



Stockport Metropolitan Borough Council

Local Plan Integrated Sustainability Appraisal

Interim ISA Report



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1 Introduction

1.1 Overview

- 1.1.1 Stockport is a metropolitan borough making up part of Greater Manchester in North West England. It is located south-east of central Manchester and includes the towns of Stockport, Bredbury and Marple, as well as the outlying areas of Hazel Grove, Bramhall, Cheadle, Cheadle Hulme Gatley, Reddish, Woodley and Romiley. **Figure 1-1** overleaf outlines the SMBC boundary.
- 1.1.2 Stockport Metropolitan Borough Council (herein referred to as SMBC) is currently preparing a new Local Plan (SLP), which will replace the existing Core Strategy¹ which was adopted in 2011.
- 1.1.3 It will be used to assess planning applications for new developments in Stockport over the next 15 years and beyond. Once adopted, the plan will set out the approach and detailed policies for Stockport until 2041. It will help to deliver the vision that partners, stakeholders and residents set out in the One Stockport Borough Plan².

1.2 Local Plans

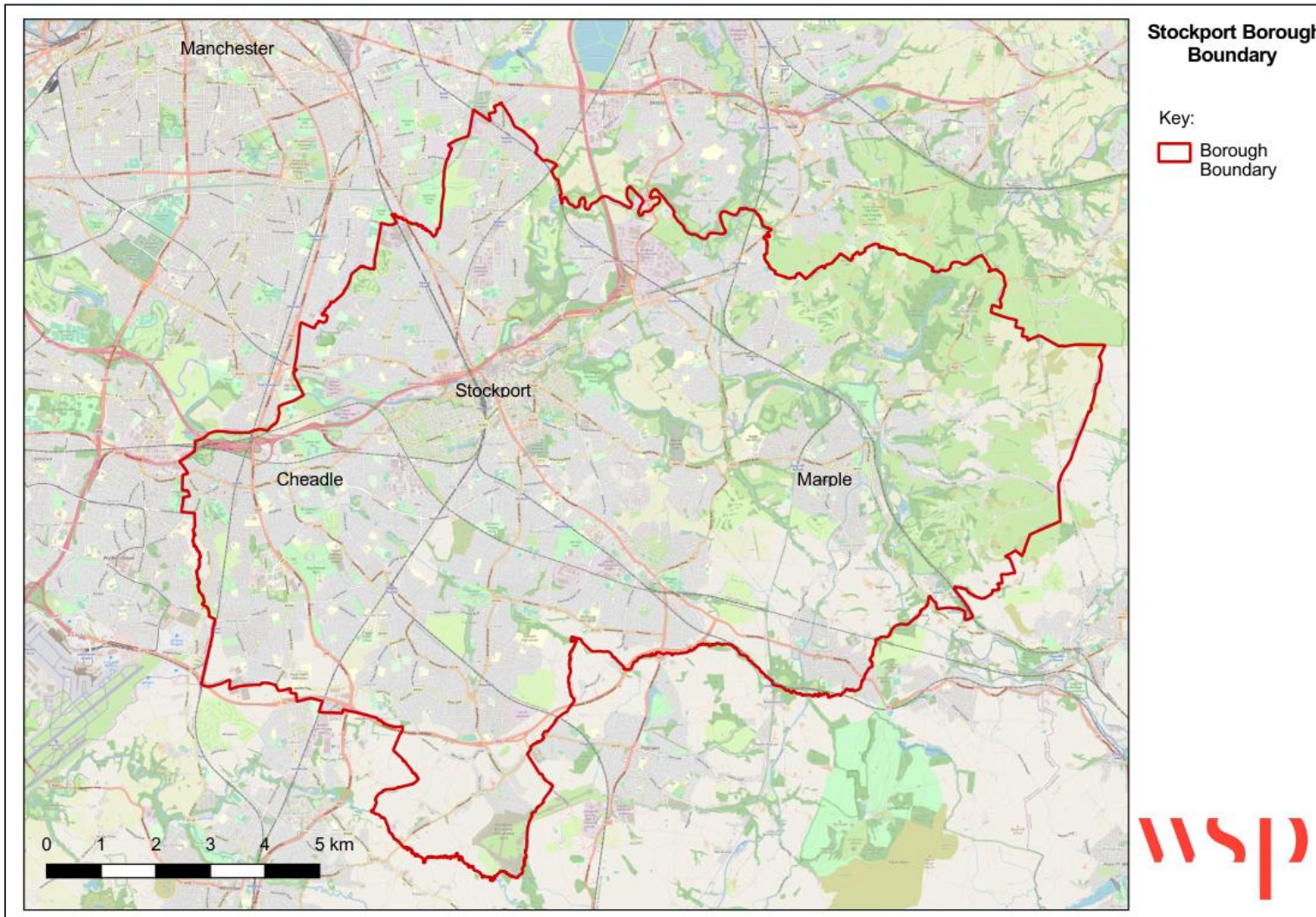
- 1.2.1 Section 3 of the National Planning Policy Framework (NPPF)³ requires that each local planning authority should prepare a local plan for its area, which guides decisions on future development proposals and addresses the needs and opportunities of the area.
- 1.2.2 Topics that local plans usually cover include housing, employment and shops and they also identify where development should take place and areas where development should be restricted. Once in place, local plans become part of the statutory development plan, which is the starting point for determining local planning applications.
- 1.2.3 The NPPF states that the '*planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities*'.

