including any proposals for the treatment of the boundary of the site, and;</li> <li>c) The level of access to the site from the strategic and primary road network.</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Design and process policy.</p>	<b>Screened Out</b>
ST7.4	<p><u>Lorry Management Schemes</u> The Council will seek to control the movement of lorries to minimise the damaging effect they have on the quality of life of the local community and the environment by way of excessive noise, vibration, air pollution, congestion, loading, parking, accidents, wear and tear on the carriageway and damage to buildings and paving.</p>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impacts on air quality.</p>	<b>Screened Out</b>
ST7.5	<p>Any proposals for purpose built lorry parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change (policy CC1) in considering the impact additional lorry parking provision may have on the wider low carbon agenda.</p>	<b>Sustainable Transport and Accessibility</b>	<p>Potential negative impacts on air quality by making facilitating movement of freight on roads.</p>	<b>Screened In</b>
ST7.6	<p>In making decisions on applications for the use of land for lorry management schemes, the Council will take into account the following considerations:</p> <ul style="list-style-type: none"> <li>a) If the site has good connectivity with the strategic or primary road network;</li> <li>b) If it is within or adjacent to an employment site;</li> <li>c) If the proposal avoids the need for significant lorry movements through residential areas to the detriment of the environment, amenity and safety of local residents; and</li> </ul>	<b>Sustainable Transport and Accessibility</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Design policy.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	d) It is not in conflict with any other part of the Development Plan for Trafford.			
<b>PO1 – Planning obligations</b>				
PO1.1	Development that would generate specific adverse impacts that cannot be mitigated against through the use of planning conditions or that would result in a material increase in the need for or the demand upon infrastructure, services, facilities and/or maintenance, will only be granted planning permission subject to appropriate planning obligations being put in place. These planning obligations must ensure that adequate mitigation measures are put in place that would make the development sustainable and acceptable in planning terms.	<b>Planning Obligations</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive effect by enabling mitigation off-site.	<b>Screened Out</b>
PO1.2	Planning obligations will only constitute a reason for granting planning permission if they meet all of the three statutory tests set out in the Community Infrastructure Levy Regulations 2010, 2019 (as amended):  a) The obligation is necessary to make the development acceptable in planning terms; b) The obligation is directly related to the development; and c) The obligation is fairly and reasonable related in scope and kind to the development.	<b>Planning Obligations</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
PO1.3	Planning obligations will be sought for all new development (including mezzanines), redevelopment and changes of use where appropriate. The nature and level of onsite or offsite provision or financial contributions will be established on a case by case basis, relating to the type and size of the development proposal and to the adverse impacts that would be caused as result of the development. A Planning Obligations SPD will be used to determine the level of planning obligations required along with any appropriate evidence base documents or assessments.	<b>Planning Obligations</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
PO1.4	<p><u>Infrastructure Types</u>            Planning obligations may be sought for the following types of infrastructure either through new or improved existing provision and facilities or through financial contributions, however, this list is not exhaustive:</p> <ul style="list-style-type: none"> <li>• Affordable housing;</li> <li>• Highways infrastructure;</li> <li>• Sustainable transport and active travel schemes;</li> <li>• Measures to reduce the impact of climate change;</li> <li>• Measures that contribute to biodiversity net gain;</li> <li>• Specific green infrastructure, such as tree planting;</li> <li>• Flood resilience and avoidance measures;</li> <li>• Spatial green infrastructure, such as parks play areas and outdoor sports facilities;</li> <li>• Indoor sports facilities, including swimming pools and gyms;</li> <li>• Education facilities;</li> <li>• Health facilities;</li> <li>• Community facilities;</li> <li>• Utilities and Digital Infrastructure;</li> <li>• Allotments and cemeteries; and</li> <li>• Public art.</li> </ul>	<p><b>Planning Obligations</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of most of this Policy.</p> <p>Potentially positive if utilised for green infrastructure but potentially negative if utilised to facilitate car use.</p>	<p><b>Screened Out</b></p>
PO1.5	<p>Planning obligations will principally be delivered through Section 106 Agreements. There will be a presumption in favour of the on-site provision of benefits sought by planning obligations and the Council will normally expect the developer to carry out the works. However, where it is not practicable or desirable to deliver these benefits on-site, or where a development is required to contribute towards strategic infrastructure or facilities, a financial contribution will be sought towards the provision of these benefits offsite.</p>	<p><b>Planning Obligations</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive impact on air quality by funding facilities etc on-site.</p>	<p><b>Screened Out</b></p>
PO1.6	<p><u>Long term maintenance</u>            Contributions towards the maintenance of new facilities or of improvements to existing facilities will be identified within the</p>	<p><b>Planning Obligations</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<p><b>Screened Out</b></p>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>Planning Obligations SPD for some types of infrastructure (e.g. the cost for Specific Green Infrastructure includes a provision for the care and maintenance of new trees). However, the Council or other organisations have a statutory responsibility to maintain some types of infrastructure, such as adopted highways, and so contributions towards the maintenance of these cannot be collected. For all other infrastructure, where the developer and the Council agree to transfer maintenance and management liabilities to the Council or other organisations, a commuted maintenance sum will be required as a Negotiated Element of a Section 106 agreement.</p>			
PO1.7	<p><u>Reduced planning obligations</u> Development will be permitted with reduced planning obligations compared to policy requirements only where:</p> <ul style="list-style-type: none"> <li>a) The applicant has submitted a viability appraisal that reflects the recommended approach in national policy guidance and provides a clear explanation for any assumptions that deviate from those used in the Council's latest strategic viability assessment (or the equivalent document in place at the time planning permission is granted);</li> <li>b) The value of the planning obligations has been maximised having regard to likely viability;</li> <li>c) A clawback mechanism has been incorporated into a legal agreement, where appropriate, to ensure that additional mitigation is provided in final development viability is better than anticipated in the viability assessment; and</li> <li>d) The benefits of the development outweigh the lack of full mitigation for its impacts, having regard to other material considerations.</li> </ul>	<p><b>Planning Obligations</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<p><b>Screened Out</b></p>
PO1.8	<p>The production of viability appraisals and evidence will be wholly the applicant's responsibility. However, it is the role of the Council to assess the appraisals and evidence produced by the applicant and form a conclusion on the financial viability</p>	<p><b>Planning Obligations</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<p><b>Screened Out</b></p>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	of a scheme and whether on that basis the scheme can provide a policy compliant level of planning obligations.			
PO1.9	<u>Community Infrastructure Levy</u> The Council has a CIL Charging Schedule which was adopted on 7 July 2014. The Council will continue to apply the CIL charging schedule or its replacement at the time that permission is first granted in accordance with the CIL Regulations 2010, 2019 (as amended). Planning obligations will still be required for CIL liable developments where they are required in order to make a development acceptable in accordance with the CIL Regulations 2010, 2019 (as amended).	<b>Planning Obligations</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
PO1.10	<u>Monitoring and management of planning obligations and CIL</u> The monitoring and management of planning obligations will be undertaken regularly to ensure that all obligations entered into are complied with on the part of the both the developer and the Council, and that all financial contributions are spent in accordance with the terms of the S106 Agreement. The Council will produce an Annual Infrastructure Statement in accordance with the CIL Regulations 2010, 2019 (as amended) or any other such monitoring statement, to identify the Council's CIL and Section 106 receipts and spending and to identify priorities for the use of planning obligations and CIL funds.	<b>Planning Obligations</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>CT1 – Culture and Tourism</b>				
CT1.1	The Council will support the culture and tourism offer, and related developments that enhance the cultural heritage of them in the following locations: <ul style="list-style-type: none"> <li>• Trafford's Town Centres</li> <li>• Trafford Wharfside; particularly Imperial War Museum North</li> <li>• Civic Quarter, particularly Old Trafford Cricket Ground</li> </ul>	<b>Culture and Tourism</b>	Potential negative impacts on air quality for locations such as Trafford Centre and Dunham Massey providing a regional offer most easily visited by car.  Potential negative impacts on Rochdale Canal SAC if promotion of Bridgewater	<b>Screened In</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>• Manchester United Football Stadium</li> <li>• Dunham Massey Estate</li> <li>• Trafford Centre Rectangle</li> <li>• Trafford's waterways including the Mersey Valley, Manchester Ship Canal and the Bridgewater Canal</li> <li>• Trans Pennine Way</li> <li>• Waterside Arts Centre</li> <li>• Parks and gardens including Longford Park</li> <li>• Barton Swing Bridge</li> </ul>		Canal results in an increase in leisure boat usage.	
CT1.2	Outside of these locations, the Council will support enhancements to, and the expansion of, the tourism and cultural offer, of an appropriate scale and nature to the location. The temporary use of vacant buildings for cultural uses will be supported.	<b>Culture and Tourism</b>	No Likely Significant Effect on any European Site is anticipated.	<b>Screened Out</b>
CT1.3	In the south of the borough outside of Altrincham Town Centre, the existing cultural and tourism facilities and supporting developments such as farm diversification – cafes and working farms, will be protected and encouraged to improve the tourism offer.	<b>Culture and Tourism</b>	No Likely Significant Effect on any European Site is anticipated.	<b>Screened Out</b>
CT1.4	Planning obligations will be sought, where appropriate, to link new cultural and tourism development to the provision of public art, public realm, improvements to highway and sustainable transport infrastructure and improvements to the quality of existing cultural and tourist facilities.	<b>Culture and Tourism</b>	No Likely Significant Effect on any European Site is anticipated.	<b>Screened Out</b>
<b>EC1 – Economic Development</b>				
EC1.1	<p>The Council recognises the important contribution that existing areas of employment (particularly manufacturing) make to the local economy of Trafford. In order to help maintain and support economic growth within Trafford, the Council will:</p> <p>a) Maintain a strong and diverse supply of employment sites across the Borough;</p>	<b>Trafford's Economy</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Protection of existing employment area.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	b) Help safeguard identified key employment areas from non-employment uses; c) Support the continued employment use (including improvement) of other employment sites; d) Support new employment provision, including the growth and development of new employment sectors; and e) Support opportunities to improve local skills and employment opportunities.			
EC1.2	<u>Distribution of employment land</u> To support job growth and economic prosperity across Trafford a minimum of xxxsqm of new employment floorspace will be delivered between 2018 and 2037.	Trafford's Economy	Potential negative impacts on air quality through increase car usage and road freight.	Screened In
EC1.3	The employment floorspace requirement will be distributed across Trafford as follows: <ul style="list-style-type: none"> <li>• Altrincham – xxxsqm (with a minimum of xxxsqm provided at Timperley Wedge see Policy XX);</li> <li>• Carrington and Partington – xxxsqm (with a minimum of xxxsqm provided at New Carrington – see Policy XX);</li> <li>• Old Trafford - xxxsqm;</li> <li>• Sale – xxxsqm;</li> <li>• Trafford Centre Rectangle – xxxsqm;</li> <li>• Trafford Park – xxxsqm; and;</li> <li>• Wharfside and Pomona – xxxsqm.</li> </ul>	Trafford's Economy	Potential negative impacts on air quality through increase car usage.  Potential negative impacts of air quality through increase road freight.  Potential negative impacts on water quality and air quality from industrial processes.	Screened In
EC1.4	A limited amount of employment floorspace to meet identified local employment needs will also be permitted in Stretford, Urmston and the Rural Communities.	Trafford's Economy	Potential negative impacts on air quality through increased car usage and road freight.	Screened In
EC1.5	Town centres play an important role in supporting employment in Trafford. In line with national policy, employment uses in sustainable and accessible locations within town centres will be encouraged and supported.	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated.  Retention of employment in sustainable locations.	Screened Out



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
EC1.6	Proposals for additional floorspace to that outlined in EC1.3 to EC1.5 may also be supported where it is clearly demonstrated that it would help enable large scale sustainable regeneration (of previously used land) and/or would support the delivery of a large number of highly skilled jobs.	Trafford's Economy	Potential additional negative impacts on air quality through increased car usage in line with EC1.3 and EC1.4.	Screened In
EC1.7	In all cases, proposals for employment uses will only be permitted where they would not have a detrimental impact upon nearby existing land uses or the character and appearance of the immediate area, and where they accord with the relevant policies of the Local Plan.	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated from this policy.  Policy provides safeguards against likely significant effects.	Screened Out
EC1.8	Trafford's Digital and Creative sectors will be expanded in The Quays area as defined by the Greater Manchester Spatial Framework.	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated.  Sustainable location and encourage working from home.	Screened Out
<b>EC2 – Key Employment Area</b>				
EC2.1	Existing employment areas are important in maintaining a strong and diverse supply of employment sites and premises across Trafford. The following areas are allocated as Key Employment Areas (as designated on the Policies Map) and will be safeguarded for B2 (General Industrial) and B8 (Storage and Distribution) and similar appropriate uses: <ul style="list-style-type: none"> <li>• Broadheath Employment Area (see Policy EC5);</li> <li>• Trafford Park (see Policy TP3);</li> <li>• Trafford Wharfside and Pomona (see Policy TP2); and</li> <li>• Trafford Centre Rectangle (see Policy TP4).</li> </ul>	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Retention of existing employment activities.	Screened Out
EC2.2	The release of vacant land or premises within these Key Employment Areas to uses outside Use Classes B2 and B8 will only considered acceptable where it can be demonstrated that:	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	a) There is a clear need for the proposed land use(s) in this locality; b) There are no suitable alternative sites within the locality to meet the identified need for the proposed development; c) The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; d) The existing site is of an insufficient quality and/or suitability to accommodate demand for employment uses; e) The site has been unused for employment uses for at least a continuous 24 months period, despite evidence of active marketing on reasonable terms; and f) The proposal is in accordance with the other policies of the Development Plan for Trafford.			
EC2.3	Applicants will be required to provide a statement to the satisfaction of the Local Planning Authority to demonstrate how a proposal accords with the requirements of EC1.7 in its entirety.	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>EC3 – Local Employment Areas</b>				
EC3.1	The Council will support the sustainable development of employment uses (as defined in policy EC1) within the Local Employment areas identified on the proposals map.	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated.  Retention of employment within existing employment areas.	<b>Screened Out</b>
EC3.2	Within the Local Employment Areas office uses (Use Classes E(c) and (g)(i) and similar appropriate uses will be focused towards: <ul style="list-style-type: none"> <li>• Cornbrook Station Office Area;</li> <li>• Sale Business Park, Old Hall Road, Sale;</li> <li>• Altrincham Business Park, Moss Lane, Altrincham; and</li> </ul>	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated.  Retention of employment within existing employment areas.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>Town Centres.</li> </ul>			
EC3.3	<p>At Cornbrook Station Office Area as defined on the Policies Map, development will be in line with any adopted masterplan taking in to consideration any land which is safeguarded for Metrolink expansion. This land will not be able to be development until TfGM have confirmed that the land is no longer needs to be retained for this purpose.</p>	Trafford's Economy	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Retention of existing employment activities.</p>	Screened Out
EC3.4	<p>Small scale general industry, research and development and industrial processes (Use Classes B2 and E(g)(ii and iii)) and storage or distribution (Use Class B8) and similar appropriate uses will be supported within the following Local Employment Areas:</p> <ul style="list-style-type: none"> <li>Hadfield Street Industrial Area, Old Trafford;</li> <li>Longford Trading Estate, Old Trafford;</li> <li>Cross Street Employment Area, Sale;</li> <li>Danefield Road Industrial Area, Sale; and</li> <li>Britannia Road / Dane Road Industrial Area, Sale.</li> </ul>	Trafford's Economy	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Retention of existing employment activities.</p>	Screened Out
EC3.5	<p>The release of vacant land or premises within Local Employment Areas to uses outside those listed in policies EC3.2 and EC3.4 will only be considered acceptable where it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>There is no need for the site to be retained for employment purposes and it is therefore redundant;</li> <li>There are no suitable alternative sites within the immediate area to meet the need for the proposed development;</li> <li>The proposed redevelopment would not compromise the primary employment function of the locality or the operations of neighbouring users; and</li> <li>The proposal is in accordance with the other policies of the Development Plan for Trafford.</li> </ol>	Trafford's Economy	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
EC3.6	Applicants will be required to provide an Employment Land Statement to the satisfaction of the Local Planning Authority to demonstrate how a proposal accords with the requirements of EC3.5 in its entirety.	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
<b>EC4 – Non Designated Employment Areas</b>				
EC4.1	Further employment development will also be supported at the following Strategic Allocations: <ul style="list-style-type: none"> <li>• New Carrington (see Policy AF7); and</li> <li>• Timperley Wedge (see Policy AF8).</li> </ul>	Trafford's Economy	Potential negative impacts on air quality through increase car usage and road freight.	Screened In
EC4.2	Outside of the designated Key and Local Employment Areas, the Council will permit development for employment use where proposals can demonstrate that they: <ol style="list-style-type: none"> <li>a) Accord with the spatial distribution set out in Policy EC1;</li> <li>b) Would be accessible by walking, cycling and/or frequent public transport;</li> <li>c) Can provide appropriate vehicular site access;</li> <li>d) Would not be detrimental to the amenity of neighbouring land uses; and</li> <li>e) Would not be detrimental to the character and appearance of the immediate surrounding area.</li> </ol>	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Safeguards in place to minimise increased car use and impacts on air quality.	Screened Out
EC4.3	Proposals which would result in the loss of existing employment uses in non-designated employment areas will only be considered acceptable where it can be demonstrated that: <ol style="list-style-type: none"> <li>a) There is no longer a need for the site to be retained for employment purposes;</li> <li>b) It in accordance with the other policies of the Development Plan for Trafford.</li> </ol>	Trafford's Economy	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>EC5 – Broadheath Employment Area</b>				
EC5.1	Broadheath will be retained and supported as a principal employment location in the south of Trafford.	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Protection of existing employment area.	<b>Screened Out</b>
EC5.2	Within the area identified on the policies map, the Council will permit sustainable development for business, industry, storage and distribution (B2 and B8) and similar appropriate uses to protect the primary employment function of the area. Approximately xxx sqm of new office floorspace (Use Class E(c) and (g)) and similar appropriate uses will be delivered within the Broadheath Employment Area during the plan period.	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Existing employment area.	<b>Screened Out</b>
EC5.3	Applications for non-employment uses within the Broadheath Employment Area as defined on the policies map will be required to submit an Employment Land Assessment as detailed in policy EC2.	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
EC5.4	<u>Dairyhouse Lane Employment Site</u> Within the area designated on the policies map, the Council will support sustainable development for business, industry, storage and distribution (Use Classes E(g)(ii) and (g)(iii), B2 and B8) and similar appropriate uses in accordance with policy EC1 and EC2.	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Existing employment site.	<b>Screened Out</b>
EC5.5	In determining applications on this site, the Council will pay particular attention to its location adjacent to the Green Belt. Developers will be required to submit appropriate landscaping scheme(s) alongside their development proposals to ensure that the boundary treatment is appropriate to its setting.	<b>Trafford's Economy</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>HE1 – Historic Environment</b>				
HE1.1	The historic environment will be conserved and enhanced in accordance with its significance. Development must be designed to protect and enhance heritage assets and their settings and where relevant make a positive contribution to local character, distinctiveness and sense of place.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE1.2	The Council will encourage development proposals that, where appropriate seek to re-use or modify an identified heritage asset.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE1.3	Any development that would cause harm to the significance of a heritage asset or its setting will be considered in accordance with case law, legislation and the national planning guidance.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>HE2 – Conservation Areas</b>				
HE2.1	<p>Trafford’s Conservation Areas will be identified on the policies map. Within these areas the Council will:</p> <ul style="list-style-type: none"> <li>• Review Conservation Area Appraisals and Management Plans, and update where necessary;</li> <li>• Require, where development involves alteration or demolition, that it takes account of the contribution made by the building, structure or site to the significance of the area as a whole, including the merits of any proposed (re)development;</li> <li>• Seek the retention and re-use of existing buildings and structures;</li> <li>• Require, where development is to follow demolition, that detailed planning permission for the proposed redevelopment shall be obtained and the implementation of that proposal secured before the existing building or structure is demolished ;</li> </ul>	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>Require developers to demonstrate how the proposed development will preserve or enhance the significance of buildings, structures and/or sites and of the wider Conservation Area, and their setting taking account of relevant Supplementary Planning Documents; and</li> <li>Serve Article 4 directions where required.</li> </ul>			
HE2.2	As appropriate, the Council will designate additional areas of the Borough for Conservation Area status.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>HE3 – Heritage Assets</b>				
HE3.1	The Council will seek to identify, conserve, protect and enhance the heritage assets and their settings of Trafford's historic environment through the development of a Heritage Strategy, the maintenance of the Historic Environment Record, an up to date Heritage at Risk Register, the preparation of a local list, Supplementary Planning Documents, masterplans or development briefs, as appropriate and in addition, those heritage assets identified through the planning process. The Council will also serve Article 4 directions where required.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>HE4 – The historic Environment and new development</b>				
HE4.1	All new development must consider surrounding building styles, landscapes and historic distinctiveness, taking into account any potential harm resulting from cumulative impact of successive alterations over time.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.2	Developers must demonstrate how their development will protect the significance of, complement and enhance heritage assets and their settings. This includes development involving the demolition or alteration of a heritage asset.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
HE4.3	Consideration of all options to avoid and mitigate harm to a heritage asset must be demonstrated. Buildings and structures should be retained and re-used as a first priority. However, if harm is unavoidable then appropriate mitigation/compensation measures will need to be agreed by the LPA.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.4	Changes of use to a heritage asset will be supported where it can be demonstrated that the proposed use would not harm its significance.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.5	Proposals which seek to re-use or modify a heritage asset by improving its environmental performance and/or improve accessibility will be considered favourably unless this is outweighed by harm to the significance of the heritage asset.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.6	The Council will seek to work with utility providers and other partners/ external organisations to encourage the upgrading of utilities, street furniture, public realm and new technologies such as charging points to respect the character and local distinctiveness of the area.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.7	Accordingly, developers will be required to demonstrate how their development will protect, conserve and enhance the following heritage assets and their settings in relation to their significance:  a) Listed buildings; b) Sites included on the Historic England Register of Historic Parks and Gardens of Special Historic Interest; c) Scheduled Monuments; d) Sites of archaeological significance; e) The character of prominent or historic skylines, including those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon and any other historic skylines, identified through the Conservation Appraisals, Local List, historic landscape characterisations, SPDs or master planning work;	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	f) Other non-designated heritage assets of significance that have been identified on Trafford's Local List, through Trafford's Urban Historic Landscape Characterisation Report or through the planning process; g) Heritage at risk and the reuse of buildings.			
HE4.8	Development will be encouraged where significance is enhanced or revealed and makes a positive contribution to local character, distinctiveness and sense of place.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.9	In areas of archaeological importance developers will be required to: <ul style="list-style-type: none"> <li>• Identify the presence or absence of remains of archaeological significance and take into account the potential for new finds; and</li> <li>• Set out a framework for dealing with investigation, recording and preservation of any remains.</li> </ul>	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.10	Proposals for signage and lighting affecting a heritage asset will be permitted where they are sympathetic in scale, proportions, design details and materials and where they do not significantly harm the character and appearance of a Conservation Area or identified Heritage Asset.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
HE4.11	The character of prominent skylines, particularly those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon and any other important skylines identified through Conservation Appraisal, Council Design SPD or during the planning process.	<b>Historic Environment</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>TC1 – Development within designated centres</b>				
TC1.1	The following network of centres within Trafford as identified on the policies map will be protected and enhanced: <ul style="list-style-type: none"> <li>• Principal Town Centre: Altrincham</li> </ul>	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>• Other Town Centres: Sale, Stretford and Urmston</li> <li>• District Centres: Hale, Sale Moor and Timperley</li> <li>• Local Centres (including Partington)</li> </ul>		Protection and enhancement of existing employment and visitor locations.	
TC1.2	<p><u>Principal and other town centres</u>            Within Altrincham, Sale, Stretford and Urmston Town Centre boundaries, as defined on the policies map, the Council will promote new development for Main Town Centre Uses as defined by National Planning Guidance, including residential development which will enhance the vitality and viability of the town centre. The Council will grant planning permission for development that is in accordance with Area of Focus Policy AF6, other policies within the Local Plan and national guidance as appropriate.</p>	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impacts on air quality by providing residential locations next to transport hubs and facilities.	<b>Screened Out</b>
TC1.3	<p><u>District Centres</u>            Within the District Centres there will continue to be a focus on convenience retailing of an appropriate scale, plus opportunities for service uses and small scale independent retailing of a function and character to meet the needs of the local community.</p>	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC1.4	<p>Within Sale Moor there is a particular need to plan for a small to medium sized supermarket to meet the needs of the local community. In Sale Moor the Council will support the redevelopment of the following site:</p> <p>a) Warrener Street Car Park – The Council will support the redevelopment of this site to provide a mixed use development comprising of mainly convenience retail of a scale to meet the needs of the local community.</p>	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impact on air quality by reducing car travel.	<b>Screened Out</b>
TC1.5	<p><u>Local Centres</u>            The Council will seek to maintain and enhance the retail function, complemented by a range of other service uses, of all Local Centres in Trafford as identified on the policies map and</p>	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	listed in Appendix X. The Council will support proposals for new retail development which is of an appropriate scale, and where it is in line with relevant policies in the Trafford Local Plan and national guidance.		Potential positive impact on air quality by reducing car travel.	
TC1.6	In accordance with the GMSF new Local Centres will be designated at New Carrington and Timperley Wedge of an appropriate scale to serve the new communities.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impact on air quality by reducing car travel.	<b>Screened Out</b>
TC1.7	<u>Neighbourhood Centres</u> The Council will seek to maintain and enhance the important function and role in the community that Neighbourhood Centres play in Trafford. Neighbourhood Centres, as identified on the policies map and listed in Appendix A.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impact on air quality by reducing car travel.	<b>Screened Out</b>
TC1.8	<u>Development within all Centres</u> Within all of the centres identified on the policies map development proposals will be required to:  a) Provide inclusive and accessible development and public realm for all users; b) Make a positive contribution to the vitality, viability and diversity of the centre; c) Not result in the introduction of excessive concentrations of other non-retail uses; d) Make a positive contribution to the character and appearance of the frontage and in particular maintain active and attractive frontages; e) Be of a scale and type of use appropriate to the size and function of the centre; f) Not result in an unacceptable impact on the amenity of neighbouring uses;	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

