Stockport Council - Corporate Leaders Team Reports
Environmental Impact Assessment

The purpose of completing this section is to help identify, forecast and understand any environmental impacts/consequences of your proposal at an early stage so necessary mitigations can be considered. For construction projects full EIAs are required. Please see below the table for guidance on completion.

Trial EIA						
Criteria	**Beneficial Impact**		**No Impact**	**Adverse Impact**		**Cause & Mitigation**
	Extent	**Term SL/RI**		**Extent**	**Term SL / RI**	
Nature *loss of habitats & species, topography changes*			x			Electric Kias will have no more impact than other normal vehicles on the road
Water *Potential for Pollution, flood, drainage, use*			x			Electric Kias will have no more impact than other normal vehicles on the road
Air *Quality, emissions*			x			Electric Kias will have no more impact than other normal vehicles on the road
Transport *Method, fuel type and use, staff travel, supplier miles*				I	SR	Electric Kias will have no more impact than other normal vehicles on the road
Local Resources *Energy, materials, paper, electricity, buildings, local sourcing*			x			Electric Kias will have no more impact than other normal vehicles on the road
Waste *Increase, Disposal, Recycling, non reusable materials. Does it follow the waste hierarchy: reduce, re-use, recycle*			x			Electric Kias will have no more impact than other normal vehicles on the road
FUTURE POTENTIAL ISSUES EIA						
Criteria	**Beneficial Impact**		**No Impact**	**Adverse Impact**		**Cause & Mitigation**
	Extent	**Term SL/RI**		**Extent**	**Term SL / RI**	
Nature *loss of habitats & species, topography changes*			x			Automated vehicles have the potential to have no more impact than current transport use provided that their usage is deliver in a way which minimises the potential for an increase in vehicle use.
Water *Potential for Pollution, flood, drainage, use*			x			Automated vehicles have the potential to have no more impact than current transport use provided that their usage is deliver in a way which minimises

						the potential for an increase in vehicle use.
Air *Quality, emissions*	N	L/R	x			The potential to control more efficiently braking and acceleration can reduce emissions, however, this depends on usage that does not increase otherwise the higher number of vehicles will undermine these reductions.
Transport *Method, fuel type and use, staff travel, supplier miles*	N	L/R				The environmental impact of self-driving vehicles depends primarily on what we choose to do with them. opt for driving instead of walking or public transport, because the vehicle will pull right up to the door and the environmental impact will increase but there is potential for alternatives through mitigating controls. The newer vehicles may boast of more efficient fuel economy and be more aerodynamic and programmed to take the most efficient routes. Autonomous vehicles can also be programmed to operate in a more fuel-efficient manner. Human drivers tend to ride the gas and brakes heavier than necessary, which burns excessive fuel. In contrast, self-driving trucks and cars can be programmed to operate at maximum efficiency all the time. It could mean fewer cars per population and with the correct controls fewer car trips per head.
Local Resources *Energy, materials, paper, electricity, buildings, local sourcing*	N	L/R				Government could create energy-efficient policies like a minimum fuel efficiency rating or laws about driving too far without a passenger. This would potentially reduce the impact of Autonomous Travel which could otherwise lead to congestion issues and waste.
Waste *Increase, Disposal, Recycling, non reusable materials. Does it follow the*	N	S/I				The number of car crashes will hopefully fall with self-driving cars reducing the potential for driver error, the production of

waste hierarchy: reduce, re-use, recycle						safety equipment and vehicle testing could decrease as well. This would have the potential to reduce waste. However, the greater of technologies is not currently a consideration but long term is likely to also be necessary.

Criteria	Searchable Terms
Nature *loss of habitats & species, topography changes*	Natural capital; biodiversity net gain; planting native plants/trees; providing space and corridors for plants, insects and animals; pollinators; water features; tree shade; low maintenance native trees & shrubs.

KEY			
Extent		**Term**	
National	**N**	Short	**S**
Regional	**R**	Long	**L**
Borough	**B**	Reversible	**R**
Local	**L**	Irreversible	**I**

Guidance on Completing the EIA Table:

Consider the likely impacts that your activity being reported on could have for each of the criteria. Using the key provided, complete each of the columns as required for beneficial, adverse or no impact outcomes. When doing this take account of the extent of the beneficial or adverse impacts – will it benefit or adversely affect only local areas (e.g. streets, post code areas, wards) or will it affect wider geographies? If there is an impact, will it be short term (days, weeks or a month) or longer term (months, years, decades, etc.) and could the impact be reversed or mitigated? Use the final column to explain the causes and likely mitigation of impacts that could affect reversibility etc. Remember to capture beneficial impacts as well as negative ones since this can help clarify how adverse impacts can be better avoided or managed.

If you feel that you don't have enough knowledge of the criteria to assess impacts to enable you to respond, then consider using an internet search engine to research the terms next to each criteria in the table below to find out more about possible impacts and benefits.

Water *Potential for Pollution, flood, drainage, use*	Water UK; permeable paving; sustainable drainage; water butts; water efficiency; greywater flushing; Refill.
Air *Quality, emissions*	Air quality; clean air zones; public transport; active travel; planting to help air quality
Transport *Method, fuel type and use, staff travel, supplier miles*	Traffic emissions; traffic congestion; accessible routes; sustainable transport; shared vehicles; virtual meetings; home working; electric vehicles; sustainable paving; travel plan; solar car ports
Local Resources *Energy, materials, paper, electricity, buildings, local sourcing*	Green suppliers and technologies; renewable energy; energy efficiency; sustainable procurement; local economy; food miles; economies of scale; Social Enterprises; procurement policy
Waste *Increase, Disposal, Recycling, non reusable materials. Does it follow the waste hierarchy: reduce, re-use, recycle*	Waste hierarchy; circular economy; sustainable procurement; recycled goods; Plastics Pact.

For general queries on environmental sustainability and assessment please contact Angie Jukes in the Planning Policy Team at angie.jukes@stockport.gov.uk.

Remember that the Council's Climate Action Now Strategy has the following aim:

'We will incorporate climate impact assessment into everything we do by incorporating it into decision making, report templates and all key strategies'

www.stockport.gov.uk/can-climate-strategy-stockport/can-overview