¹ Stockport Metropolitan Borough Council, Local Development Framework, Core Strategy DPD, 2011 [online] available at: <https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/AdoptedPlans/Core+Strategy+DPD.pdf>

² One Stockport, The Stockport Borough Plan [online] Available at: <https://www.onestockport.co.uk/the-stockport-borough-plan/>

³ Ministry of Housing, Communities and Local Government Framework, National Planning Policy Framework, 2021 [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

Figure 1-1 - SMBC Boundary

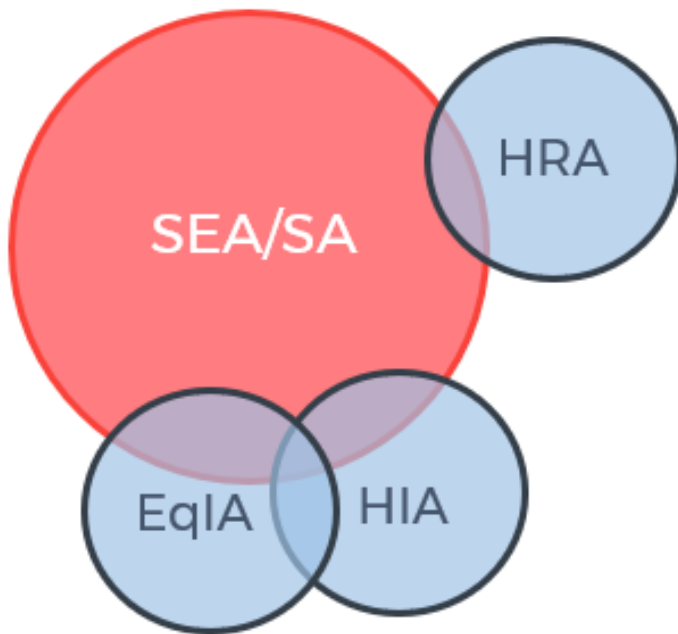


1.3 Purpose of this Report

1.3.1 SMBC has commissioned WSP to undertake an Integrated Sustainability Appraisal (ISA) which will ensure that sustainability aspects are incorporated into the Local Plan. The ISA (set out in **Figure 1-2** below) combines the following assessment processes:

- Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment – SEA);
- Equalities Impact Assessment (EqIA);
- Health Impact Assessment (HIA); and
- Habitats Regulations Assessment (HRA).