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	g) Ensure a high standard of design in accordance with Policy IP5 and any adopted Council Design Guidance.			
TC1.9	<u>Changes of Use</u> Proposals for changes of use and redevelopments within all centres, outside of changes allowed within permitted development rights, will be carefully considered in order to ensure that they do not detract from the successful functioning of the centres and their ability to meet consumer needs.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>TC2 – Primary Shopping Areas</b>				
TC2.1	Altrincham Town Centre is the only defined centre with an identified primary shopping area in Trafford.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC2.2	The Primary Shopping Area for Altrincham as defined on the Policies Map will be the preferred location for Class E(a) Retail uses complemented by a range of other service uses including E (b-c) and other similar uses. The Council will grant planning permission for retail development and other service uses within the Primary Shopping Area in line with other policies in the Local Plan and national guidance as appropriate.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC2.3	Within the Primary Shopping Area, proposals which seek to maintain and enhance the continuous ground floor active frontages will be encouraged and supported.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC2.4	Proposals for residential development within the Primary Shopping Area will be considered in line with Policy TC1 and other policies in the Local Plan and national guidance as appropriate.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>TC3 – Out of centre development</b>				
TC3.1	<u>Sequential Test</u> Outside of the centres identified on the policies map there will be a presumption against the development of retail, leisure and other town centre uses, as defined by national policy, except where it can be demonstrated by the applicant that they satisfy the sequential test as outlined in national planning guidance.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC3.2	Main town centre uses as defined by national policy will be located in accordance with the following sequential approach: <ul style="list-style-type: none"> <li>• Within designated centres ('in centre');</li> <li>• In locations on the edge of designated centres ('edge of centre');</li> <li>• Accessible sites which are well connected to a designated centre.</li> </ul>	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Positive effect through presumption against retail in less accessible locations.	<b>Screened Out</b>
TC3.3	For Altrincham Town Centre only, an 'in centre' location for retail purposes (Use Class E(a)) is within the Primary Shopping Area as defined on the policies map. For all other main town centre uses 'in centre' is defined as outside of the Primary Shopping Area but within the town centre boundary.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC3.4	'Edge of centre' and 'out of centre' are as defined in national planning guidance.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC3.5	<u>Impact Assessment</u> An Impact Assessment will be required for any development proposal for retail and leisure uses which are not located within a defined centre where: <ul style="list-style-type: none"> <li>• the proposal provides a gross floorspace in excess of 500 sqm gross; or</li> </ul>	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>the proposal is in excess of 200 sqm gross and is located within 800 metres of the boundary of a district or local centre.</li> </ul>			
TC3.6	The above thresholds apply to new floorspace (including mezzanine floorspace), extensions to existing floorspace, changes of use and applications seeking the variation of restrictive conditions)	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TC3.7	<u>Existing Out of Centre Locations- Trafford Centre</u> Any proposals for the future expansion of the Trafford Centre will be carefully considered against the tests outlined in national planning guidance.	<b>Town Centres and Retail</b>	Potential negative effects. The Trafford Centre attracts visitors from around the region encouraging road traffic around the M60 and potential air quality issues for a number of European sites including Manchester Mosses SAC and South Pennine Moors SPA.	<b>Screened In</b>
TC3.8	The Trafford Centre falls within the Trafford Centre Area of Focus and any planning applications submitted within this area will be considered against the relevant Trafford Centre Area of Focus policies in this Local Plan. Policy AF4.	<b>Town Centres and Retail</b>	Potential negative effects. Area of focus policy encouraging retail and leisure for this part of site, visited primarily by car.	<b>Screened In</b>
TC3.9	<u>Retail Warehouse Parks</u> The three Retail Warehouse Parks in Trafford as defined on the Policies Map are:  a) White City Retail Park, Chester Road, Old Trafford; b) Trafford Retail Park, Neary Way, Davyhulme; c) Altrincham Retail Park, George Richards Way/Atlantic Street, Broadheath.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy  Existing locations with no policy proposal	<b>Screened Out</b>
TC3.10	Within the defined retail parks the Council will consider proposals for comparison and convenience retail and other main town centre uses in line with the tests outlined in national planning guidance.	<b>Town Centres and Retail</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy;  No proposals to expand.	<b>Screened Out</b>

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<b>WF1 – Flood risk and water management</b>				
WF1.1	The Council will manage development in areas at risk of flooding within the Borough, having regard to the vulnerability of the proposed use and the levels of risk from all sources in the specific location. This will involve, where necessary, a sequential approach to determining the suitability of land for development and the application of the exception test as set out in national policy and guidance.	<b>Water and Flood Management</b>	Potential negative effects.  The policy does not appear to rule out development that may be a risk of flooding and therefore depositing debris, silt and pollutants from the site downstream towards the Mersey Estuary SPA.	<b>Screened In</b>
WF1.2	Developers will be required to demonstrate, where necessary by a Flood Risk Assessment (FRA) at the planning application stage, that account has been taken of existing and future flood risk from all sources, as identified in the Strategic Flood Risk Assessment (SFRA), and having regard to climate change.	<b>Water and Flood Management.</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
WF1.3	Development should incorporate flood mitigation and management measures appropriate to the use and location. This should ensure that the development is safe throughout its lifetime, and include measures for sustainable water management in order to reduce flood risk, avoid adverse impacts on water quality and, where possible, enhance green infrastructure. These measures will be required to improve water efficiency and reduce surface water runoff through the use of Sustainable Drainage Systems (SuDS), appropriate to the different parts of the Borough as identified in the SFRA, and taking into account the hierarchy of drainage options as set out in national guidance.	<b>Water and Flood Management</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive effects on water quality flowing towards Mersey Estuary SPA.	<b>Screened Out</b>
WF1.4	Developers should, where practical and appropriate, use alternatives to culverting and seek to re-open existing culverts in the design of new development.	<b>Water and Flood Management</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

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<b>WF2 – Safeguarding areas for flood management</b>				
WF2.1	<p>The Council will safeguard the following areas for flood management, as identified on the Policies Map:</p> <ul style="list-style-type: none"> <li>a) Sale Water Park Flood Storage Area</li> <li>b) Timperley Flood Storage Area</li> </ul>	<b>Water and Flood Management</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
WF2.2	<p>Within, and adjacent to, these areas sustainable development will be supported where the following criteria are satisfied:</p> <ul style="list-style-type: none"> <li>a) It will not have an adverse impact on the functioning of these areas for flood management;</li> <li>b) It will not itself be at an unacceptable risk from flooding; and</li> <li>c) It will provide adequate access for maintenance purposes.</li> </ul>	<b>Water and Flood Management</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>SO – Strategic Objectives</b>				
SO1	<p><u>Deliver the homes that Trafford Needs</u> Create homes for the residents of Trafford within distinct and attractive neighbourhoods. Promoting a good choice of high quality, accessible, energy efficient housing people can afford in sustainable locations, of a size, mix, density and tenure needed. Address the housing crisis through the provision of affordable housing in the right mix to support the needs of all, including an aging population.</p>	<b>Strategic Objective</b>	Potential negative effects on air quality and Manchester Mosses SAC, through increased car usage and water quality and Mersey Estuary SPA through increased pressures on foul and surface water drainage and an increase in recreational pressure to accessible European sites such as Rixton Clay Pits SAC.	<b>Screened In</b>
SO2	<p><u>Make Trafford accessible and equal for all</u> Develop an inclusive borough where places can be used by anybody regardless of age, sex or disability. A borough that embraces and celebrates diversity, accommodating differences in the way people use the built environment, providing the means to enable all of us to participate equally, independently, with choice and with dignity. Different needs are considered at the outset of the development process and as an integral part</p>	<b>Strategic Objective</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>



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	of the planning decision making process. Breaking down unnecessary barriers in a manner that benefits all.			
SO3	<u>Ensure Trafford's resilience and carbon neutrality</u> Promote the use of new technologies to help combat and adapt to climate change, minimising the impact of all new development on the environment. Strive for new development to be carbon neutral by 2028. Make Trafford resilient to the impacts of flood risk and our changing environment, maximising the role that green spaces have to play.	<b>Strategic Objective</b>	Potential positive impact through reduction in negative impact to air quality and water quality.	<b>Screened Out</b>
SO4	<u>Secure successful, sustainable and healthy communities</u> Improve everybody's health, wellbeing and quality of life, creating neighbourhoods and places where people choose to live, enjoy and work with excellent cultural inclusivity. Help Trafford residents be as active for as long as possible in environments that encourage their physical activity, making the most of Trafford's greens spaces. Enable Trafford's young people to thrive, improving their skills and opportunities to access the local workforce.	<b>Strategic Objective</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
SO5	<u>Maintain Trafford's Economic Potential</u> Establish the right conditions to sustain new and diverse investment, enabling Trafford to remain competitive and contribute to the growth of the local, Greater Manchester and regional economies. Establish a suitable labour force for inclusive growth, attracting and retaining employment opportunities giving residents the skills and opportunities they need to access good quality sustainable jobs. Ensure Trafford is digitally connected and embraces new technological developments.	<b>Strategic Objective</b>	Potential negative effects on air quality through increased car and road freight and water quality because of the location of employment areas adjacent to Manchester Ship Canal, and increased shipping through the Mersey Estuary SPA.	<b>Screened In</b>
SO6	<u>Revitalise Trafford's town centres</u> Make Trafford's town centres accessible to all users, promoting a greater diversity of uses, including residential development, and the evening economy. Strengthen the vitality and viability of Altrincham, Sale, Stretford and Urmston town centres which will be the focus for office, retail, leisure and cultural activity.	<b>Strategic Objective</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive effect on air quality by reducing out of town shopping and car travel.	<b>Screened Out</b>

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	Support identified District and Local Centres, including Partington, in the important role they play in the local community and economy.			
SO7	<p><u>Protect, improve and connect green assets</u>            Create a high quality, varied and connected network of accessible open spaces and outdoor sports facilities; strengthen and expand Trafford's green infrastructure network to provide multiple benefits and services such as improving mental and physical health through activity. Secure measurable gains for biodiversity and the natural environment. Prioritise brownfield development by encouraging the reuse and redevelopment of derelict land and buildings. Protect and enhance our network of waterways, improving access to and recognising their importance as 'green corridors' through the borough.</p>	<b>Strategic Objective</b>	Potential positive impacts for European site qualifying species that spend time away from the European sites and reducing need to travel by car to accessible natural green spaces.	<b>Screened Out</b>
SO8	<p><u>Reduce the need to Travel</u>            Integrate development so that housing, employment, retail, open space, community facilities and transport are well connected. Encourage efficient patterns of movement through an enhanced public transport, cycling and walking network, improving sustainable transport links across the borough making it easier to move sustainably around Trafford and contributing to cleaner air. Promote efficient use of land in the most sustainable well-connected locations in Trafford.</p>	<b>Strategic Objective</b>	Potential positive impact through reduced car travel and improved air quality.	<b>Screened Out</b>
SO9	<p><u>Enhance cultural, heritage and leisure assets</u>            Protect, enhance and value the historic environment and buildings across all parts of Trafford. Respect, maintain and strengthen local character and distinctiveness recognising the contribution Trafford's heritage assets and their settings make to this. Recognise the important role culture, tourism and leisure play in the local economy, identifying additional facilities and those that need enrichment.</p>	<b>Strategic Objective</b>	Potential negative impacts on air quality from visits to regional tourism attractions difficult to access by means other than car.	<b>Screened In</b>
<b>CC1 - Climate Change</b>				
CC1.1	New development in Trafford will be expected to demonstrate how Climate Change has been considered in the design of the	<b>Climate Change</b>	Potential positive effect on air quality through reduced use of fossil fuels	<b>Screened Out</b>

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	development and what adaptation and mitigation measures have been put in place		Potential for carbon off-setting on Manchester Mosses SAC.	
CC1.2	Consideration should also be given to how developments can be future-proofed so that they are resilient and adaptable to future climatic changes, such as an increase in extreme weather events.	Climate Change	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
CC1.3	Development will be expected to minimise resource and energy consumption as well as carbon emissions through the inclusion of sustainable design and construction features where this is technically feasible and viable, with further consideration to be given to whole-life carbon cost of development.	Climate Change	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive effects through reduced carbon footprint/fossil fuel consumption.	Screened Out
<b>CC2 – Low Carbon and Renewable Energy</b>				
CC2.1	<p>Proposals for new low carbon and renewable energy technologies (including associated infrastructure) will be supported where:</p> <ul style="list-style-type: none"> <li>a) the impacts arising from the construction, operation and de-commissioning of installations (both individually and cumulatively) are or can be made acceptable;</li> <li>b) the proposal has been designed, in terms of its location and scale, to minimise any adverse impacts on adjacent land uses and local residential amenity;</li> <li>c) the proposal has been robustly assessed and shown to be acceptable, both individually and cumulatively, on the natural environment in terms of landscape, ecology and visual impact;</li> <li>d) the design will ensure that heritage assets including local areas of historical and architectural distinctiveness are conserved in a manner appropriate for their significance;</li> </ul>	Climate Change	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Whilst wind turbines can have negative impacts on European sites qualifying species such as birds, Trafford is located sufficiently distant from any European sites of importance to birds to have no likely effect.</p>	Screened Out

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	e) there has been early consultation with the local communities affected by the development and the planning application demonstrates how the proposal has been informed by the outcome of the consultation.			
<b>EP1 – Land contamination</b>				
EP1.1	Where a development is known to be on historic contaminated land or contamination could be an issue, applications will not be approved unless it is supported by proportionate but sufficient site investigation information in a risk assessment.	<b>Environmental Protection</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impact on water quality discharging to watercourses if remediated.	<b>Screened Out</b>
EP1.2	Development will only be permitted on land affected by contamination where it is demonstrated that the contamination and land gas can be satisfactorily managed or remediated so that it is suitable for the proposed end use and will not impact on the groundwater environment, human health, buildings and the wider environment, during demolition and construction phases as well as during the future use of the site.	<b>Environmental Protection</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive impact water quality discharging to watercourses if remediated.	<b>Screened Out</b>
<b>EP2 - Noise</b>				
EP2.1	Development which is considered to be noise sensitive, such as housing, which will be adjacent to major sources of noise such as roads, railways and industrial premises, must be accompanied by a noise assessment as part of the planning application process. This should include a demonstration of how mitigation measures will be put in place without putting unreasonable restrictions on existing businesses.	<b>Environmental Protection</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  No European sites are within Trafford or adjacent to the Borough.	<b>Screened Out</b>
EP2.2	Proposals for end uses that would generate high levels of noise, such as industrial developments using noisy machinery, noisy sports, bars and nightclubs must be accompanied by a noise assessment as part of the planning application process.	<b>Environmental Protection</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

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<b>EP3 – Air Quality</b>				
EP3.1	A range of measure will be used to achieve improvements to air quality in Trafford including, but not limited to, the following:	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
EP3.2	Locating development in the most sustainable locations, thereby reducing reliance on the private car.	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
EP3.3	Create layouts in new developments which minimise conflict between vehicular and pedestrian/cyclist movement where possible, to create routes for recreational or active travel that separate people from the worst affected areas for air quality.	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
EP3.4	Promote higher density development close to public transport to ensure the most efficient use of land in the most sustainable locations.	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
EP3.5	Include measures to minimise air pollution at the design stage and incorporate best practice in the design, construction and operation of the development.	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
EP3.6	Provide Electric Vehicle Charging Infrastructure for electric and ultra-low emission vehicles in accordance with Policy ST7, whilst also supporting the aims of Policy CC2.	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
EP3.7	Include green infrastructure in the design of the development and support the expansion of Trafford’s urban forest resource in line with the GM Tree and Woodland Strategy and Policy GT1.8, as well as tree planting measures linked to identified areas of poor air quality.	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>
EP3.8	Promote active travel links to and from development sites, and seek opportunities to link to key service centres and/or existing active travel routes.	<b>Environmental Protection</b>	Likely positive impact through reducing existing negative impacts on Manchester Mosses SAC.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>EP4 – Hazardous installations</b>				
EP4.1	<p>The development of hazardous installations must demonstrate that they will not:</p> <ul style="list-style-type: none"> <li>a) Increase the risk for residents and members of the public, unless suitable measures can be agreed to mitigate risk;</li> <li>b) Compromise the primary function of the employment locality or the operations of neighbouring users;</li> <li>c) Compromise the potential for economic regeneration of the wider area;</li> <li>d) Bring about a significant deterioration in the quality of the environment of the surrounding areas; and</li> <li>e) Be contrary to other policies in the Development Plan for Trafford.</li> </ul>	<b>Environmental Protection</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Safeguards in place to prevent negative impacts on air and water quality.</p>	<b>Screened Out</b>
<b>NR1 - Waste</b>				
NR1.1	The Council will support sustainable waste management and ensure that Trafford makes an appropriate contribution towards meeting Greater Manchester's waste management needs.	<b>Natural Resources</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
NR1.2	The Council will support waste management development on the sites, and within the areas, identified through the Greater Manchester Joint Waste Development Plan Document (April 2012) subject to proposals complying with criteria within the Plan.	<b>Natural Resources</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Sites identified in GMJWDP in Trafford such as Tank Farm Chemical Treatment works, Trafford Park, Screened out in the HRA for the Waste Plan.</p>	<b>Screened Out</b>
NR1.3	All developers of new waste management facilities will be required to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort).	<b>Natural Resources</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
NR1.4	In determining planning applications for waste management, the Council will have full regard to the environmental, social and economic impacts of development proposals, including the scope for securing long-term benefits in improving the environment, the regeneration of areas in need of investment, co-location with other employment uses and the sustainable transport of waste by modes such as rail and the Manchester Ship Canal.	<b>Natural Resources</b>	Potential negative effect on Mersey Estuary SPA from increased shipping.	<b>Screened In</b>
<b>NR2 - Minerals</b>				
NR2.1	The Council will ensure the sustainable management of mineral resources and make an appropriate contribution towards assisting Greater Manchester to meet its contribution to the regional apportionment for land-won aggregate and the maintenance of an appropriate land bank.	<b>Natural Resources</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
NR2.2	The Council will support minerals extraction, storage, recycling, processing and transfer on the sites, and within the areas, identified through the Greater Manchester Joint Minerals Development Plan Document (April 2013) subject to proposals complying with criteria within the Plan.	<b>Natural Resources</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  HRA of Minerals plan found no LSE.  No active mineral sites in Trafford. Only minor gravel deposits within area of search.	<b>Screened Out</b>
NR2.3	In determining planning applications for minerals development, the Council will have full regard to the environmental, social and economic impacts of development proposals, including the scope for the sustainable transport of minerals by modes such as rail and the Manchester Ship Canal, and the need, where necessary, to ensure the effective restoration and aftercare of sites.	<b>Natural Resources</b>	Potential negative effect on Mersey Estuary SPA from increased shipping.	<b>Screened In</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
NR2.4	In determining planning applications for all new development, the Council will have full regard to Mineral Safeguarding Areas and Areas of Search as identified through the Minerals Plan to protect mineral resources from needless sterilisation.	<b>Natural Resources</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
<b>TP - Trafford's Places</b>				
TP1	<u>Trafford's Places</u> Make Trafford accessible and equal for all (Policy SO2)  a) All of Trafford's Places will contribute to Trafford being an inclusive borough for all users regardless of age, sex or disability. Trafford's Places will embrace and celebrate diversity and different needs will be considered throughout the development process.	<b>Trafford's Places</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
TP2	<u>Trafford Wharfside and Pomona</u> Ensure Trafford's resilience and carbon neutrality (SO3)  a) Opportunities to locate low-carbon / decentralised energy facilities within Trafford Wharfside and Pomona are encouraged and supported.  Secure successful, sustainable and healthy communities (SO4)  b) Residents have the skills and the ability to access jobs in the Regional Centre; c) Trafford Wharfside and Pomona businesses have access to a workforce with the right skills to access jobs in growth sectors available locally; d) There is a diverse range of business and employment opportunities within Trafford Wharfside and Pomona.  Maintain Trafford's economic potential (SO5)	<b>Trafford's Places</b>	Whilst none of the policy indicates development that would have an impact on European sites, the development will be adjacent to the Manchester Ship Canal and Bridgewater Canal which provide hydrological and recreation connectivity to the Mersey Estuary SPA and Rochdale Canal SAC respectively.  Whilst sustainable locations, for residential and economic expansion the scale of the development has the potential for a net increase in car usage and impact on air quality.	<b>Screened In</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>e) The future development of Trafford Wharfside and Pomona reflects its significant role in meeting Regional Centre needs and supporting economic growth;</p> <p>f) There is provision of office use including research and development and light industrial uses, storage and distribution and provision of general industrial uses in line with Area of Focus policies AF1 and AF2;</p> <p>g) High rates of productivity, innovation and global competitiveness is enabled to attract high profile companies that are seeking to invest.</p> <p>Protect, improve and connect green assets (SO7)</p> <p>h) Recreation, biodiversity and active travel opportunities, where appropriate, are maintained, and/or enhanced at the Bridgewater Canal and the Manchester Ship Canal for;</p> <p>i) Both the physical and environmental qualities of the Manchester Ship Canal and Bridgewater Canal are improved;</p> <p>j) The benefits of the location adjacent to the Manchester Ship Canal and the Bridgewater Canal are maximised by creating frontages onto it where appropriate and preserving and enhancing the existing canal side walkways and improving public access to these routes.</p> <p>Reduce the need to travel (SO8)</p> <p>k) Significant improvements to public transport infrastructure, including further improvements to Metrolink, and in particular improved access to the area from locations with low car ownership are secured;</p> <p>l) Improved sustainable transport links within the Regional Centre and to other employment areas are secured;</p> <p>m) Improvements are made to active travel opportunities by preserving and enhancing existing canal side walkways, improving access to these routes;</p> <p>n) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Manchester Ship</p>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>Canal and other routes that contribute to Trafford's integrated active travel network are secured.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>o) The potential of visitor attractions such as the Imperial War Museum and the Manchester United Football Club stadium is maximised.</p>			
TP3	<p><u>Trafford Park</u> Ensure Trafford's resilience and carbon neutrality (SO3)</p> <p>a) Opportunities to locate low-carbon / decentralised energy facilities within Trafford Park are encouraged and supported;</p> <p>b) The development of waste management facilities is supported.</p> <p>Establish successful, sustainable and healthy communities (SO4)</p> <p>c) Trafford Park businesses have access to a workforce with the right skills to access jobs in growth sectors available locally.</p> <p>Maintain Trafford's economic potential (SO5)</p> <p>d) The provision of digital infrastructure is improved and it is ensured that businesses have access to the high speed fibre-optic networks that exists in the area;</p> <p>e) The demands for expanding modern businesses are accommodated, whilst protecting the established industrial base;</p> <p>f) The future development of the Trafford Park area reflects its significant role in meeting the needs of the Regional Centre;</p> <p>g) Trafford Park remains the home of global businesses, presenting strong brand recognition;</p>	Trafford's Places	<p>Whilst much of the policy has potential for positive effects by encouraging less reliance on cars, the development will be adjacent to the Manchester Ship Canal and Bridgewater Canal which provide hydrological and recreation pathways to the Mersey Estuary SPA and Rochdale Canal SAC.</p> <p>Whilst an existing employment area economic expansion has the potential despite the policy bullet points for a net increase car usage and impact on air quality.</p>	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>h) There is the provision of modern industrial, storage and distribution, with ancillary office uses where considered appropriate in line with Area of Focus policy AF3;</p> <p>i) Development enables high rates of productivity, innovation and global competitiveness attracting high profile companies that are seeking to invest;</p> <p>j) There is a diverse range of business and employment opportunities within Trafford Park.</p> <p>Protect, improve and connect green assets (SO7)</p> <p>k) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities;</p> <p>l) The role of the Ecology Park is safeguarded in the future and that other environmental and historic assets are protected and enhanced;</p> <p>m) Sufficient and good quality open space for recreational purposes within the Trafford Park area to provide recreational opportunities for employees of businesses within the area.</p> <p>Reduce the need to travel (SO8)</p> <p>n) Significant improvements will be secured to public transport infrastructure, including further improvements to Metrolink, and in particular improving access to the area from locations with low car ownership;</p> <p>o) Improved sustainable transport links within Trafford Park to the Regional Centre and other employment areas are secured;</p> <p>p) Improvements are made to active travel opportunities by preserving and enhancing existing canal side walkways, improving access to these routes;</p> <p>q) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Manchester Ship Canal and other routes that contribute to Trafford's integrated active travel network are secured.</p>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
TP4	<p><u>Trafford Centre Rectangle</u> Deliver the homes that Trafford needs (SO1)</p> <p>a) A mix of houses and apartments will be provided in an attractive functional and innovative mixed use neighbourhood creating a new high quality sustainable community at Trafford Waters in line with Area of Focus policy AF4.</p> <p>Establish successful, sustainable and healthy communities (SO4)</p> <p>b) Major mixed use sustainable development is delivered including offices, commercial, leisure, residential and community facilities in line with national planning guidance and the Area of Focus policy AF4;</p> <p>c) There is provision of additional utility capacity, including the reinforcement of the local waste water treatment works.</p> <p>Maintain Trafford's economic potential (SO5)</p> <p>d) Digital infrastructure is improved and businesses have access to the high speed fibre-optic network that exists in the area;</p> <p>e) High quality development is delivered, reflecting the significance of areas as a visitor destination of regional significance;</p> <p>f) The significance of the Trafford Centre and the contribution it makes to the local and regional economy is recognised.</p> <p>Protect, improve and connect green assets (SO7)</p> <p>g) Provision, where appropriate, is maintained, and/or enhanced at the Manchester Ship Canal and the Bridgewater Canal for recreational, biodiversity and active travel opportunities;</p>	Trafford's Places	<p>Potential for negative impacts on air quality through increase in residential properties and car usage and the regional pull of the retail and leisure offer.</p> <p>Potential for negative impacts on water quality as adjacent to the Manchester Ship Canal.</p>	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>h) Both the physical and environmental qualities of the Manchester Ship Canal and Bridgewater Canal and the Barton Bridge Swing Aqueduct are improved;</p> <p>i) The benefits of its location adjacent to the Manchester Ship Canal and the Bridgewater Canal are maximised by creating frontages onto it where appropriate and preserving and enhancing the existing canal side walkways and improving public access to these routes.</p> <p>Reduce the need to travel (SO8)</p> <p>j) Improvements to the road layout and public transport connectivity, including Metrolink, between neighbourhoods and to employment locations particularly improving access to the area from locations with low car ownership are made;</p> <p>k) Substantial improvements to the public transport network will be provided in addition to the provision of significant road infrastructure as part of the West Gateway Infrastructure Scheme (WGIS);</p> <p>l) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Manchester Ship Canal and other routes that contribute to Trafford's integrated active travel network will be secured.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>m) The setting of listed buildings and designated Conservation Areas are protected and enhanced;</p> <p>n) Other important historical features in the Trafford Centre Rectangle are protected and enhanced.</p>			
TP5	<p><u>Old Trafford</u> Ensure Trafford's resilience and carbon neutrality (SO3)</p> <p>a) Opportunities to locate low-carbon / decentralised energy facilities such as a District Heat Network and associated</p>	Trafford's Places	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>An established and relatively sustainable location area where significant changes</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>infrastructure within the Civic Quarter are encouraged and supported.</p> <p>Secure successful, sustainable and healthy communities (SO4)</p> <p>b) Residents in Old Trafford have the skills and the ability to access jobs in Trafford Park, Stretford and the Regional Centre.</p> <p>Maintain Trafford's economic potential (SO5)</p> <p>c) The development of offices and small-scale ancillary commercial/community uses limited to a level to meet the needs of the occupiers will be permitted at Cornbrook Station Office Area in line with EC3.2 (local employment areas);</p> <p>d) The development of small-scale business, industry and warehousing and similar appropriate uses will be permitted at Hadfield Street Industrial Area and at Longford Trading Estate in line with policy EC3.4 (local employment areas).</p> <p>Protect, improve and connect green assets (SO7)</p> <p>e) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities;</p> <p>f) Sufficient and good quality open space for recreational purposes within Old Trafford is to provide recreational opportunities to reduce current deficiencies and issues of poor quality in open space provision and outdoor sports facilities.</p> <p>Reduce the need to travel (SO8)</p> <p>g) Diverse neighbourhoods including Old Trafford, Gorse Hill and Firwood are well connected with the Regional</p>		<p>in car usage, use of the Bridgewater Canal are unlikely.</p>	

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>Centre and Stretford to enable easy access to employment, retail and community facilities;</p> <p>h) Improvements to the road layout and public transport connectivity between neighbourhoods and to employment locations particularly along the A56 and to the Regional Centre is encouraged;</p> <p>i) Improved sustainable transport links to Trafford Park, the Regional Centre and other employment areas are secured;</p> <p>j) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal and other routes that contribute to Trafford's integrated active travel network are secured.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>k) The setting of the Empress Conservation Area, and other important historical features in the Old Trafford area, will be protected and enhanced.</p>			
TP6	<p><u>TP6 – Carrington and Partington</u></p> <p>Deliver the homes that Trafford needs (SO1)</p> <p>a) Deliver high quality, sustainable residential;</p> <p>b) development as part of a high quality mixed use redevelopment scheme;</p> <p>c) Deliver the appropriate mix of housing types and tenures needed to achieve a more balanced housing market in Carrington and Partington;</p> <p>d) The new residential growth in New Carrington is delivered in line with the GMSF Allocation and Area of Focus Policy AF7.</p> <p>Secure successful, sustainable and healthy communities (SO4)</p>	Trafford's Places	The number of houses proposed and locations mean that cumulative impacts on air quality and significant effects resulting to Manchester Mosses SAC.	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>e) Residents have the skills and the ability to access jobs in the Carrington and Partington area;</p> <p>f) Health inequalities and deprivation in Carrington and Partington are reduced significantly;</p> <p>g) The capacity of community facilities including health and education is significantly increased, providing for the needs of the new and existing community.</p> <p>Maintain Trafford's economic potential (SO5)</p> <p>h) The economic capacity of Carrington will be redeveloped enabling significant new economic activity to secure its future economic viability.</p> <p>Revitalise Trafford's town centres (SO6)</p> <p>i) The provision of sustainable modes of transport linking Carrington and Partington to key town centres and Manchester is secured;</p> <p>j) A new local population will support the revitalised local centre (and new centres that will be delivered as part of the GMSF New Carrington strategic allocation) in Partington providing local services and facilities.</p> <p>Protect, improve and connect green assets (SO7)</p> <p>k) Linkages to the Mersey Valley and other greenspace assets will be protected and enhanced to maximise recreational, biodiversity and active travel opportunities;</p> <p>l) Opportunities for wetland habitat creation are secured, where appropriate.</p> <p>Reduce the need to travel (SO8)</p> <p>m) Carrington and Partington are well connected by sustainable transport modes with Partington Local Centre and Sale Town Centre to enable easy access to employment, retail and community facilities;</p>			



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>n) The physical isolation of the Carrington and Partington area is reduced through enhanced sustainable transport modes;</p> <p>o) Improvements are made to the road layout and public transport connectivity to the rest of Trafford and into Manchester;</p> <p>p) Substantial improvements to road infrastructure are made, including the delivery of the Carrington Relief Road;</p> <p>q) Improvements to pedestrian and cycling facilities connecting to the Trans Pennine Trail, the Mersey Valley and other routes that contribute to Trafford's integrated active travel network are secured.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>r) The Grade II* listed Church of St George and setting is protected and enhanced;</p> <p>s) Other important historical features in Carrington and Partington are protected and enhanced.</p>			
TP7	<p><u>Altrincham</u></p> <p>Deliver the homes that Trafford needs (SO1)</p> <p>a) Residential development is sensitively integrated and enhances the historic character, landscape and amenity of the area particularly within the residential suburbs such as Bowdon and Hale Barns;</p> <p>b) The new residential growth in Timperley Wedge is delivered in line with the GMSF Allocation and Area of Focus Policy AF6.</p> <p>Ensure Trafford's resilience and carbon neutrality (SO3)</p> <p>c) Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately</p>	Trafford's Places	Potential negative effect on air quality from increased car usage associated with new housing associated with Timperley Wedge.	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>surrounding Altrincham Town Centre and Broadheath, are encouraged.</p> <p>Secure successful, sustainable and healthy communities (SO4)</p> <p>d) Residents in Altrincham and neighbouring communities, especially Broomwood, have the skills and the ability to access jobs in Broadheath, Altrincham Town Centre, Manchester Airport and the Regional Centre.</p> <p>Maintain Trafford's economic potential (SO5)</p> <p>e) The development of offices and small-scale ancillary commercial/community uses, limited to a level to meet the needs of the occupiers will be permitted at Altrincham Business Park in line with policy EC3.2 (local employment areas);</p> <p>f) The development of small-scale business, industry and warehousing and similar appropriate uses will be permitted at Broadheath Employment Area, Dairyhouse Lane Employment Site and Canal Road Industrial Area in line with policy EC5 (local employment areas);</p> <p>g) In particular, Broadheath is consolidated and retained as the principal location in the south of the Borough for industrial purposes;</p> <p>h) Changes to the industrial land around Altrincham Town Centre to other uses is carefully managed, in order to protect economic/employment uses in the area;</p> <p>i) New office growth in Timperley Wedge is delivered in line with the GMSF Allocation and Policy AF8.</p> <p>Revitalise Trafford's town centres (SO6)</p> <p>j) Altrincham continues to be promoted as the Principal Town Centre and key economic driver, ensuring a balance of employment, residential, retail, leisure opportunities and a responsible night time economy.</p> <p>Protect, improve and connect green assets (SO7)</p>			

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	<p>k) The character of the environment, landscape and skylines, especially from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon, are protected and enhanced;</p> <p>l) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities;</p> <p>m) Accessibility and recreational opportunities particularly along linear wildlife corridors within the Bollin Valley, along Timperley Brook and Fairywell Brook are protected and enhanced.</p> <p>Reduce the need to travel (SO8)</p> <p>n) Diverse neighbourhoods including Broomwood, Brooklands, Timperley, Bowdon and Hale are well connected with Altrincham Town Centre and Broadheath to enable easy access to employment, retail and community facilities;</p> <p>o) Improvements to the road layout and public transport connectivity between neighbourhoods and to employment locations particularly along the A56, the A560 and the A538 to improve east west connectivity through the area from Carrington through Timperley Wedge to Manchester Airport and Stockport is encouraged;</p> <p>p) More pedestrian movement between residential and commercial areas is encouraged particularly to tackle the barrier that the A56 creates;</p> <p>q) Congestion and air pollution along the A56 is reduced;</p> <p>r) Improvements to pedestrian and cycling facilities connecting the Bridgewater Canal, Brookes Drive and Trans Pennine Trail and other routes that contribute to Trafford's integrated active travel network are secured.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>s) Grade I and II* listed buildings and their settings are protected and enhanced;</p>			