Figure 1-2 - Integrated Sustainability Appraisal



1.3.2 An integrated assessment approach enables synergies and cross-cutting impacts to be identified and avoids the need to undertake and report on separate assessments and seeks to reduce any duplication of assessment work. A single process can improve efficiencies in the assessment itself, as many of the issues covered in the different forms of assessment overlap. This process also helps to simplify outcomes and recommendations for policymakers.

1.3.3 More detail on the ISA methodology is provided in **Section 3**.

1.3.4 This report sets out the second stage of the ISA/ local planning process, which is the assessment of the draft local plan and preparation of the Interim ISA Report (ISA Stage B). This stage includes the following:

- Assessment of draft policies, objectives and spatial options;
- Assessment of reasonable alternatives;
- Assessment of cumulative effects;
- Outlining initial mitigation and enhancement measures;
- Outlining recommendations; and
- Setting out next steps.

2 The Local Plan

2.1 Background

- 2.1.1 SMBC is currently preparing a new SLP, which will replace the existing Core Strategy⁴ which was adopted in 2011 and covers the period from adoption to 2026. SMBC is preparing a plan to cover the period from 2024 to 2041, with a scheduled adoption in 2025. It will be used to assess planning applications for new developments in the borough over that period.
- 2.1.2 The SLP will deliver policies and Spatial Approaches for Stockport borough that will strengthen SMBC's ability to be able to deliver new homes, new jobs and infrastructure in the right places. It allows this development to be planned in a coordinated way, whilst protecting what is valued most in the borough of Stockport in terms of the environment, and community and heritage assets.
- 2.1.3 The Stockport Local Plan will be informed and shaped by:
- The National Planning Policy Framework (NPPF)²;
 - The One Stockport Borough Plan⁵ and associated partnership delivery plans; and
 - Neighbourhood Plans
- 2.1.4 The relationship with these plans has been outline in **Figure 2-1** overleaf.

⁴ Stockport Metropolitan Borough Council, Local Development Framework, Core Strategy DPD, 2011 [online] available at: <https://s3-eu-west-1.amazonaws.com/live-iaq-static-assets/pdf/LDF/AdoptedPlans/Core+Strategy+DPD.pdf>

⁵ One Stockport Borough Plan, 2021 [online] available at: <https://www.onestockport.co.uk/the-stockport-borough-plan/>

Figure 2-1 - Relationship of the SLP with other Plans



Source: Stockport Metropolitan Borough Council

2.2 Work to Date

- 2.2.1 SMBC have previously undertaken consultation on a relatively high level 'issues and options' document under Regulation 18 (of the Town and Country Planning [Local Planning] Regulations, 2012⁶). A draft Local Plan was subsequently being prepared with a view to further Regulation 18 consultation. However, in December 2020, SMBC determined to withdraw from the preparation of a joint spatial framework for Greater Manchester (GMSF) which would have set the overarching spatial strategy for the Local Plan. Given the need for the Local Plan to then set its own strategic context and particularly given significant changes in the global climate surrounding Covid-19 the Local Plan is being re-drafted. This has meant that there is a need to restart the ISA process, which includes this ISA Interim Report.

⁶ The Town and Country Planning (Local Planning) (England) Regulations 2012 [online] available at: <https://www.legislation.gov.uk/uksi/2012/767/contents/made>

2.2.2 SMBC have undertaken a number of steps to progress the SLP which have been outlined below:

- Step 1 - Identifying Issues and Options: In 2017, SMBC worked with local communities to look at issues that may affect Stockport in the future and the options for how SMBC could respond to them through the new SLP.
- Step 2 - Agreeing Overall Principles: Since 2017, SMBC have consulted with different people and organisations about what they believe is important for the future of Stockport. Using this, and feedback received in Step 1, SMBC have been able to draft principles to guide the development of the SLP.
- Step 3 - Strategic Housing Land Availability Assessment: In 2020, SMBC undertook a strategic housing land availability assessment (SHLAA) to help understand the capacity of the borough’s existing urban areas to accommodate new housing development. The main role of an SHLAA is to:
 - Identify sites with potential to provide new homes;
 - Assess the number of new homes that might be built; and
 - Estimate when they are likely to be built.
- Consultation on Key principles: In August 2021 SMBC obtained feedback form from a wide range of people, businesses and organisations on the key principles that are guiding the Local Plan's preparation.