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	<ul style="list-style-type: none"> <li>t) The numerous designated Conservation Areas within the Altrincham Place are protected and enhanced;</li> <li>u) Opportunities are secured to enhance and promote wider use of John Leigh Park and the Historic Parks and Gardens of Stamford Park and Dunham Park;</li> <li>v) Designated and non-designated heritage and archaeological assets, and their settings, are protected and enhanced, in particular those “at risk”.</li> </ul>			
TP8	<p><u>Sale</u> Deliver the homes that Trafford needs (SO1)</p> <ul style="list-style-type: none"> <li>a) Secure appropriate levels of residential development within the town centre;</li> <li>b) The new residential growth in the Sale West area of the New Carrington development is delivered in line with the GMSF allocation policy xx.</li> </ul> <p>Ensure Trafford’s resilience and carbon neutrality (SO3)</p> <ul style="list-style-type: none"> <li>c) Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately surrounding Sale Town Centre are encouraged.</li> </ul> <p>Maintain Trafford’s economic potential (SO5)</p> <ul style="list-style-type: none"> <li>d) Residents in Sale and neighbouring communities, especially Sale West, have the skills and the ability to access jobs in Sale Town Centre, Carrington, Altrincham and the Regional Centre;</li> <li>e) The development of offices and small-scale ancillary commercial/community uses, limited to a level to meet the needs of the occupiers will be permitted at Sale Business Park in line with policy EC3.2 (local employment areas);</li> <li>f) The development of small-scale business, industry and warehousing and similar appropriate uses will be permitted at Cross Street Employment Area, Danefield</li> </ul>	Trafford’s Places	Potential negative effect on air quality from increased car usage associated with new housing associated with Sale West.	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>Road Industrial Area and Britannia Road/Dane Road Industrial Area in line with policy EC3.4 (local employment areas).</p> <p>Revitalise Trafford's town centres (SO6)</p> <ul style="list-style-type: none"> <li>g) The vitality and viability of Sale Town Centre is protected and enhanced, diversifying the uses in the town centre as part of the redevelopment of The Square Shopping Centre;</li> <li>h) The role of Sale Town Centre as a place for cultural success is maximised;</li> <li>i) There is adequate local retail provision in Sale West and Sale Moor.</li> </ul> <p>Protect, improve and connect green assets (SO7)</p> <ul style="list-style-type: none"> <li>j) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities;</li> <li>k) There is a more even distribution of accessible green space and play facilities.</li> </ul> <p>Reduce the need to travel (SO8)</p> <ul style="list-style-type: none"> <li>l) Diverse neighbourhoods including Ashton on Mersey, Priory, Sale Moor, St. Mary's, Sale West, Broadheath and Brooklands are well connected with Sale Town Centre to enable easy access to employment, retail and community facilities;</li> <li>m) Improvements to the road layout and public transport connectivity between neighbourhoods and to employment locations particularly along the A56 and in Sale West to reduce car dependence is encouraged;</li> </ul>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>n) More pedestrian movement between residential and commercial areas is encouraged particularly to tackle the barrier that the A56 creates;</p> <p>o) Congestion and air pollution along the A56 is reduced;</p> <p>p) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Trans Pennine Trail, the Mersey Valley and other routes that contribute to Trafford's integrated active travel network are secured.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>q) The setting of listed buildings and Conservation Areas in this place are protected and enhanced;</p> <p>r) Other important historic features in Sale are protected and enhanced.</p>			
TP9	<p><u>Stretford</u> Ensure Trafford's resilience and carbon neutrality (SO3)</p> <p>a) Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately surrounding Stretford Town Centre are encouraged.</p> <p>Maintain Trafford's economic potential (SO5)</p> <p>b) Residents in Stretford and neighbouring communities have the skills and ability to access jobs in Trafford Park, Stretford Town Centre and the Regional Centre.</p> <p>Revitalise Trafford's town centres (SO6)</p> <p>c) The vitality and viability of Stretford Town Centre is protected and enhanced, with a more balanced provision of retail and leisure secured.</p> <p>Protect, improve and connect green assets (SO7)</p>	Trafford's Places	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Residential potential primarily apartments in town centre.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>d) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities.</p> <p>Reduce the need to travel (SO8)</p> <p>e) Neighbourhoods are well connected with Stretford Town Centre to enable easy access to employment, retail and community facilities;</p> <p>f) Improvements to the road layout and public transport connectivity between neighbourhoods and to employment locations particularly Trafford Park and the Regional Centre will be supported;</p> <p>g) More pedestrian movement between residential and commercial areas is encouraged particularly to tackle the barrier created by the A56;</p> <p>h) Congestion and air pollution along the A56 is reduced;</p> <p>i) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, the Mersey Valley and other routes that contribute to Trafford's integrated active travel network are secured.</p> <p>Enhance cultural and heritage assets (SO9)</p> <p>j) The setting of designated Conservation Areas and other important historic features will be protected and enhanced.</p>			
TP10	<p><u>Urmston</u> Deliver the homes that Trafford needs (SO1)</p> <p>a) Secure appropriate levels of residential development within the town centre.</p> <p>Secure successful, sustainable and healthy communities (SO4)</p> <p>b) Residents in Urmston and neighbouring communities, have the skills and abilities to access jobs in Trafford Park,</p>	Trafford's Places	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential negative effects from new housing but proposed sties limited in scope and involve redevelopment of existing sites within existing urban envelope.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>Urmston Town Centre, Carrington and the Regional Centre.</p> <p>Ensure Trafford's resilience and carbon neutrality (SO3)</p> <p>c) Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately surrounding Urmston Town Centre are encouraged.</p> <p>Revitalise Trafford's town centres (SO6)</p> <p>d) The vitality and viability of Urmston Town Centre is protected and enhanced, with the convenience and comparison retail offer consolidated and improved.</p> <p>Protect, improve and connect green assets (SO7)</p> <p>e) Linkages to the Mersey Valley will be protected and enhanced to maximise recreational, biodiversity and active travel opportunities.</p> <p>Reduce the need to travel (SO8)</p> <p>f) Diverse neighbourhoods including Urmston, Davyhulme and Flixton are well connected with Urmston Town Centre to enable easy access to employment, retail and community facilities;</p> <p>g) Improvements to the road layout and public transport connectivity between neighbourhoods and to employment locations particularly Trafford Park and the Regional Centre will be supported;</p> <p>h) Improvements to east-west public transport linkages will be secured;</p> <p>i) Development will link up to public transport through enhanced pedestrian and cycle routes including train stations and local bus services;</p> <p>j) Improvements to pedestrian and cycling facilities connecting to the Mersey Valley and other routes that</p>			



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>contribute to Trafford’s integrated active travel network are made;</p> <p>k) Congestion in the vicinity of the Trafford Centre and parking problems associated with Trafford General Hospital will be improved.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>l) The settings of listed buildings and Conservation Areas will be protected and enhanced;</p> <p>m) Designated and non-designated heritage and archaeological assets, and their settings, are protected and enhanced.</p>			
TP11	<p><u>Mersey Valley</u> Deliver the homes that Trafford needs (SO1)</p> <p>a) The fringes of this area are protected from inappropriate residential development that would harm the character of the landscape.</p> <p>Ensure Trafford’s resilience and carbon neutrality (SO3)</p> <p>b) Measures that would mitigate the effects of flood risk from the Mersey Valley on the surrounding built environment are promoted.</p> <p>Secure successful, sustainable and healthy communities (SO4)</p> <p>c) The access is improved to and the potential maximised of this area to improve the health of Trafford’s residents.</p> <p>Maintain Trafford’s economic potential (SO5)</p> <p>d) The opportunities for employment in recreation and tourism in maintaining the quality of this resource are recognised.</p>	Trafford’s Places	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential negative effects from new housing but very limited number of potential sites and all redevelopment of existing sites.</p> <p>Potential positive effects on water quality and provision of habitat for qualifying wetland birds species through enhancement of existing habitats such as Stretford Meadows and Sale Water Park.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>Protect, improve and connect green assets (SO7)</p> <ul style="list-style-type: none"> <li>e) Opportunities for recreation and improvement to infrastructure at Sale Water Park are maximised;</li> <li>f) Stretford Meadows as a woodland / recreation area is promoted;</li> <li>g) Tourism is managed to maintain the quality of provision and minimise conflict between different recreation uses with nature conservation;</li> <li>h) Visitor numbers to the Mersey Valley are improved;</li> <li>i) The use of Turn Moss for recreation is improved;</li> <li>j) The very high quality natural environment and landscape of the area including the character of the different landscape types is protected and enhanced;</li> <li>k) Improvements to biodiversity through connecting greenspaces are secured;</li> <li>l) Opportunities are maximised for Stretford Meadows to improve the recreation and nature conservation offer in Trafford;</li> <li>m) A balance between recreational needs of residents and nature conservation is achieved;</li> <li>n) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities.</li> </ul> <p>Reduce the need to travel (SO8)</p> <ul style="list-style-type: none"> <li>o) Improvements to pedestrian and cycling facilities connecting to the Mersey Valley, Bridgewater Canal and Trans Pennine Trail and other routes that contribute to Trafford's integrated active travel network are secured;</li> <li>p) Improved access is secured to the area by sustainable modes of transport such as through quality of signage and paths, particularly from Trafford's most deprived areas.</li> </ul>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
TP12	<p><u>Rural Communities</u> Secure successful, sustainable and healthy communities (SO4)</p> <p>a) Warburton, Dunham, Dunham Woodhouses and other rural communities will be protected from inappropriate development, have their character, appearance and amenity enhanced, and the range of facilities within these settlements is sufficient to maintain their long term sustainability.</p> <p>Maintain Trafford's economic potential (SO5)</p> <p>b) There is appropriate development involving agricultural diversification and the creation of rural enterprises, ensuring the long term economic viability of agriculture within the Borough's rural communities.</p> <p>Protect, improve and connect green assets (SO7)</p> <p>c) The natural environment, landscape character, biodiversity and amenity of the area will be safeguarded and enhanced for residents and visitors;</p> <p>d) Mossland habitats in Trafford's rural areas will be protected from inappropriate development, recognising their role as natural carbon sinks to mitigate the effects of climate change, and maximise opportunities to enhance their biodiversity;</p> <p>e) The network of green infrastructure within Trafford's rural areas will be enhanced and linkages with sites in the adjoining areas of Cheshire East and Warrington will be improved.</p> <p>Reduce the need to travel (SO8)</p> <p>f) There are improvements to, and greater use of, walking, cycling and horse-riding routes in Trafford's rural communities, including the Trans Pennine Trail, and promotion of the Bridgewater Canal as a recreational waterway;</p>	Trafford's Places	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive effects from enhancing sustainable transport to an area primarily accessible by car.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>g) There are improvements to public transport connecting Trafford's rural communities with nearby built-up areas, including Partington and Altrincham.</p> <p>Enhance cultural, heritage and leisure assets (SO9)</p> <p>h) The settings of listed buildings and designated Conservation Areas are protected and enhanced;</p> <p>i) Dunham Massey and Dunham Park will be protected from inappropriate development, recognising the cultural, recreational and ecological importance of this major heritage asset.</p>			
<b>AF1 - Pomona Island</b>				
AF1.1	The Council will grant planning permission for a mix of residential (Use Class C3); offices (Use Classes E(c) and (g)(i)); a hotel (Use Class C1); and a range of supporting commercial and/or community uses to serve the needs of the proposed communities (including Use Classes E(a-f) and F) within the Area of Focus. These developments will enable the creation of a new residential and business neighbourhood appropriate for its Manchester City Region location.	<b>Pomona Island</b>	Potential negative effects on air and water quality and increased recreational pressure from increase in population.	<b>Screened In</b>
AF1.2	The design of the development proposals in this area should reflect its Manchester City Region status and proximity to the City Centre, with a high density, high-rise built form. This should be in conformity any adopted Council Design Guide or Masterplan.	<b>Pomona Island</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF1.3	To ensure the creation of a high quality, sustainable community, proposals for new development within the Area of Focus should be consistent with the development requirements set out below, with other policies within the Local Plan and national guidance, as appropriate.	<b>Pomona Island</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
AF1.4	<p><u>Development Requirements</u> In order for development in this area to be considered acceptable, the following will be required: Residential development:</p> <ul style="list-style-type: none"> <li>a) Deliver around 3,400 residential units, of which 2,400 will be delivered in the Plan period;</li> <li>b) Residential development in this area will be largely apartments, in the form of a number of high-rise apartment blocks, with a density appropriate to its proximity to the City Centre;</li> <li>c) A proportion of the residential development will be suitable for families, either in terms of size or type.</li> </ul> <p>Employment development</p> <ul style="list-style-type: none"> <li>d) New office floorspace will be delivered on the most accessible land, immediately adjacent to the Cornbrook Metrolink stop in line with Local Employment policy EC3.2. In line with the adopted Pomona Island Masterplan, this is currently safeguarded from development for potential Metrolink expansion. This land will not be able to be developed until TfGM have confirmed that it no longer needs to be retained for this purpose;</li> <li>e) Development will be in the form of high quality, high density, individual blocks.</li> </ul> <p>Mixed Commercial development and community facilities</p> <ul style="list-style-type: none"> <li>f) A new hotel (Use Class C1), will be delivered during the Plan period;</li> <li>g) A mix of uses, including a range of retail, commercial, leisure and community uses (Use Classes E(a to f) and F), will be encouraged at the scale to serve the needs of the proposed communities within the Area of Focus;</li> <li>h) Development proposals for Main Town Centre uses of a scale that will serve a wider community other than the business and residential communities within the Area of Focus should be consistent with other policies within the Local Plan (Policy TC1) and national planning guidance, as appropriate;</li> </ul>	Pomona Island	<p>The number of residential units has the potential for cumulative impacts on air quality through increased levels of car use and therefore potential significant effects on the Manchester Mosses SAC.</p> <p>The location on the Manchester Ship Canal provides a pathway for hydrological impacts on the Mersey Estuary SPA.</p> <p>The location adjacent to the Bridgewater Canal provides potential recreational pathways to the Rochdale Canal SAC.</p> <p>The city centre location and improvements to sustainable travel network reduce the need to travel by car and is therefore in terms of cumulative impacts on air quality a more appropriate location to mitigate against potential impacts on the Manchester Mosses SAC.</p>	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>i) Commercial and/or community facilities should help to create active frontages along the waterside and at street level as part of residential, employment or other development types within the Area of Focus by being well-related to and accessible from adjacent streets and open space.</p> <p>Open Space and Green Infrastructure</p> <p>j) The provision of a minimum of 6 hectares of public realm, including 4.8 hectares of specifically planned open / amenity space;</p> <p>k) The public open / amenity spaces comprises a mix of character areas arranged around and well connected to a centrally located Neighbourhood Park serving the full development;</p> <p>l) A substantial area of new recreational open space will be provided in the form of a neighbourhood park, which should be located in the centre of the Pomona Island Area of Focus immediately adjacent to the Manchester Ship Canal and should incorporate formal and informal recreation/green space, well connected with pedestrian and cycle routes;</p> <p>m) 'Green corridors' will be delivered east-west and north-south through the length of the site, incorporating existing, and creating new, areas of open space;</p> <p>n) Development will maximise the benefits of its position on the Manchester Ship Canal and Bridgewater Canal by preserving and enhancing the existing canal side walkways and improving public access to these routes and therefore their role within the active travel network;</p> <p>o) Provide a range of specific green infrastructure measures to mitigate the adverse impacts of development and combat climate change, which may include the provision of tree, shrub and hedgerow planting, green walls and roofs, swales, rain gardens and porous surfaces. Some of these measures will be multi-purpose and may also form part of the drainage strategy whilst contributing to the achievement of biodiversity net gain;</p>			

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	<p>p) An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss. The development will also deliver biodiversity enhancement/net gain.</p> <p>Other requirements</p> <p>q) Appropriate levels of high quality amenity space will be provided within and between the individual blocks;</p> <p>r) On-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking;</p> <p>s) Any development must take into account the Cornbrook Culvert which runs directly through the site. The culverted watercourse has an 8 metre development consultation zone which limits development either side of the watercourse;</p> <p>t) A Flood Risk Assessment must demonstrate that the development will be safe, without increasing the flood risk elsewhere, and that it will where possible reduce flood risk overall. Leisure, healthcare and educational facilities must be located outside Flood Zone 3;</p> <p>u) An assessment of potential contamination must be carried out prior to development and any remediation carried out in accordance with an agreed schedule;</p> <p>v) An assessment of potential noise and air quality pollution must be carried out prior to development and any remediation carried out in accordance with an agreed schedule;</p> <p>w) The provision of suitable pedestrian and cycle links to and from the existing Metrolink stations at Cornbrook and Pomona, to key bus routes and the wider Irwell River Park area including Bee Network;</p> <p>x) Improvements to the local highway network and public transport infrastructure;</p> <p>y) A contribution towards the primary school provision to serve the new residential community in this and the</p>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>surrounding area, including Trafford Wharfside and the Civic Quarter Areas of Focus;</p> <p>z) A contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;</p> <p>aa) Protect, preserve and enhance the grade II Brindley's Weir, Ordsall Hall, Railway Bridge at north of the site and there setting.</p>			
<b>AF2 - Trafford Wharfside</b>				
AF2.1	To ensure the creation of a high quality, sustainable community, proposals for new development within the Area of Focus should be consistent with the development requirements set out below, other policies within the Local Plan and national guidance, as appropriate.	<b>Trafford Wharfside</b>	Potential negative effects on air and water quality and increased recreational pressure from increase in population.	<b>Screened In</b>
AF2.2	Within the Trafford Wharfside Area of Focus as defined on the Policies Map, the Council will identify and promote land for development to create a major mixed-use area of regional and international significance. The focus will be on opportunities for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential developments as detailed in this policy.	<b>Trafford Wharfside</b>	Potential negative effects on air and water quality and increased recreational pressure from increase in population.	<b>Screened In</b>
AF2.3	The Council will grant planning permission for sustainable development that will enable the creation of a mixed residential neighbourhood and business tourism destination appropriate to its Manchester Regional Centre location.	<b>Trafford Wharfside</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF2.4	To ensure the creation of a high quality, sustainable community, proposals for new development within the Trafford Wharfside Area of Focus should be consistent with the development requirements set out below, the sub areas of the Area of Focus (MediaCityUK Area and Manchester United	<b>Trafford Wharfside</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	Football Club Stadium Area), with other policies within the Local Plan and national guidance, as appropriate.			
AF2.5	<p><u>Development Requirements</u> Development in the Trafford Wharfside Area of Focus will be required to:</p> <ul style="list-style-type: none"> <li>a) Support the provision of the Trafford Park Metrolink Extension through Trafford Wharfside including the provision of new Metrolink stations through developer contributions in line with Infrastructure policy ST4.3;</li> <li>b) Not prejudice the proposed Metrolink line or stations. New development that generates a significant number of users/visitors should be located close to proposed Metrolink stations and should be designed in a way that allows easy access to them for all users;</li> <li>c) Improve digital infrastructure within the Trafford Wharfside Area of Focus and seek to ensure that all businesses have access to the high speed fibre-optic network that exists within the area;</li> <li>d) Not prejudice the creation of a Strategic Processional Route;</li> <li>e) Maximise the benefits of Trafford Wharfside's position on the Manchester Ship Canal and Bridgewater Canal by preserving and enhancing the existing canal side walkways and improving public access to these routes;</li> <li>f) Provide appropriate levels of high quality amenity space between the development blocks, limiting on-street parking through the provision of adequate off-street parking, such as secure undercroft or basement parking;</li> <li>g) Protect and where possible enhance views of two iconic buildings within the location: the Manchester United Football Club Stadium and the Imperial War Museum North, particularly from the Manchester Ship Canal;</li> <li>h) Not prejudice the provision of a new bridge crossing that will provide a link within the Irwell River Park Scheme which is closely related to other existing or proposed routes such as the Strategic Processional Route;</li> </ul>	Trafford Wharfside	<p>The number of residential units has the potential for cumulative impacts on air quality through increased levels of car use and therefore potential significant effects on the Manchester Mosses SAC.</p> <p>The location on the Manchester Ship Canal provides a pathway for hydrological impacts on the Mersey Estuary SPA.</p>	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<ul style="list-style-type: none"> <li>i) Contribute towards the provision of a new primary school to serve the new residential community in this and the surrounding area, including Pomona Island and the Civic Quarter Areas of Focus;</li> <li>j) Demonstrate by means of a Flood Risk Assessment that the development will not increase flood risk elsewhere, and that it will where possible reduce flood risk overall. Leisure, healthcare and educational facilities must be located outside Flood Zone 3;</li> <li>k) At Victoria Warehouses, be of high quality design given its strategic position as a gateway to the Quays and Trafford. In particular, any tall buildings should be well-designed and iconic in line with any adopted supplementary Trafford Council design guidance;</li> <li>l) In terms of residential development, be largely apartments, at a density of ?? dwellings per hectare (minimum), appropriate to its proximity to the City Centre. A proportion of residential development must be suitable for families, either in terms of size or type when;</li> <li>m) As a result of previous industrial uses in this area, development cannot proceed unless potential contamination and its effect on controlled waters have been assessed and any potentially negative impacts have been remediated.</li> </ul>			
AF2.6	<p><u>MediacityUK Area</u>  Within the MediacityUK Area defined on the Policies Map, the Council will grant planning permission for a mix of employment (Use Classes E(g), B2 and B8), residential (Use Class C3), hotels (Use Class C1) and a range of supporting ancillary commercial and/or community uses (including Use Classes E(a-f) and F), and other similar uses at a scale to support the proposed new residential community.</p>	Trafford Wharfside	Potential negative effects to water quality because of proximity to Manchester Ship Canal providing a pathway to Mersey Estuary SPA.	Screened In
AF2.7	Development in this area will enhance the role of the area as a high-tech creative and tourism hub of international significance	Trafford Wharfside	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	which attracts a broad range of digital, creative, media, tourism and related businesses.		Potentially positive by reducing need for freight traffic and providing employment where working from home is possible.	
AF2.8	<p>In order for development in this area to be considered acceptable, the following will be required:</p> <p>Residential development</p> <ul style="list-style-type: none"> <li>a) Approximately 2000 residential units will be delivered in the Plan period;</li> <li>b) Residential development at a density of ?? dwellings per hectare (minimum) in the form of high-rise apartment blocks, appropriate to its proximity to the Quays;</li> <li>c) There will be a range of 1, 2 and 3 bed apartments provided in high quality and iconic buildings with approximately two thirds of the units suitable for families;</li> <li>d) Where possible, the location of residential development within the MediaCityUK area should relate closely to the Manchester Ship Canal or the Bridgewater Canal in order to maximise residential amenity and enhance views along these waterways.</li> </ul> <p>Employment development</p> <ul style="list-style-type: none"> <li>e) Approximately 25,000sqm of new office floorspace including research and development and light industrial uses (Use classes E(c) and (g)) and similar appropriate uses will be delivered during the plan period;</li> <li>f) Office development will be in the form of high quality, high rise individual blocks;</li> <li>g) The Council will grant planning permission for appropriately designed storage and distribution or similar appropriate uses, in order to support the operations of MediaCityUK;</li> <li>h) Planning permission for appropriately designed general industrial uses (Use class B2) will be permitted within the MediaCityUK area, where they are closely related to and support the operation of existing, established businesses.</li> </ul> <p>Mixed commercial development and community facilities</p>	Trafford Wharfside	<p>The number of residential units and employment provision has the potential for cumulative impacts on air quality through increased levels of car use road freight and therefore potential significant effects on the Manchester Mosses SAC</p> <p>The location on the Manchester Ship Canal provides a pathway for hydrological impacts on the Mersey Estuary SPA.</p>	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>i) A new hotel (Use Class C1), consistent with the Manchester City Region status of the area will be delivered during the Plan period;</p> <p>j) A mix of uses, including a range of retail, leisure and community uses (Use Classes E (a-f) and F), and similar appropriate uses will be encouraged at a scale to serve the needs of the proposed communities within the MediaCityUk area;</p> <p>k) Commercial and/or community facilities should create active frontages as part of residential and mixed use development within the MediaCityUk area by being well-related to and accessible from adjacent streets and open spaces.</p> <p>Open Space/Green Infrastructure</p> <p>l) Approximately 2.3 hectares of new open space / green infrastructure will be provided, including the provision of a neighbourhood park;</p> <p>m) The existing Promenade Park will be improved up to a neighbourhood park standard, specifically in terms of the provision of play space, informal recreation areas, green infrastructure, public art and a potential water taxi station, whilst not compromising its active travel function;</p> <p>n) The existing linear landscaped areas along Trafford Wharf Road and Wharfside Way will be improved to create a 'green corridor'.</p>			
AF2.9	<p><u>Manchester United Football Club (MUFC) Stadium Area</u>  Within the MUFC Stadium Area defined on the Policies Map, the Council will support the continued use and improvement of the area for football stadium and associated hospitality, conference, club store and Spectator / visitor car park uses by MUFC.</p>	<p><b>Trafford Wharfside</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<p><b>Screened Out</b></p>
AF2.10	<p>A range of commercial and/or community uses (Use classes E (a-g(i)) and F) and similar appropriate uses will be supported at a scale where they support the operation of the Stadium and</p>	<p><b>Trafford Wharfside</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p>	<p><b>Screened Out</b></p>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>are consistent with other policies within the Local Plan and national planning guidance, as appropriate.</p>			
AF2.11	<p>In order for development in the MUFC Stadium Area to be considered acceptable, the following will be required. For the avoidance of doubt, this policy also applies to applications for both permanent and temporary uses.</p> <p>a) For proposals which will expand spectator capacity, of the football stadium, or new hospitality, conference, club store facilities will be supported where:</p> <ol style="list-style-type: none"> <li>i. It can be demonstrated by means of a detailed Transport Assessment that the development would not have a significant adverse impact on the efficient functioning of the highway network; and</li> <li>ii. The necessary public transport, cycle way footpath and highway improvements are provided to properly service the development and ensure the efficient functioning of the highway network.</li> </ol> <p>b) Contribute to increased levels of remote park and ride facilities in suitable locations. Where new car parking provision in the MUFC Stadium Area is deemed appropriate and necessary it must not increase the level of single car use parking provision for stadium use;</p> <p>c) Necessary public transport, cycle way, footpath and highway improvements to properly service the development should include the provision of an appropriate access to the Bridgewater Way in the vicinity of Sir Matt Busby Way.</p>	<p><b>Trafford Wharfside</b></p>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Positive effects through enhancement of public transport access, walking and cycling routes.</p>	<p><b>Screened Out</b></p>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>AF3 - Trafford Park</b>				
AF3.1	To ensure the creation of a high quality, sustainable community, proposals for new development within the Trafford Park Areas of Focus should be consistent with other policies within the Local Plan and national guidance, as appropriate.	<b>Trafford Park</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF3.2	Within the Trafford Park Area of Focus, as defined on the policies map, the Council will permit sustainable development for business, industry, storage and distribution (B2 and B8) and similar appropriate uses in accordance with policy EC1. Ancillary office uses (Use class E (g)) will be supported when in line with policy TC3 (out of centre) (para ref) as per policy XX of this Local Plan.	<b>Trafford Park</b>	Potential negative effects to water quality because of proximity to Manchester Ship Canal providing a pathway to Mersey Estuary SPA and potential for movement of freight via ship through Mersey Estuary SPA.	<b>Screened In</b>
AF3.3	There is the opportunity for XX sqm of new or improved industry and warehousing (B2 and B8) employment floorspace in the Trafford Park Area of Focus up to 2037.	<b>Trafford Park</b>	Potential for negative impacts on air quality through increase car use by new employees and increase in road freight.	<b>Screened In</b>
AF3.4	Uses not listed in policies AF3.1 and AF3.2 will not be supported in Trafford Park. Applications for non-employment uses within the Trafford Park area as defined on the policies map will be required to submit an Employment Land Assessment as detailed in policy EC2.2	<b>Trafford Park</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF3.5	Trafford Park Area of Focus offers the opportunity for lower density employment development within Trafford in a highly accessible location, however development will be required to demonstrate that it is making an efficient use of land.	<b>Trafford Park</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF3.6	Trafford Park Area of Focus presents a prime opportunity for advancing digital connectivity in Trafford and this opportunity should be maximised whenever possible. Developers should work with appropriate providers to deliver the necessary infrastructure to accommodate information and digital	<b>Trafford Park</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.  Potential positive effect through reducing need to travel to work.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	communications networks as an integral part of new development.			
AF3.7	<p>Improvements to public transport infrastructure via a number of nodes to provide an integrated, frequent public transit system linking this location with surrounding residential and commercial areas will be secured through developer contributions where relevant (policy PO1.4). This will include:</p> <ul style="list-style-type: none"> <li>• improvements for pedestrians and cyclists along the Bridgewater Canal;</li> <li>• improvements to public transport provision throughout Trafford Park;</li> <li>• the potential for future expansion of Rapid Transit Systems through and within Trafford Park.</li> </ul>	Trafford Park	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive effect through reducing need to travel to work.</p>	Screened Out
AF3.8	<p>Within Trafford Park Village Neighbourhood Centre, as identified on the policies map, the Council will seek to support the business and working community of Trafford Park through permitting development for:</p> <ul style="list-style-type: none"> <li>• Non major development of offices and light general industry (Use classes E (c) and (g)(i)) as defined in national policy; and</li> <li>• Non major retail, restaurants, bars, and other service outlets (Use classes E(a to c), E(f) and F) as defined in national policy, within, or adjacent to the neighbourhood shopping centre on Third Avenue as a scale to serve the needs of Trafford Park's employees.</li> </ul>	Trafford Park	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF3.9	Developments which enhance the appearance of the Parkway Circle roundabout through improvements to the quality of buildings and public realm will be encouraged.	Trafford Park	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF3.10	Opportunities for a Trafford Park Heat Network and how this can be incorporated with other heat network opportunities in neighbouring areas should be considered as part of development proposals and supported where possible.	Trafford Park	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Potential positive effect to air quality.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
<b>AF4 - Trafford Centre Rectangle</b>				
AF4.1	Development within the Trafford Centre Rectangle should be designed to a high quality, reflecting the significance of the Area of Focus as a visitor destination of Regional significance.	<b>Trafford Centre Rectangle</b>	Potential negative effect on air quality from increased regional road traffic.	<b>Screened In</b>
AF4.2	Development within the Trafford Centre Rectangle should help to support future improvements to the public transport network, including Metrolink. This may be through developer contributions in line with the Infrastructure Policy PO1.4 in this plan.	<b>Trafford Centre Rectangle</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy. Potential positive effect on air quality.	<b>Screened Out</b>
AF4.3	The Council will support the improvement of digital infrastructure within the Trafford Centre Rectangle Area of Focus and seek to ensure that all businesses have access to the high speed fibre-optic network that exists within the area.	<b>Trafford Centre Rectangle</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy. Potential positive effect on air quality through reducing need to travel to work.	<b>Screened Out</b>
AF4.4	Development at this Area of Focus will maximise the benefits of its location adjacent to the Manchester Ship Canal and the Bridgewater Canal by creating frontages onto it where appropriate and preserving and enhancing the existing canal side walkways and improving public access to these routes. It will also protect and enhance key views and vistas into and out of the Conservation Area and other heritage assets.	<b>Trafford Centre Rectangle</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy. Design policy.	<b>Screened Out</b>
AF4.5	The Trafford Centre Rectangle Area of Focus includes three distinct areas as defined on the policies map and as set out below: Trafford Waters, Trafford Leisure Village and Bridgewater Canal Area.	<b>Trafford Centre Rectangle</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF4.6	<u>Trafford Waters</u> The Trafford Waters area as defined on the policies map will comprise a new residential neighbourhood alongside supporting offices, commercial, leisure and community facilities. Substantial improvements to the public transport network will also be provided in addition to the provision of	<b>Trafford Centre Rectangle</b>	The number of residential units and employment provision has the potential for cumulative impacts on air quality through increased levels of car use and road freight and therefore potential	<b>Screened In</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	significant road infrastructure as part of the Western Gateway Infrastructure Scheme (WGIS). These developments will enable the creation of a new residential and business neighbourhood, in line with Policy TP4		significant effects on the Manchester Mosses SAC.  The location on the Manchester Ship Canal provides a pathway for hydrological impacts on the Mersey Estuary SPA.	
AF4.7	To ensure the creation of a high quality, sustainable community, proposals for new development within the Town Centre Areas of Focus should be consistent with the development requirements set out below, other policies within the Local Plan and national guidance, as appropriate.	Trafford Centre Rectangle	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF4.8	<p>To ensure the creation of a high quality, sustainable community, the following principles will be applied to new development within this area:</p> <p>Residential development</p> <ul style="list-style-type: none"> <li>a) Around of 1,900 residential units will be delivered in this plan period;</li> <li>b) Residential accommodation will be provided in an attractive, functional and innovative new mixed use neighbourhood with two thirds of these units being suitable for families;</li> <li>c) There will be a mix of housing densities and building heights, higher density levels will be expected closest to the employment area(s), community facilities and the canal frontage with lower density levels located towards the centre and east of the site.</li> </ul> <p>Employment</p> <ul style="list-style-type: none"> <li>d) Approximately xx of new office floorspace (Use classes E(c) and (g)(i)) will be delivered in the plan period;</li> <li>e) The office space will be high quality BCO Grade A, delivered as part of an innovative, attractive mixed use neighbourhood, development will be in the form of high quality individual blocks;</li> <li>f) Appropriate levels of amenity space will be provided within and between the individual blocks;</li> </ul>	Trafford Centre Rectangle	<p>The number of residential units and employment provision has the potential for cumulative impacts on air quality through increased levels of car use and road freight and therefore potential significant effects on the Manchester Mosses SAC.</p> <p>The location on the Manchester Ship Canal provides a pathway for hydrological impacts on the Mersey Estuary SPA.</p>	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>g) On-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.</p> <p>Mixed Commercial development and Community Facilities</p> <p>h) A mix of uses including a range of retail uses (use classes E(a-b)), commercial leisure and community facilities (use classes E (d-f)), will be supported at a scale to serve the needs of the proposed communities;</p> <p>i) A 300 bedroom hotel (use class C1), care home (use class C2) and a 2 form entry primary school will be supported in this area;</p> <p>j) Development proposals for main town centre uses of a scale that will serve a wider community than the businesses and residential communities within the Area of Focus should be consistent with other policies within the Local Plan and national planning guidance as appropriate;</p> <p>k) Commercial and/or community facilities should help to create active frontages as part of residential, employment or other development types within the Area of Focus by being well related to and accessible from adjacent streets and open spaces.</p> <p>Open Space/Green Infrastructure</p> <p>l) Approximately xx hectares of new open space/green infrastructure will be provided, largely in the form of a new Neighbourhood Park incorporating a play area, sports facilities and formal and informal green infrastructure and open space;</p> <p>m) The Neighbourhood Park and other open spaces will relate well to the new communities which they are to serve and to the provision of Green Infrastructure elsewhere in the Trafford Centre Rectangle area and;</p> <p>n) The benefits of the site's canal side location will be maximised through the provision of open space (s) that is well related to it.</p>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>Transportation Links</p> <p>o) The new communities at Trafford Waters will be directly linked to the Trafford Centre Bus Station by an attractive, direct pedestrian link across Trafford Boulevard, in accordance with Infrastructure policy XX;</p> <p>p) The route of the new link road and canal crossing in the vicinity of the Trafford Centre (Western Gateway Infrastructure Scheme – WGIS) is safeguarded.</p>			
AF4.9	The development of this significant site will be supported by an appropriate masterplan to be agreed with the Council.	<b>Trafford Centre Rectangle</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF4.10	<p><u>Trafford Waters Leisure Village</u></p> <p>Within the Trafford Waters Leisure Village area as defined on the policies map, the Council considers that the area can deliver commercial and/or community leisure facilities (Use Class E(d-f) and F) and ancillary supporting retail (Use Classes E (a-c) where consistent with other policies within the Local Plan and relevant national planning policy as appropriate.</p>	<b>Trafford Centre Rectangle</b>	Potential negative impacts on air quality through increased car usage.	<b>Screened In</b>
AF4.11	To ensure the creation of a high quality, sustainable community, proposals for new development within the Trafford Waters Leisure Village should be consistent with other policies within the Local Plan and national guidance, as appropriate.	<b>Trafford Centre Rectangle</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF4.12	<p><u>Bridgewater Canal Area</u></p> <p>Within the Bridgewater Canal area as defined on the policies map, the Council considers that the area can deliver community facilities (use classes E(d-f) and F), office development (Use Class E(c) and E(g)) and industry and warehousing (Use Classes B2 and B8) where it is consistent with other policies within the Local Plan and relevant national planning policy as appropriate.</p>	<b>Trafford Centre Rectangle</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Existing employment area.</p>	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
AF4.13	Major leisure development, as defined by national planning policy, will also be considered acceptable in this location. Non major leisure development will be required to satisfy the tests for main town centre uses as set by national guidance.	Trafford Centre Rectangle	Potential negative impacts on air quality by increasing regional pull along motorway network.	Screened In
AF4.14	To ensure the creation of a high quality, sustainable community, proposals for new development within the Town Centre Areas of Focus should be consistent with other policies within the Local Plan and national guidance, as appropriate.	Trafford Centre Rectangle	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
<b>AF5 – Civic Quarter</b>				
AF5.1	Development will be supported that maximises the potential of the Civic Quarter as a visitor destination and its potential to lead major regeneration in the area.	Civic Quarter	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF5.2	<p>The Council will support the following new developments in line with the Civic Quarter Area Action Plan:</p> <ul style="list-style-type: none"> <li>a) A new leisure centre, which will be fully accessible to all residents and of high quality;</li> <li>b) The use of land at Lancashire Cricket Club to be utilised as public realm and other facilities to support the Cricket Club;</li> <li>c) The continued development of the new University Academy 92 campus;</li> <li>d) Mixed use development around the new University Academy 92 building including residential, offices and complementary ancillary retail uses;</li> <li>e) The redevelopment of the former B&amp;Q site;</li> <li>f) The creation of a 'Wellbeing Route' along Talbot Road which will enhance green infrastructure and improve walking and cycling provision connecting Stretford and Manchester;</li> <li>g) The creation of a 'Processional Route' along Brian Statham Way and Warwick Road connecting Old Trafford Metrolink stop to Manchester United Football Club that will</li> </ul>	Civic Quarter	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Enhancement of existing facilities and visitor attraction.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	improve public realm, increase connectivity to public transport links and surrounding residential development and also improve provision for walking and cycling.			
AF5.3	To ensure the creation of a high quality, sustainable community, proposals for new development within the Civic Quarter Areas of Focus should be consistent with the development requirements set out below, other policies within the Local Plan and national guidance, as appropriate.	Civic Quarter	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy;	Screened Out
AF5.4	<p><u>Development Requirements</u> In order for development in this area to be considered acceptable, the following will be required:</p> <p><u>Housing</u></p> <ul style="list-style-type: none"> <li>a) The Council will support new residential development that is positively incorporated into the proposals for the Civic Quarter area as described above;</li> <li>b) Student accommodation proposals appropriately connected to and in keeping with the creation of the UA92 Campus will be supported;</li> <li>c) Residential development will need to preserve the amenity of existing residents through appropriate scale, massing and design and by ensuring that car parking and servicing arrangements are adequately provided.</li> </ul> <p><u>Highways</u></p> <ul style="list-style-type: none"> <li>d) A56 Chester Road will be supported as a strategic link to key employment areas across Trafford Park, The Quays and Manchester City Centre;</li> <li>e) The impact of the A56 on surrounding uses and neighbourhoods will be closely managed;</li> <li>f) The Council will support and maximise opportunities to improve the road layout and connectivity throughout the Civic Quarter and beyond, reducing the negative impact it can have on adjacent uses and neighbourhoods.</li> </ul>	Civic Quarter	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy;</p> <p>Redevelopment within existing sustainable location.</p> <p>Increased student population unlikely to result in an increase in car usage.</p>	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p><u>Public Transport</u></p> <p>g) Development will link up to public transport through enhanced pedestrian and cycle routes including Old Trafford and Trafford Bar Metrolink stops, the Trafford Park Metrolink line that is currently under construction and also to bus services including those along Chester Road and Talbot Road.</p> <p><u>Walking and Cycling</u></p> <p>h) Current cycling infrastructure including National Cycle Route 55 running along Brian Statham Way/Warwick Road and also cycle infrastructure along Talbot Road will be protected and enhanced;</p> <p>i) Opportunities for new walking and cycling routes will be promoted as sustainable modes of transport within the Civic Quarter and beyond including routes linking to Manchester City Centre, Stretford and The Quays.</p> <p><u>Heritage</u></p> <p>j) Development will protect and enhance designated and non-designated heritage assets including Trafford Town Hall, the entrance portal and lodges to White City, Old Trafford Bowling Club and Trafford Hall Hotel.</p> <p><u>Public Realm and Green Infrastructure</u></p> <p>k) The Council will support new areas of public realm including a major new area of public realm at Lancashire Cricket Club as set out in the Civic Quarter Area Action Plan;</p> <p>l) Green infrastructure in the area will be protected and enhanced including through the provision of green space and trees.</p> <p><u>Design</u></p> <p>m) New development will be in line with appropriate height parameters for its location as set out in the Civic Quarter Area Action Plan;</p>			

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	<p>n) Development must demonstrate that it is designed in a way that reduces opportunities for crime and does not have an adverse impact on public safety;</p> <p>o) Development will be designed in a way that improves the appearance and quality of the built environment;</p> <p>p) Development will improve permeability and passive surveillance subject to compliance with Crime Impact requirements.</p>			
<b>AF6 – Town Centres</b>				
AF6.1	New development in Trafford’s town centres must ensure the creation of a high quality, sustainable and accessible communities for all users.	<b>Town Centres</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF6.2	Proposals for new development within Trafford’s Town Centres should be consistent with other policies within the Local Plan and national guidance, as appropriate.	<b>Town Centres</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF6.3	<p><u>Altrincham Town Centre</u>  By 2037 Altrincham will have built on its strengths as an attractive and vibrant modern market town and an integral part of local peoples everyday lives. It will have its own distinct identity and will be a place people are proud of. The town centre will be safe and high quality environment with a wide variety of shops, cafes, bars and restaurants, leisure and cultural facilities, thriving businesses, strong visitor economy and a quality residential offer with up to X new homes. The town centre will build upon its heritage assets and history whilst encouraging complementary new development. Altrincham will be a place that local people regularly visit, spend time and use its wide range of facilities.</p>	<b>Town Centres</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Likely positive effect through encouraging use of an existing district facilities.</p>	<b>Screened Out</b>
AF6.4	As the main town centre in Trafford, the Council will support development which strengthens its vitality and viability and promotes a greater diversity of uses including retail, service,	<b>Town Centres</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	commercial, leisure, tourism and residential development and which promotes its distinctive character.			
AF6.5	<p>In particular the Council will encourage development which supports:</p> <ul style="list-style-type: none"> <li>a) the increase of new retail floorspace (principally comparison goods) to enhance the offer of the town centre;</li> <li>b) the delivery of new office floorspace;</li> <li>c) the delivery of new town centre residential development on appropriate sites;</li> <li>d) the reuse and redevelopment of vacant or under occupied units;</li> <li>e) development which supports and enhances Altrincham's leisure and tourism offer and in particular the evening economy;</li> <li>f) enhancements to the public realm;</li> <li>g) sustainable and active travel including walking and cycling;</li> <li>h) development which will preserve or enhance the wider setting of the town centre's Conservation Areas.</li> </ul>	<b>Town Centres</b>	<p>No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.</p> <p>Supporting existing facilities and services.</p>	<b>Screened Out</b>
AF6.6	In Altrincham Town Centre, the Council will support the redevelopment of the following sites as identified on the policies map:	<b>Town Centres</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF6.7	<u>Altair</u> : a high quality mixed-use development, which will include a range of main town centre uses on a 3 hectare brownfield site immediately east of the Altrincham transport interchange.	<b>Town Centres</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>
AF6.8	<u>The Stamford Quarter</u> : an opportunity to support the vitality and viability of the town centre through mixed use development opportunities, including the site of the former House of Fraser/Rackhams store on George Street.	<b>Town Centres</b>	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	<b>Screened Out</b>



POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
AF6.9	<p><u>The Grafton Centre</u>: an opportunity to support the vitality and viability of the town centre through mixed use development opportunities.</p>	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.10	<p><u>Sale Town Centre</u> By 2037 Sale will be a modern and attractive town centre which serves local residents from neighbouring areas. The town centre offer will reflect the unique character of the surrounding neighbourhoods in order to cater for and serve the catchment population and visitors to the area. The centre will provide a safe, high quality environment and will provide a wide range of shops, cafes, bars, restaurants, enhanced leisure and cultural facilities, employment opportunities and a quality residential offer with up to X new homes. Sale will be a place that local people regularly visit, both in the day and evening to spend time and use its wide range of facilities.</p>	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.11	<p>In Sale Town Centre the focus will be on improving the vitality and viability of the centre and promoting the diversification and modernisation of the retail offer. In particular the Council will encourage development which supports:</p> <ul style="list-style-type: none"> <li>a) New improved retail floorspace, with a particular emphasis on comparison retail, in order to enhance the offer of the town centre;</li> <li>b) The delivery of new office accommodation;</li> <li>c) The delivery of new town centre residential development on appropriate sites;</li> <li>d) The reuse and redevelopment of vacant or under occupied units;</li> <li>e) Improvements to public transport routes and walking and cycling links to the town centre;</li> <li>f) Improvements to the public realm including improvements which will better utilise access to the Bridgewater Canal;</li> <li>g) Development which supports Sale's leisure, tourism and cultural offer and in particular the evening economy.</li> </ul>	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
AF6.12	In Sale the Council will support the redevelopment of the following site as identified on the policies map:	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.13	<u>The Square Shopping Centre</u> : the redevelopment of The Square Shopping Centre and adjacent sites to create a new mixed use development.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.14	<u>Stretford Town Centre</u> Stretford Town Centre will be transformed into a prosperous, vibrant, attractive and safe destination. The centre will offer a wide variety of shops, leisure, services and employment opportunities to serve the needs of the local community. The centre will become a place in which to spend time throughout the day and the evening that realises the full potential of its existing assets. The centre will be a safe and attractive environment and will become a place that local people regularly visit and are proud of.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.15	Within Stretford Town Centre the focus will be on the improvement of the retail offer and to promote a greater diversity of uses including retail, restaurant, bar and café uses, leisure and family orientated uses, community facilities, offices and residential. In particular the Council will encourage development which supports:  a) New improved retail floorspace to enhance the offer of the town centre; b) The reuse and redevelopment of vacant or under occupied units; c) New/updated office accommodation; d) Residential development on appropriate sites; e) Public realm enhancements and accessibility improvements; f) Development which supports Stretford's leisure and tourism offer and in particular the evening economy.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
AF6.16	In Stretford the Council will support the redevelopment of the following sites as identified on the policies map:	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.17	<u>Stretford Mall:</u> Stretford Mall is allocated for a mix of uses, primarily retail and commercial, residential, community facilities (Use classes C3, E(a-g(i)), F) and other similar uses. In considering proposals for the redevelopment of this site, the Council will support those that create more active frontages at key locations, open up the site, improve the physical attractiveness of the Town Centre and provide opportunities to deliver a range of new uses.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.18	<u>The Essoldo:</u> The Council will support the redevelopment of this site, securing the active reuse of the Grade II listed building for leisure or community uses (use classes E (d-f), F) and other similar uses, incorporating ground floor retail units along Edge Lane along with residential units.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.19	In considering proposals for other uses, including main town centre uses, the Council will assess whether they would protect, preserve and enhance the Essoldo Cinema building and whether the uses would be consistent with its Grade II listing.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.20	<u>Lacy Street:</u> The site incorporates a surface level car park, Post Office sorting depot, Probation Service office and a bathroom showroom/offices. It is identified for a mix of uses, including residential, leisure and community uses. This prominent site provides a significant opportunity for a development, incorporating high quality design that opens up greater access to the Bridgewater Canal.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.21	<u>Urmston Town Centre</u> By 2037 Urmston Town Centre will be a prosperous, vibrant, attractive and safe destination with a shopping, leisure, services and employment offer that meets the needs of the local community and visitors. The town centre will include a	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	range of quality restaurant, café and bar uses alongside family orientated entertainment activities contributing to a vibrant evening economy. The centre will be a safe attractive environment and will become a place that local people regularly visit and are proud of.			
AF6.22	Within Urmston Town Centre the focus will be on protecting its role in serving the needs of the community. In particular the Council aims to enhance and improve the retail offer of Urmston and promote a greater diversity of uses such as leisure, office and residential in the town centre.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.23	In Urmston the Council will support the redevelopment of the following sites as identified on the policies map.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.24	<u>Victoria Parade (including units 2-10 Higher Road):</u> The Council will support the redevelopment of this site as defined on the Policies Map to provide a mixed use development comprising primarily retail and commercial, residential, community facilities (Use classes C3, E(a-g(i)), F) and other similar uses.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
AF6.25	<u>Land at Station Road/Urmston Railway Station:</u> The Council will support the redevelopment of this site as defined on the Policies Map to provide a mixed use development incorporating continued access and car parking facilities for railway users. The site is allocated for a mix of uses primarily retail and commercial, residential, community facilities (Use classes C3, E(a-g(i)), F) and other similar uses.	Town Centres	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	Screened Out
<b>AF7- New Carrington</b>				
AF7	The New Carrington site is allocated in the GMSF for approximately 4,300 homes and 350,000 sqm of employment floorspace, with the potential to deliver approximately 5,000	New Carrington	Potential significant negative effect on air quality through increase in car usage and road freight on Manchester Mosses SAC.	Screened In

POLICY	POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	homes in total – see GMSF policy GM Allocation 41 ‘New Carrington’.			
<b>AF8 – Timperley Wedge</b>				
AF8	Timperley Wedge is proposed for allocation in the GMSF for around of 2,500 new homes and 60,000 sqm of employment floorspace – see GMSF policy GM Allocation 3.2	<b>Timperley Wedge</b>	Potential significant negative effect on air quality through increase in car usage and road freight on Manchester Mosses SAC.	<b>Screened In</b>

## 6 Summary of Policies Screened In

6.1 The following Policies have been provisionally 'Screened In' to the Assessment because it is considered that the implementation of these Policies may have harmful effects on the special interest of one or more European protected sites:

- Land for New homes - Scale, phasing and distribution of new housing development (policies HO1.3 HO1.4, HO1.6-HO1.9, HO1.12 and HO1.13);
- Sustainable Transport and Accessibility – Highway Network (policy ST2.4);
- Sustainable Transport and Accessibility – Public Transport Network (policy ST4.3);
- Sustainable Transport and Accessibility – Freight Transport Network (policies ST5.1, ST5.2 & ST5.4);
- Sustainable Transport and Accessibility – Other Parking Provision (policies ST7.2 – (Off airport parking) & ST7.5 (Lorry Management schemes));
- Culture & Tourism – Culture and Tourism ( policy CT1.1);
- Trafford's Economy – Economic Development (policies EC1.2-EC1.4 & EC1.6);
- Trafford's Economy – Non-designated employment area (policy EC4.1);
- Town Centres & Retail – Out of Centre Development (policies TC3.7 & TC3.8 (Trafford Centre));
- Water and Flood Management – Flood risk and Water Management (policy WF1.1);
- Strategic Objectives – Policies SO1 (Deliver the homes that Trafford Needs), SO5 (Maintain Trafford's economic potential) and SO9 (Enhance cultural, heritage and leisure assets);
- Natural Resources – Waste (policy NR1.4);
- Natural Resources – Minerals (policy NR2.3);
- Trafford's Places – Policies TP2 (Trafford Wharfside and Pomona), TP3 (Trafford Park), TP4 (Trafford Centre Rectangle), TP6 (Carrington & Partington), TP7(Altrincham) & TP8 (Sale);
- Area of Focus – Pomona Island (policies AF1.1 & AF1.4);
- Area of Focus – Trafford Wharfside (policies AF2.1, AF2.2, AF2.5, AF 2.6 & AF2.8);
- Area of Focus – Trafford Park (policies AF3.2 & AF3.3);
- Area of Focus Trafford Centre Rectangle (policies AF4.1, AF4.6, AF4.8, AF4.10 & AF4.13);
- Area of Focus – New Carrington (policy AF7);
- Area of Focus – Timperley Wedge (policy AF8).

6.2 At this stage of Plan production accurate details and boundaries of where development is likely to come forward in accord with the Plan Policies, and the form and scale of development that may result on particular sites, remain in part unknown.

The details of potential increases in air and water pollution, in recreational use and shipping through the Mersey Estuary and consequent effects on European sites, are therefore very difficult to empirically determine at this time. It is the *broad principles* of whether the scale and type of development planned for Trafford can be implemented without harming the special interest of any European Protected Sites that is being tested in this screening Report.

When preparing HRAs for projects it is normally anticipated that where developments are 'Screened In' to the appraisal they will then be subject to more detailed Assessment. This approach is not possible for this Strategic Plan, at least at this stage. Rather, the Screening exercise provides indications of where future Assessments may need to be considered, and also indicates areas where future Assessments can be ruled out.

In addition, recommendations can be made at this stage about further necessary safeguards that should be incorporated into the Plan to ensure that no harm will result to European sites from the scale and type of development planned.

Taking the precautionary approach recommended in the legislation, further Screening and Assessment will be required as further stages of the plan and as details of plan implementation become available.

6.3 There are also significant safeguards in other Policies in the Plan such that the special interest of the European sites concerned should be able to be protected and enhanced. This is a Plan with strong 'green' credentials and with sustainability at its heart.

Policies that have the potential to mitigate potential negative effects to European Sites include:

Ones with General Positive Effects such as:

- Land for New Homes – Release of Land (Policy HO3.4);
- Green Trafford – Green Infrastructure (Policies GT1.1 – GT1.9);
- Green Trafford – Green Belt – (Policy GT2.9);
- Natural Environment – Natural Environment (Policies NE1.1; NE1.3 – NE1.7);
- Planning Obligations (Policies PO1.1, PO1.4 & PO1.5);
- Strategic Objective – Protect and connect green assets (Policy SO7).

Potential positive effects on Air Quality

- Inclusive Places – Inclusive Growth (Policy IP1.2);
- Inclusive Place - Health and Wellbeing- (Policies IP3.1 – IP3.4);
- Inclusive Place – Education and Skills (Policies IP4.2 & IP4.9);
- Inclusive Place - Design – (Policy IP5.6);
- Inclusive Place – Digital Connectivity – (Policies IP6.1 - IP6.5);
- Inclusive Place – Community Facilities – (Policy IP7.2);
- Meeting Housing Need – (Policy HN3.3);
- Open Space and Sports Facilities – Open Space (Policies OS1.14; OS1.16, OS1.17 & OS1.18);
- Open Space and Sports Facilities – Outdoor Sports Facilities (Policies OS3.1; OS3.2, OS3.6, OS3.8 & OS3.9);
- Sustainable Transport and Accessibility – (Policy ST1.1);
- Sustainable Transport and Accessibility – Walking and Cycling (Policies ST3.1 – ST3.5);
- Sustainable Transport and Accessibility – Public Transport Networks (Policies ST4.1; ST4.2; ST 4.5;-ST4.8);
- Sustainable Transport and Accessibility – Freight Transport Network (Policy ST5.3);
- Sustainable Transport and Accessibility - Car Parking Standards (Policies ST6.4 & ST6.5);
- Sustainable Transport and Accessibility – Other Parking Provision (Policy ST7.4);
- Town Centres and Retail – Development within designated centres (Policies TC1.2 and TC1.4-TC1.7);
- Town Centres and Retail – Out of centre development (Policy TC3.2);
- Strategic Objective – Reduce Need to Travel (Policy SO8);
- Climate Change – Climate Change (Policies CC1.1 & CC1.3);
- Environmental Protection – Air Quality (Policies EP3.1-EP3.8);
- Area of Focus - Trafford Wharfside (Policies AF2.7 & AF2.11);
- Area of Focus - Trafford Park (Policies AF3.6, AF3.7 & AF3.10);
- Area of Focus – Trafford Centre Rectangle (Policies AF4.2 & AF4.3);
- Area of Focus – Town Centres (Policies AF6.3).

Potential positive effects on Water Quality

- Inclusive Place - Design – IP5.3;
- Water and Flood Management – Flood Risk (Policy WF1.3);
- Environmental Protection – Land contamination (Policies EP1.1 & EP1.2);
- Trafford's Places – Mersey Valley (Policy TP11).

Recreational Pressure and Air Quality

- Open Space and Sports Facilities – Open Space (Policies OS1.1, OS1.3 – OS1.6; OS1.9, OS1.11 and OS13,);
- Strategic Objective – Revitalise Trafford's town centres (Policy SO6).

6.4 The following impacts will not occur from the implementation of the Plan

- Direct Habitat Loss;
- Loss of functionally linked Land

6.5 The following impact pathways that could affect the integrity of European sites arising from the plan have been identified.

- Recreational pressure – proximity via car to Manchester Mosses SAC (Risley Moss), Rixton Claypit SAC;
- Recreational Pressure – connectivity of Bridgewater Canal to Rochdale Canal SAC;
- Air quality proximity to Manchester Mosses SAC and Rixton Claypit SAC;
- Water quality – connectivity via Manchester Ship Canal and River Mersey to Mersey Estuary SPA and Ramsar site;
- Commercial shipping via Manchester Ship Canal to Mersey Estuary SPA and Ramsar site.

6.6 Further Assessment of these potential impacts, is therefore carried out below in Section 7.



## 7.0 Appropriate Assessment

7.1 The screening process identifies the following sources of likely significant effect on European sites:

- Air quality;
- Recreational pressure;
- Water quality and;
- Commercial shipping.

7.2 The support of regional transport policy identifies the following likely significant effect to the Manchester Mosses:

- Direct loss of habitat

## 7.3 Air Quality

7.3.1 The air pollutants most likely to have a significant effect on European sites are the oxides of nitrogen (NO<sub>x</sub>) resulting from traffic emissions. Modern regulation of commercial emissions makes any other form of air pollutant extremely unlikely. The increased popularity of wood burners is however resulting in an increase in particulate levels in the air. Particulate matter however only impacts on vegetation at very high concentrations through accumulation on leaf structure, blocking pores and stomata and through chemical changes to soil if the particulate source contains other pollutants.

7.3.2 NO<sub>x</sub> deposition results in an increase in nitrates and can have a significant impact on certain habitats including lowland mosses and upland blanket bogs. Open water habitats can also be susceptible where the importance is linked to low nutrient levels in the water.

7.3.3 NO<sub>x</sub> can also impact existing vegetation by lowering the pH ie acidification analogous to the acidification caused by high levels of SO<sub>2</sub> to the South Pennines from coal fires.

7.3.4 Studies indicate that the main impact of NO<sub>x</sub> is when within 200m of a pollution source ie road or major transport depot.

## Manchester Mosses SAC

7.3.5 This habitat type is considered sensitive to changes in air quality, especially acidity and nitrogen. Critical values are currently being exceeded at this SAC (APIS, 2016).

Exceedance of these critical values for air pollutants may modify the chemical status of its substrate, accelerating or damaging plant growth, altering its vegetation structure and composition and causing the loss of sensitive typical species associated with it.<sup>3</sup>

7.3.6 The part of this SAC most at risk is Holcroft Moss as it lies immediately adjacent to the M62 with an estimated 120,000 vehicle movement per day between the M6 and M60. As the critical nitrogen and NO<sub>x</sub> levels are already regarded as above the critical load for the Manchester Mosses, theoretically any increase in road traffic along the M62 as a result of the Trafford Local Plan could have a negative impact on this part of the SAC. Both Risley Moss and Bedford Moss are located a significant distance from any trunk road or Trafford Council and are unlikely to be impacted upon by traffic issues originating as a result of this plan.

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<sup>3</sup> European Site Conservation Objectives: Supplementary Advice on Conserving and Restoring Site Features Manchester Mosses Special Area of Conservation (SAC) Site code: UK0030200

7.3.7 Any development policies in Trafford could theoretically increase traffic levels on this section of the M62. Specific policies screened in include:

- Land for new Homes HO1.3, HO1.4, HO1.6-HO1.9, HO1.12 and HO1.13 with a target of 18,547 additional dwellings by 2037, with New Carrington only 2.7km from Holcroft Moss. Without significant measures this could result in significant additional traffic along the M62 between Warrington and Worsley;
- ST2.4 - improvements to primary road network including improvements around New Carrington and links to Cadishead Way, travel via car towards the Manchester Mosses SAC quicker and easier;
- CT1.1 - Promotion of some of the strategic and cultural sites are likely to lead to increased traffic on the M62 in particular the Trafford Centre;
- EC1.2-EC1.4; EC1.6 all potentially increase commuter traffic in to Trafford from outside the district including along the M62;
- TC11 & TC12 – out of town shopping at the Trafford Centre could result in an increase in Traffic along the M62;
- All Areas of Focus and Trafford's Places have the potential to varying degrees to increase car and road freight traffic.

7.3.8 No air quality modelling has been done for the development proposals in the Trafford Local Plan. However, air quality modelling for the adjacent Warrington Local Plan concluded minor negative impacts when looked at in isolation and in combination with adjacent plans for the Manchester Mosses resulting from increased traffic on the M62.

7.3.9 The Warrington Modelling predicted a rise of 0.02kgN/ha/yr for the local plan and 0.6kgN/ha/yr in combination with other plans. by the end of the plan period a 0.1% increase due to Warrington (AECOM April 2020) Local Plan and a 3.3% increase in combination with other plans. Current guidance from EA is that increases less than 1% are not regarded as significant, therefore it can be seen that whilst the Warrington Local Plan alone has no significant impact in combination the impacts could be significant.

7.3.10 It is reasonable to assume that alone the Trafford Local Plan will have less impact than the Warrington Local Plan as there are three motorway junctions on the M62 in Warrington and none in Trafford ie ***The Trafford Local Plan alone based on the Warrington modelling is likely to have no significant effect on the Manchester Mosses SAC*** but that as Warrington is adjacent to Trafford that the cumulative impacts apply. This is discussed under Cumulative impacts in section 8.

### Rixton Clay Pits SAC

7.3.11 The supporting freshwater and terrestrial habitat of this feature is considered sensitive to changes in air quality. There may be critical levels for ammonia (NH<sub>3</sub>), oxides of nitrogen (NO<sub>x</sub>) and sulphur dioxide (SO<sub>2</sub>), and critical loads for nutrient nitrogen deposition and acid deposition.<sup>4</sup>

7.3.12 A check of APIS indicates that it is not clear whether critical loads for overall nitrogen are being exceeded, assuming the habitats are relatively base rich, as a range of critical loads is given. Nitrous oxides are probably below critical loads.

7.3.13 As Rixton Clay Pits is immediately adjacent to the A57, Manchester Rd linking Warrington to Manchester any development along the western edge of Trafford could increase road traffic along the A57 and nitrogen. The following policies the most likely to fall in to this category:

- HO1.8 – New Carrington located around 3.5km from Rixton Clay Pits;

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<sup>4</sup> European Site Conservation Objectives: Supplementary Advice on Conserving and Restoring Site Features  
Rixton Clay Pits Special Area of Conservation (SAC) Site code: UK0030265

- CT1.1 - Promotion of some of the strategic and cultural sites are likely to lead to increased traffic on the M62 in particular the Trafford Centre and;
- TC11 & TC12 – out of town shopping at the Trafford Centre could result in an increase in Traffic along the A57.

7.3.14 No air quality modelling has been done for the development proposals in the Trafford Local Plan. However the AECOM report for Warrington considered the ponds that hold the great crested newts to be phosphate rather than nitrate limited and that therefore an increase in nitrogen deposition was unlikely to impact on the aquatic vegetation and even if it did, great crested newts the qualify feature are tolerant of a wide range of water qualities and pH. Ie whilst the habitats maybe impacted, the qualifying species would not.

7.3.15 Given that the Trafford Local Plan will have a significantly lower impact on the level of traffic on the A57 and the Warrington Local Pan concluded increased road traffic would not have a significant effect on the qualifying species for the Rixton Clay Pits SAC it is reasonable to conclude no likely significant effect will occur to Rixton Clay Pits SAC from any reduction in air quality resulting from the plan.

### South Pennine Moors SPA

7.3.16 As with the Manchester Mosses SAC habitats within the above SAC is known to be particularly susceptible to nitrogen inputs, and in places on the Moors nitrate loads are known to exceed critical thresholds for harm (given as 5-10 kg N/ha/yr for blanket bog, *source – Apis*).

7.3.17 The M62 crosses the Pennines running close to sensitive habitats within the Moors take a significant amount of traffic from Greater Manchester. Traffic modelling (screening) undertaken to inform the Greater Manchester Spatial Framework has identified that the Plan may cause effects on the South Pennine Moors Phase 1 European site from increased traffic flows.

7.3.18 Trafford will be contributing towards this, particularly as a result of regional retail and leisure facilities within the Trafford Centre Rectangle (Area of Focus 4) and regionally important employment area at Trafford Park (Area of Focus 3)

7.3.19 However the GM Spatial plan has not identified any strategic allocations within Trafford as having likely significant effects and for strategic allocations in Bury and Rochdale concluded that travel plans could mitigate any potential likely effects.

It is therefore reasonable to conclude no likely significant effect will occur to South Pennine Moors SPA from any reduction in air quality resulting from the plan.

### 7.4 Recreational Pressure

7.4.1 The impact of recreational pressure varies dependent on the habitat and the qualifying species, some habitats being easily physically damaged by trampling, other sensitive to nutrient inputs from dog fouling and other holding qualifying species sensitive to disturbance.

7.4.2 The likelihood of recreational pressure also varies dependent on the nature of the site, with coastal or upland habitats likely to attract recreational visits from a greater distance than other habitats. Recreational pressure has therefore been screened in for European sites within 10km when coastal or upland and 5km for all other habitats.

### Manchester Mosses SAC

7.4.3 Mosslands are habitats that do not normally attract significant recreational visits owing to being water logged and difficult to walk over.

- 7.4.4 There are three distinct parts to the Manchester Mosses SAC, Holcroft Moss, Risley Moss and Astley and Bedford Moss, located 2.6km, 2.8km and 4km as the crow flies at the nearest point to Trafford.
- 7.4.5 The policy most likely to result in additional visits is:
- HO1.8 – New Carrington
- 7.4.5 Holcroft Moss is around 4.7km from Trafford by car, though this could be reduced if proposals for improved transport access across the Manchester Ship Canal is provided for New Carrington. Currently there is no public access and this is unlikely to change as a result of increased numbers of local residents as there are no public rights of way entering the site, which is managed by Cheshire Wildlife Trust.
- 7.4.6 Risley Moss is in part open to the public, with a visitor centre. The site has rangers employed by Warrington Council. It is around 7.8km from Trafford by car. The combination of distance, visitor management means that a likely significant effect is unlikely.
- 7.4.7 Astley and Bedford Moss is over 11km away by road at its nearest point with no public access and can therefore no significant effect is likely based on the distance, lack of access and unsuitable nature of the habitat.
- 7.4.8 It is therefore considered that there will be no impact on the Manchester Mosses SAC as a result of recreational pressure resulting from the Trafford Local Plan.

#### **Rixton Clay Pits**

- 7.4.9 As Rixton Clay Pits is only just over 1km from Trafford at its closest point by road.
- 7.4.10 The policy most likely to result in additional visits is:
- HO1.8 – New Carrington
- 7.4.11 Recreational pressure is not however identified within the Conservation objective of the SAC as an issue for Rixton Clay Pits. Great crested newts are not particularly sensitive to general recreational pressure being a nocturnal creature, that is small and difficult to find during the day. It can however be significantly impacted upon indirectly as a result of certain recreational activities such as angling, activities that impact on the water quality of the pond and/or destroy terrestrial habitat.
- 7.4.12 Angling however already occurs at Rixton Clay Pits, with an angling club and visitor management in place. Therefore whilst a small increase in visitor numbers cannot be ruled out because of the new housing at New Carrington, this is unlikely to be significant and when combined with the existing visitor management and management of fishing rights unlikely to have a likely significant effect.

#### **Mersey Estuary SPA and Ramsar Site**

- 7.4.13 The qualifying species of the Mersey Estuary SPA a range of waders and wildfowl are regarded as sensitive to recreational pressure. Guidance from Natural England is that coastal sites within 10km should be screened in. The Mersey Estuary is around 20km from Trafford. Therefore, there are no likely significant effects.

#### **Rochdale Canal SAC**

- 7.4.14 Leisure craft utilise the Bridgewater Canal, there are at least three mooring in Trafford. Direct access to the Rochdale Canal from the Bridgewater Canal occurs at Castlefield Basin. The

SAC section of the Canal is approximately 7.5km from the Borough boundary, less than a day's journey on a canal boat.

- 7.4.15 Whilst there are no specific policies in the Trafford Local Plan relating to leisure boats there is a policy to promote the Bridgewater Canal as recreational resource CT1.1 that includes promotion of - Trafford's waterways including the Mersey Valley, Manchester Ship Canal and the Bridgewater Canal.
- 7.4.16 The Rochdale Canal SAC is designated for floating water-plantain, which is susceptible to disturbance by leisure craft.
- 7.4.17 The number of boats entering this section of the Rochdale Canal SAC is therefore restricted but so far the mechanism for controlling this has not been tested as the levels of usage have remained below this level.
- 7.4.18 As there is a mechanism in place it reasonable to state there will be no likely significant effect. However, in the light that the mechanism has not been tested it would be reasonable to amend policies relating to the Bridgewater Canal to include reference to applications for marinas and additional moorings and the need for an HRA.
- 7.4.19 With a suitably amended policy in place there would be no likely significant effect.

## **7.5 Water Quality**

- 7.5.1 Impacts on European sites can result from a lowering of water quality ie pollution leading to higher mortality of qualifying species, food sources they are reliant on or through accumulation of pollutants.

Changes in nutrient status such as raised levels of nitrate or phosphate, leading to a change in the vegetation structure of the European site and potentially any qualifying species.

Changes in water clarity through increase sediment load or increase levels of algae in the water.

- 7.5.2 Generally for such an impact to occur there needs to be a hydrological pathway such as a water course or ground water, though high levels of air pollution could in theory impact on water quality. The only European site with hydrological connectivity to European sites is the Mersey Estuary SPA.

### **Mersey Estuary SPA and Ramsar Site**

- 7.5.3 The Mersey Estuary is hydrologically linked to Trafford via the River Mersey and Manchester Ship Canal, the connectivity of the latter partially impeded by the series of locks.
- 7.5.4 Whereas any pollution in to the River in Trafford would likely eventually reach the Mersey Estuary, the Environment Agency when dealing with risks to European sites normally regards 2km upstream of a European site as the trigger, whilst noting there may be specific circumstance where a greater distance may be required. This is because of the dilution effect of tributaries joining the river; pollutants may settle to the river bed and; may be filtered out by plants. A check of on-line information on one off spills does however reveal cases of the effects of pollutants extending more than 10km downstream.
- 7.5.5 The Mersey Estuary SPA and Ramsar site at around 20km downstream is however well above this threshold.

- 7.5.6 It should also be noted that the impact of water quality on the SPA is not recorded as a significant risk on the standard data form for the site or covered by the most recent site improvement plan. The main issues being recreational pressures, invasive species (Canada geese and Chinese mitten crab) and changes the recorded populations of qualifying species.
- 7.5.7 It is therefore reasonable to conclude that the impact of the Trafford Local Plan in isolation will have no significant effect on the conservation status of the SPA.

## **7.6 Commercial Shipping**

- 7.6.1 The owners of the Manchester Ship Canal wish to restore its role as a conduit for goods to the heart of Greater Manchester. This aspiration is supported in the Trafford Local Plan, though the major port proposals fall outside of Trafford's boundaries and are therefore beyond Trafford Council's control.

### **Mersey Estuary SPA and Ramsar Site**

- 7.6.2 Whilst the proposal would have many positive outcomes in terms of reduced commercial road traffic and therefore improved air quality, it would result in an increase in commercial shipping through the Mersey Estuary SPA in order to gain access to the Manchester Ship Canal at Eastham Locks.
- 7.6.3 Recently published guidance by Natural England notes that some of the qualifying species in the Mersey Estuary are sensitive to commercial shipping as well as the supporting works that may be required to maintain access to the Canal such as dredging of channels and docks.
- 7.6.4 Currently there appears to be a lack of information both on the increased level of shipping anticipated utilising the canal or the level of sensitivity of the qualifying species within the SPA.
- 7.6.5 Given that the major Ports are proposed at Eastham, Runcorn, Warrington and Salford there is unlikely to be any significant effect resulting from the Trafford Local Plan. However, I recommend amendment of the supporting policy to include subject to further study on the potential impacts to the Mersey Estuary SPA and measure required to mitigate any such impacts.

## **7.7 Improvements to Rail Network**

- 7.7.1 Policy ST4.3 part e) supports improvement and development of the rail network including the Manchester to Liverpool Line. (CLC line). This rail line passes along the boundary of Risley Moss SSSI part of the Manchester Mosses SAC.
- 7.7.2 Any works are likely to have temporary impacts during construction and require an HRA.
- 7.7.3 However any such works will occur outside Trafford's administrative boundary and there are no railway stations on this line within Trafford. I am therefore satisfied that the Trafford Local Plan will have no likely significant effect.

## 8 Consideration of 'In Combination' Effects with Other Plans and Proposals

- 8.1 The Habitats Regulation Assessment must consider the likely significant effect of the Plan in relation to other proposals and plans current or planned within the relevant administrative area, other administrative authorities and prepared by other statutory organisations (e.g. Environment Agency, United Utilities) and in combination with the identified effects of those Plans.

Cumulative effects for air quality, recreational pressure, water quality and shipping have been considered. There are no cumulative effects associated with the upgrading of the central Liverpool to Manchester Line.

### 8.2 Air Quality

- 8.2.1 Whilst potential cumulative impacts could occur to Rixton Clay Pits SAC and South Pennines SPA the former was screened out as having any potential cumulative impacts within the GMSF plan and the latter was considered not to be impacted upon cumulative by development in Trafford. Taking this in to account I have restricted cumulative further assessment to Manchester Mosses SAC.

#### Manchester Mosses SAC

- 8.2.2 The AECOM report for Warrington Local Plan concluded that cumulative impacts on Holcroft Moss from NO<sub>x</sub> for vehicle using the M62 between Warrington and the M60 was potentially significant but that this was compensated by the year on year improvements to car emissions and that therefore the overall impact was a slowing of the rate of improvement but that the overall impact on Holcroft Moss was positive despite the increased traffic resulting from the combined impact of development near to the M62. Given that Trafford Council is a neighbouring authority it is fair to assume that the same conclusions apply to the Trafford Local Plan.
- 8.2.3 The HRA report for the GMSF also notes the year on year decline in emissions and that Holcroft Moss is 65m from the motorway screened by a belt of trees but accepts uncertainties remain and that precautionary mitigation are recommended with three GMSF allocations cited as having the potential for greatest impact on the Manchester Mosses SAC, one being New Carrington.

Recommendations include:

- Development-Specific Travel Plans for developments of over 50 units or greater than 2,500m<sup>2</sup> of commercial space to include additional measures to mitigate air pollution (e.g. green infrastructure, provision of public transport, provision of electric vehicle charging points, traffic calming measures etc.);
  - Project-level Habitat Regulations Assessment of proposed development, including Assessment of potential air pollution effects.
- 8.2.4 Policy HO3.4 of the Trafford Local Plan already deals with this in part requiring Habitat Regulation Assessments for housing developments within 5km of the Manchester Mosses SAC. I would however recommend that this policy is amended in line with the GMSF recommendation to require for developments at New Carrington, Trafford Centre Rectangle and Trafford Park:
- Development-Specific Travel Plans of over 50 units or greater than 2,500m<sup>2</sup> of commercial or Leisure space to include additional measures to mitigate air pollution (e.g. green infrastructure, provision of public transport, provision of electric vehicle charging points, traffic calming measures etc.) and;

- Project-level Habitat Regulations Assessment of proposed development, including Assessment of potential air pollution effects.

### 8.3 Recreational Pressure

- 8.3.1 Whilst increased recreational pressure due to visitors from Trafford has been screened out, as insignificant this does not mean that in combination there could not be negative impacts.
- 8.3.2 The sites close enough to Trafford that were discussed in section 7.4, Rixton Clay Pits and the Holcroft Moss and Risley Moss parts of the Manchester Mosses SAC are also potentially impacted upon by increased recreational pressure resulting from development proposals in Warrington and Salford.

### Manchester Mosses SAC

- 8.3.3 Up to 2250 new houses were put forward within the withdrawn Greater Manchester Spatial Framework for Cadishead Moss. The latest version of the Salford publication version of the Local Plan (2020) has however not included site allocations because it was believed it would be premature to allocate land ahead of the GMSF. The withdrawn GMSF also proposed employment development on Barton Moss.
- 8.3.4 With regard this appropriate assessment, the precautionary principle needs to be applied and it is therefore assumed that some form of housing allocation will again come forward for this area.
- 8.3.5 The Warrington Local Plan has no major allocations to the east of the Town, development concentrated to the south around Appleton and to the west around Moore. There are however, settlement extensions to Culcheth 200 houses Hollins Green 90 houses and Croft 75 houses proposed and all were screened in by AECOM as potentially impacting on the Manchester Mosses SAC through recreational disturbance (as was all housing independent of the location).
- 8.3.6 The Salford Local Plan and Warrington Local Plan both concluded within the appropriate assessment that there were no likely significant effect based on the inaccessibility and non-conductive nature of the site for public access in the case of Holcroft Moss and the combination of visitor management and non-conductive nature of the high value parts of Risley Moss. I agree with these conclusions.
- 8.3.7 It should also be noted that the Cadishead Moss allocation that was withdrawn required the provision of high quality green infrastructure within the development. Given the allocation included the Glazebrook Valley and New Moss Wood two significant semi-natural greenspaces, there would be no need for residents to seek out alternative less accessible sites.
- 8.3.8 Natural England in their response to the GMSF stated:  
*“We are not concerned about an increase of recreational pressure on these sites as there is a lack of public access. The HRA does not need to try and assess the impacts of possible increased illegal activity”.*
- 8.3.9 It is considered that there will have no effect on the integrity of the Manchester Mosses as a result of in combination effects due to recreations.



## Rixton Clay Pits SAC

- 8.3.10 Up to 2250 new houses were put forward within the withdrawn Greater Manchester Spatial Framework for Cadishead Moss with direct access to Rixton Clay Pits along the A57. The latest version of the Salford publication version of the Local Plan (2020) has however not included site allocations because it was believed it would be premature to allocate land ahead of the GMSF. The withdrawn GMSF also proposed employment development on Barton Moss.
- 8.3.11 The Warrington Local Plan has no major allocations to the east of the Town, development concentrated to the south around Appleton and to the west around Moore. There are however settlement extensions to Culcheth 200 houses and Hollins Green 90 houses within 1km of the SAC. Both were screened in by AECOM as potentially impacting on Rixton Clay Pits SAC through recreational disturbance (as was all housing independent of the location).
- 8.3.12 The Salford Local Plan does not discuss potential recreational impacts alone or in combination on Rixton Clay Pits SAC as no housing allocations are provided. Rixton Clay Pits SAC is however in terms of accessible natural greenspace only a local site covering around 13 ha and by car just over 5km by road from the nearest point in the withdrawn GMSF. As the withdrawn policy required the provision of high quality green infrastructure within the development, which was likely to include the existing accessible natural greenspace known as New Moss Wood as well as potentially improvements to the Glazebrook Valley adequate local semi-natural greenspace would be available and the need to travel over 5km unlikely.
- 8.3.13 The report by AECOM concluded that no likely significant effects were likely as Rixton Clay Pits SAC is not regarded as vulnerable to recreational provision; visitor management is in place and polices to ensure new recreational provision was available for new development embedded in the plan.
- 8.3.14 The HRA for the Greater Manchester Spatial Framework concludes that there are sufficient safeguards in place to ensure that the GMSF will not cause harm to Rixton Clay Pits through increases in recreational disturbance.
- 8.3.15 It is considered that there will have no effect on the integrity of the Rixton Clay Pits SAC as a result of in combination effects due to recreations.

## Rochdale Canal SAC

- 8.3.16 The Warrington Local Plan included no policies for new Marinas on the Bridgewater Canal, though does include policies to promote the Canal as part of its Green Infrastructure.
- 8.3.17 No policies within other local plans could be found for new marinas on the Rochdale Canal or Ashton Canal, though new marinas have been developed within the last 10 years at New Islington in Manchester on the Rochdale Canal and Droylsden in Tameside on the Ashton Canal.
- 8.3.18 A check of the Bridgewater Canal company's web site and Canal & River Trust's website found no evidence that new marinas were planned.
- 8.3.19 Overall therefore it is considered that there will have no effect on the integrity of the Rochdale Canal SAC as a result of in combination effects due to recreations.

## 8.4 Water Quality

- 8.4.1 The catchment of the Mersey Estuary SPA, includes numerous districts, the most notable that have the potential for in-combination effects with Trafford being Rossendale, Bury, Oldham, Rochdale, Salford, Manchester, Tameside, Stockport, Cheshire West, Cheshire East, Warrington, Halton and Liverpool.

8.4.2 The following have been checked for their conclusions:

- The Warrington Local Plan concluded no likely significant impact and screened out at stage 1 owing to Warrington being more than 1km upstream of the SPA;
- The Salford Local plan initially screened in the Mersey Estuary SPA despite the distance well in excess of 10km based on the precautionary principle. However the assessment of policies found none that were likely to impact on the Mersey Estuary SPA (in part perhaps as the plan includes no information on site allocations);
- The Halton Local Plan screens in potential water quality impacts on the SPA as it lies adjacent to the SPA, though concluded it was unlikely, subject to more information that the plan alone would have significant impacts as there was adequate capacity in the drainage system to accommodate the development. It did however conclude there may be in-combination effects from development upstream as far as the Irwell catchment.

8.4.3 The HRA for Greater Manchester assumes that the plan in total may contribute to water pollution in the Mersey Estuary and advocates mitigation through general policies, plans and strategies and liaison with United Utilities to confirm sufficient capacity is present within the existing drainage system.

8.4.4 Given the lack of agreement between local plans on the risk and taking in to account the Halton Local Plan and GMSF conclusions I recommend that precautionary approach is taken in line with the recommendations for the Greater Manchester Plan i.e risks during construction can be mitigated through following best practice and post-development by ensuring the existing foul and surface water systems can accommodate the new development.

8.4.5 Policy IP5.3 bullets i) covers this in part requiring satisfactory foul sewer systems policy EP1.1 and 1.2 requiring contaminated land to be improved which could have implications hydrologically and policy TP11 which includes measure to enhance the Mersey Valley. I recommend policies on water quality are strengthened further, through requirement to see net enhancement to current discharges from sites following development within Areas of Focus along the Manchester Ship Canal Corridor.

8.4.6 If these measures are put in place, it is concluded there are no likely significant effects on Mersey Estuary SPA.

## **8.5 Commercial Shipping**

8.5.1 Enhancement of Port facilities are proposed in Salford, Warrington and Runcorn along the Manchester Ship Canal increasing the level of commercial shipping through the Mersey Estuary SPA. Whilst no new Ports are proposed in Trafford, it is likely that Trafford Wharfside and Trafford Park will benefit indirectly and provide ancillary facilities such as warehousing and distribution centres for goods shipped up the Canal and potential subsidiary mooring.

8.5.2 Whilst no formal studies appear to have taken place on the level of shipping that would be significant, indications from investigations for Port Warrington are that the forecast increase in shipping on the Canal (all ports) would not be significant in terms of the number of ships already utilising the Estuary.

8.5.3 As there is not however, definitive evidence that the increase in shipping will not impact on one of more qualifying species within the SPA I recommend a precautionary approach and that any proposals within Trafford Park that would include the use of shipping along the canal include an appropriate assessment of potential impacts for the Mersey Estuary SPA.

8.5.4 If this measure is put in place there no likely significant effect with other plans and no likely significant effect.

## 9.0 Summary and Recommendations

- 9.1 Screening of European sites has established that the following European sites have the potential to be affected by development in Trafford proposed by the Trafford Plan: First Draft Consultation:
- Manchester Mosses SAC
  - Rixton Clay Pits SAC
  - Mersey Estuary SPA/Ramsar
  - Rochdale Canal SAC
  - South Pennine Moors SPA
- 9.2 Further, more detailed Assessment of the possible effects of the operation of Policies on the European Sites identified in the Screening process has been undertaken.
- 9.3 A number of the policies within the Plan were initially identified as potentially having a damaging effect on European Sites due to:
- increased recreational usage;
  - water quality impacts;
  - air quality impacts and;
  - commercial shipping;
  - support for upgrading of CLC train line between Liverpool and Manchester.
- 9.4 Potential in-combination effects on the Manchester Mosses SAC resulting from air quality issues can be removed through appropriate amendments to the policies and conditions at the development stage.
- 9.5 Potential effects on the Rochdale Canal SAC resulting from development of the Bridgewater Canal for increased usage by leisure boats through appropriate amendments to the policies and conditions at the development stage.
- 9.6 Potential in-combination effects on the Mersey Estuary SPA resulting from water quality issues can be removed through appropriate amendments to the policies and conditions at the development stage.
- 9.7 Potential policy issues relating to the support of increased commercial shipping along the Manchester Ship Canal and therefore through the Mersey Estuary SPA can be removed through appropriate amendment to the policy.
- 9.8 Whilst likely significant effects could occur as a result of upgrading of the Liverpool to Manchester Rail Line, this development is beyond the influence and scope of the Trafford Local Plan and administrative area.
- 9.8 If these amendments are made to policies it is concluded that these policies would have no effect on the integrity of European Sites.
- 9.9 However, it is **recommended** that if any changes are made to the policies as a result of either the public consultation or during the Examination in Public, the HRA will need to be revisited and revised to ensure that these changes would not result in a significant effect on any European Sites.

## References

1. Warrington Borough Council Proposed Submission version Local Plan: Amended HRA - April 2020  
AECOM
2. Habitats Regulations Assessment of Greater Manchester Spatial Framework (draft) – Sept 2020 – GMEU
3. Habitats Regulations Assessment of the Impact on European Protected Sites of Salford Local Plan:  
Development Management Policies and Designations – Dec 2019 – GMEU
4. Designated Sites Views – Mersey Estuary SPA: Advice on Operations March 2020

## Appendix 1 – Location of European Sites

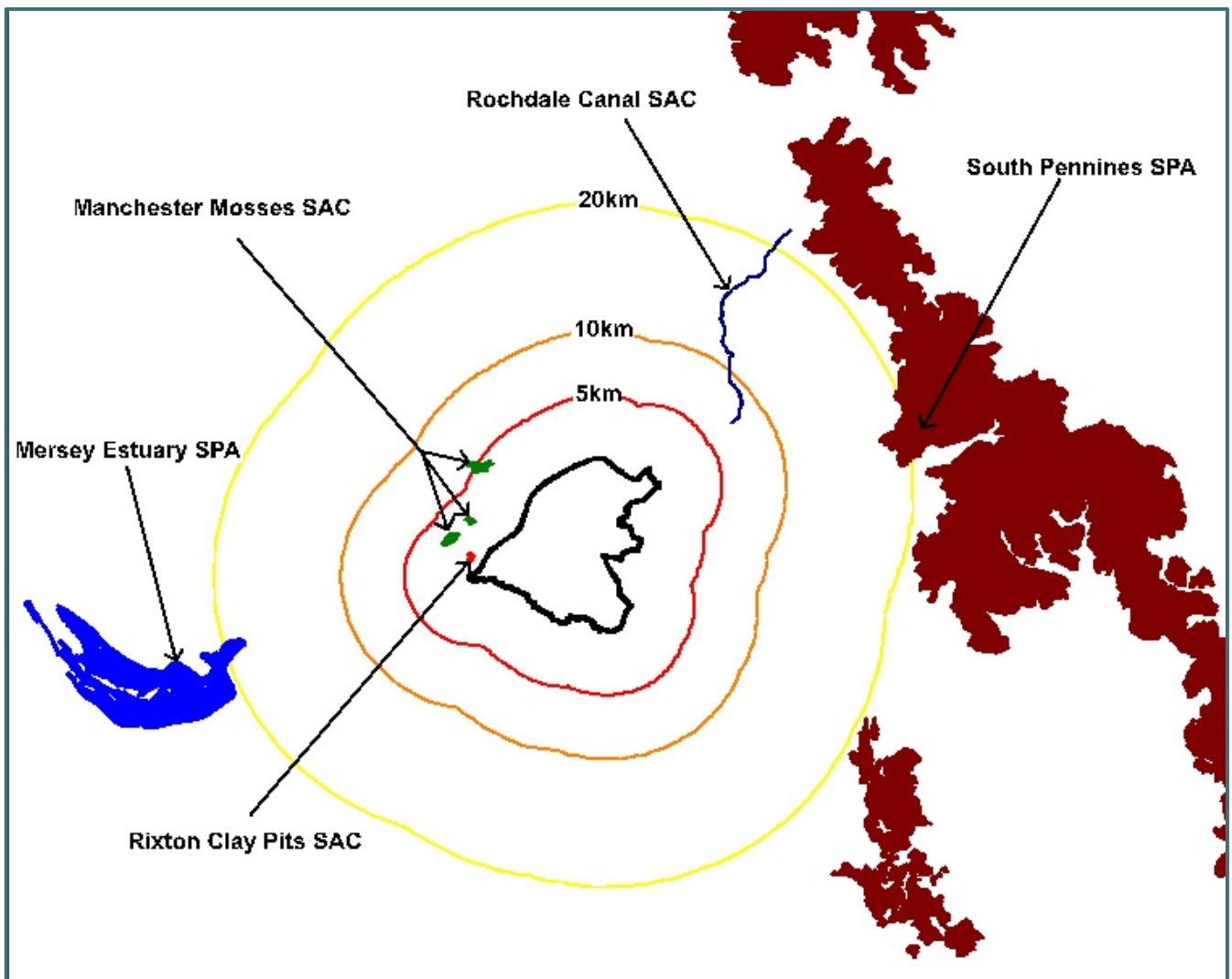


Figure 1 – Location of European Sites – Screened In

## Appendix 2 – Potential Pathways from Trafford to European Sites

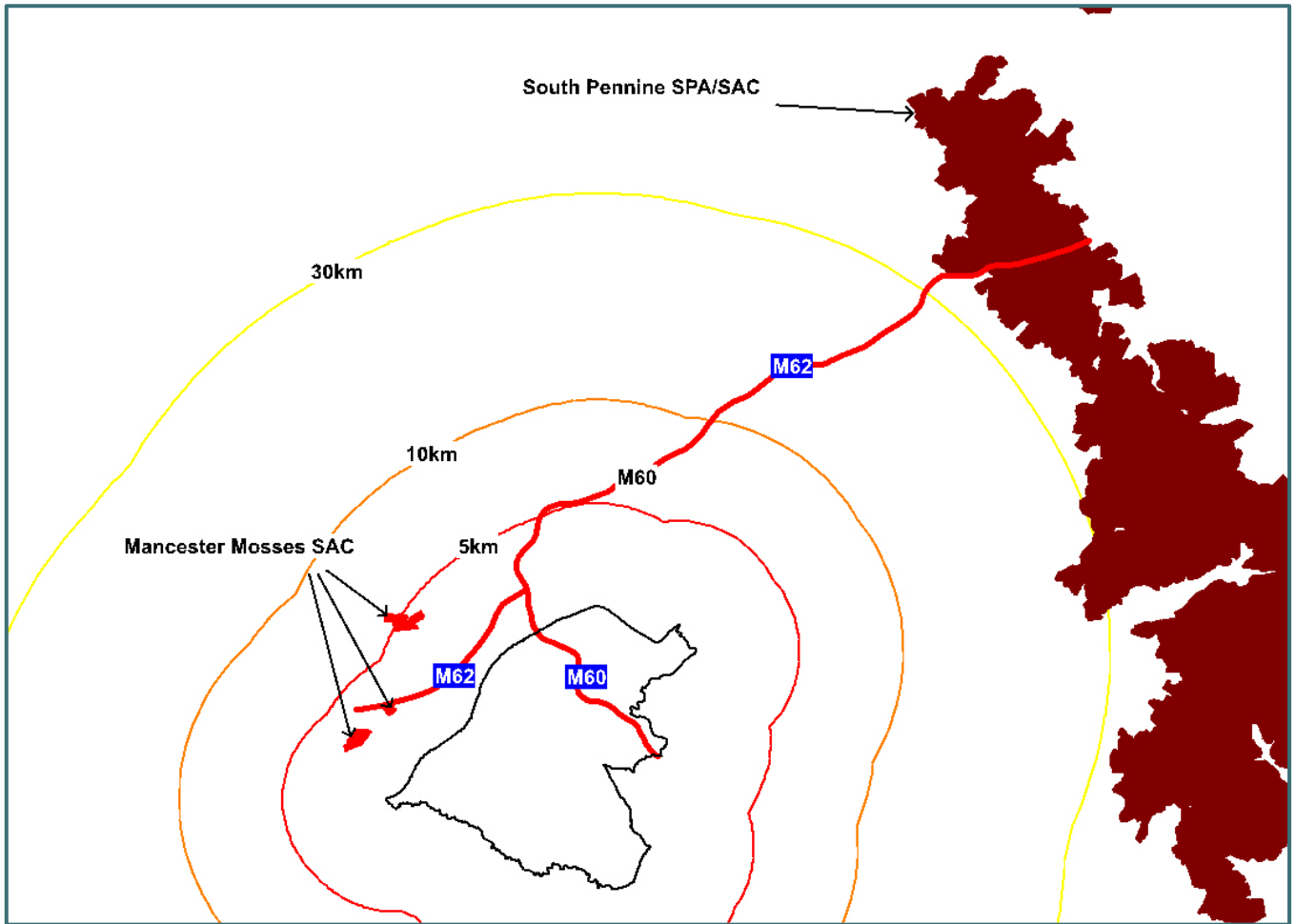


Figure 2 – Main pathways for NOx air pollution to Manchester Mosses SAC and South Pennine European Sites

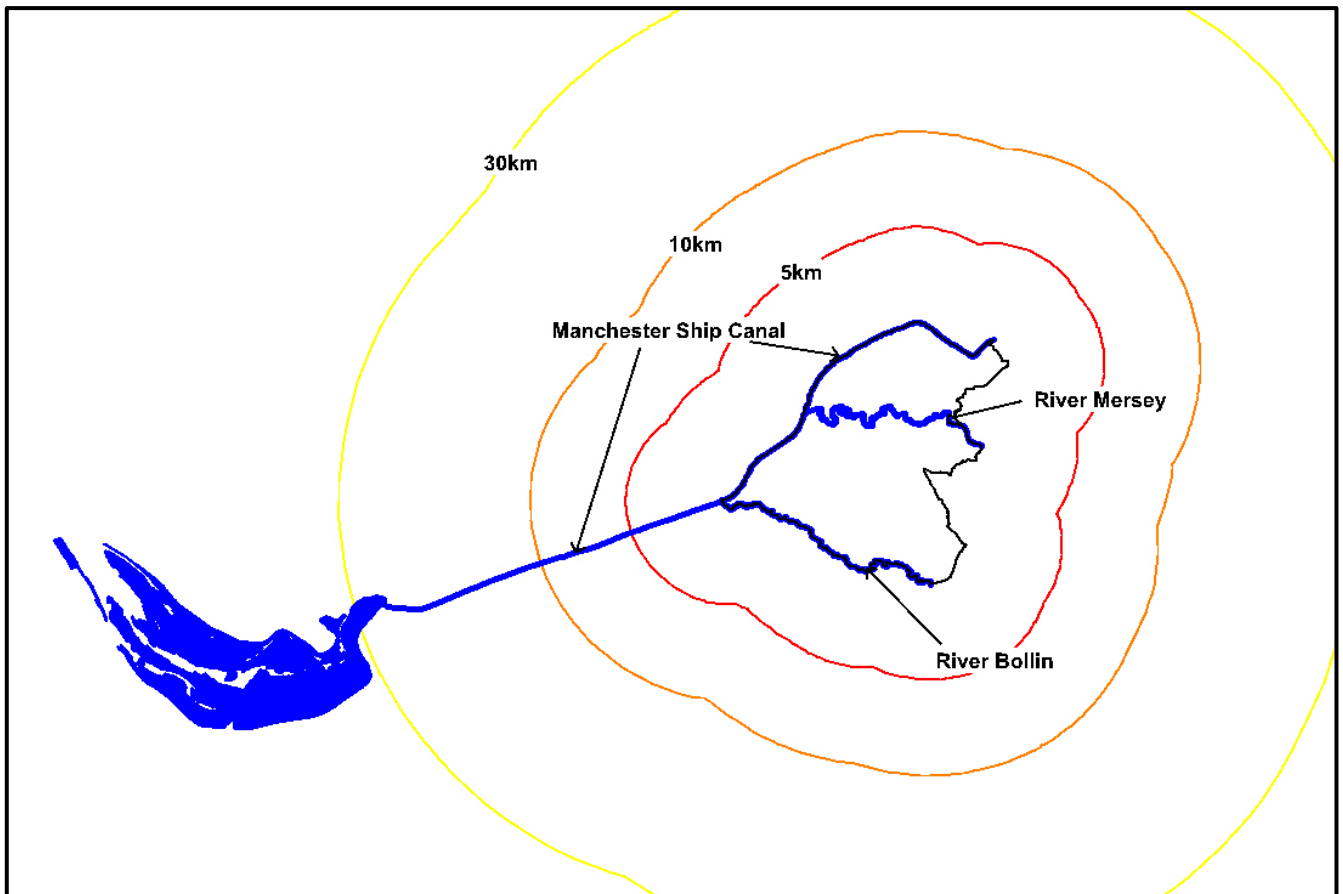
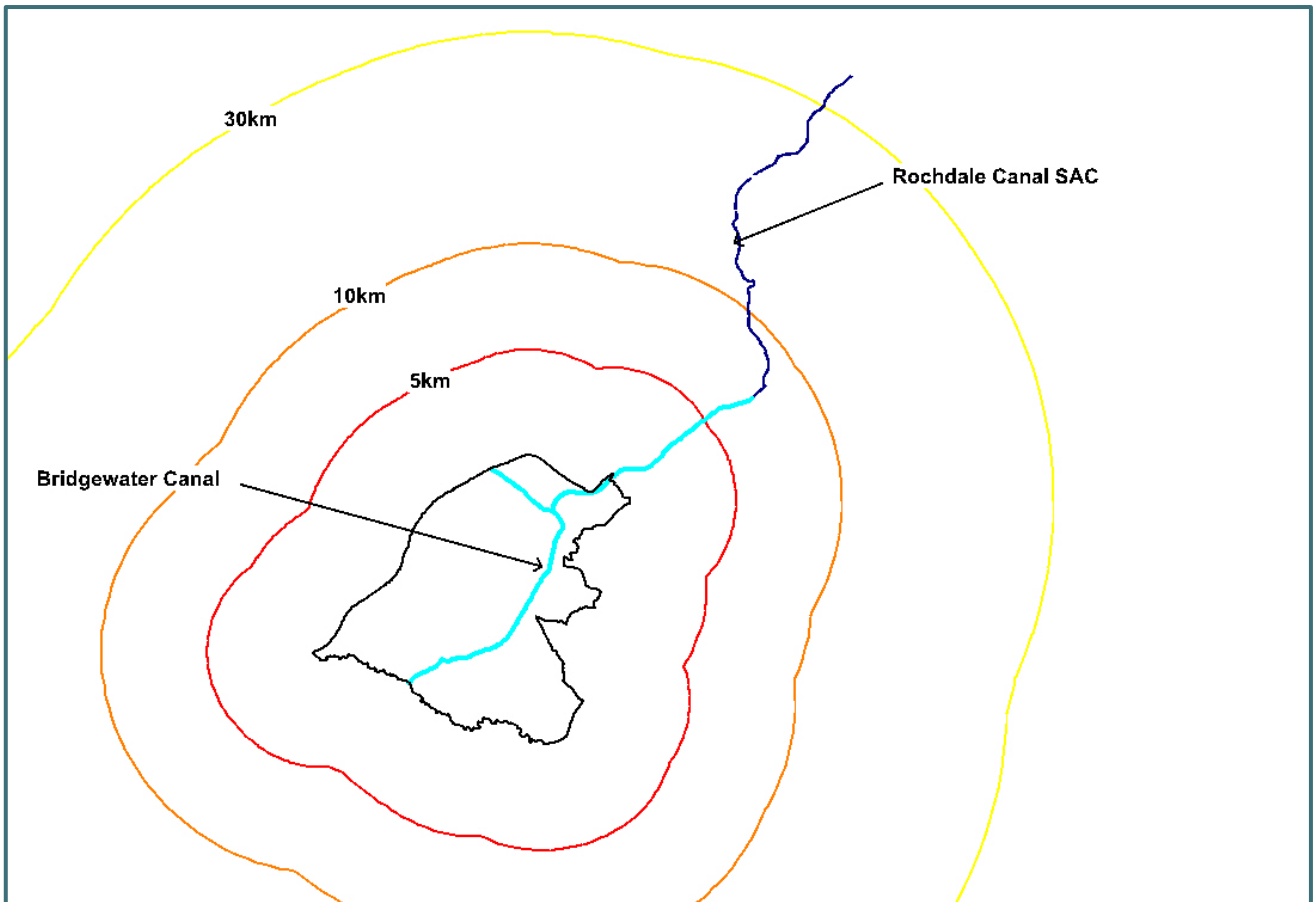


Figure 3 – Main hydrological pathways and pathway for Commercial Shipping to Mersey Estuary SPA



**Figure 4 - Pathway for Leisure Boats to Rochdale Canal SAC**

## Appendix 3 –European Sites considered but Screened Out.

### 1. Rostherne Mere Ramsar / National Nature Reserve

Reason - no clear pathways from Trafford for hydrological or air quality impacts.

### 2. Liverpool Bay SPA

Reason – Whilst hydrologically linked and any commercial shipping would pass through the SPA as this is a very large marine site it is assumed that any impacts would be de minimis.

### 3. South Pennine Moors SPA (Phase 2)

Reason – Whilst no more distant this part of the South Pennines does not have the regional and national recreational pull as phase 1 which includes parts of Peak District National Park, with qualifying species i.e birds not significantly impacted upon by any potential air quality issues resulting from the M62 passing through the SPA.