2.2.3 Figure below sets out the Local Plan stages and work undertaken to date.

Figure 2-2 - Relationship of the SLP with other Plans



2.3 Vision

- 2.3.1 The Local Plan is an important step forward in delivering the vision for Stockport set out in the borough plan and One Stockport: One Future⁷. It draws across all elements set out in the borough plan of One Heart, One Home and One Future, to ensure that Stockport has the right land, homes and infrastructure in the right places, for current and future generations.
- 2.3.2 **One heart.** At the heart of Stockport is its people and the communities in which they live.
1. A caring and growing Stockport: Stockport is a great place to grow up where children have the best start in life.
 2. A healthy and happy Stockport: People live the best lives they can - happy, healthy and independently.
 3. A strong and supportive Stockport: Confident and empowered communities working together to make a difference.
- 2.3.3 **One home.** Stockport is a great place to live, where no one is left behind.
4. A fair and inclusive Stockport: A borough for everyone - diversity and inclusion is celebrated and everyone has equity of opportunity.
 5. A flourishing and creative Stockport: Stockport is an exciting place to live, where people are active and celebrate the culture.
 6. A climate-friendly Stockport: Stockport is a responsible and sustainable borough.
- 2.3.4 **One future.** Growing, creating and delivering a thriving future for Stockport.
7. An enterprising and thriving Stockport: A thriving economy which works for everyone.
 8. A skilled and confident Stockport: Everyone has the opportunities and skills to successfully achieve their ambitions.
 9. A radically digital Stockport: A digitally inclusive and dynamic borough

2.4 Strategic Policies

- 2.4.1 The Local Plan's Strategic Policies set out the broad approach to delivering, and managing, new development in the borough. This broad approach will support or contribute to achieving the overall aim of the SLP. In turn this will help meet the priorities and ambitions of the One Stockport Borough Plan.
- 2.4.2 The Strategic Policies are as follows:
- Strategic Policy 1: Spatial Strategy
 - Strategic Policy 2: A strategy for our centres

⁷ See <https://www.onestockport.co.uk/one-future-plan/>

- Strategic Policy 3: Sustainable Development in Stockport
- Strategic Policy 4: Equality, Impact and Opportunity

2.5 Local Plan Objectives

2.5.1 The Plan will help to deliver the vision that partners, stakeholders and residents set out in the One Stockport borough Plan. The overarching objectives of the SLP are to:

- **Objective 1:** To ensure a resilient and healthy borough which delivers zero carbon development by 2038, whilst adapting to the impacts of climate change and increasing biodiversity through sustainable development.
- **Objective 2:** To tackle inequalities across Stockport, particularly in relation to housing, employment, and health.
- **Objective 3:** To provide the social infrastructure required to address existing issues and support the delivery of new development and to meet the needs of existing and expanding communities. This will help develop mixed, strong and cohesive communities; ensuring access for all to education, health, community and cultural facilities.
- **Objective 4:** To conserve and enhance our landscapes and natural environment and improve the quality of and access to our open spaces.
- **Objective 5:** To deliver of high quality and locally distinctive design that responds to local character to create inclusive, well-connected and safe neighbourhoods. This will reflect the borough's historic and built environment, including our industrial heritage, and will protect and enhance quality and distinctiveness whilst accommodating change.
- **Objective 6:** To provide a range of different types and tenures of quality new homes that meet aspirations and needs, reflecting an ageing population and a growth in the number of households.
- **Objective 7:** To help create and accommodate employment whilst making Stockport a place of improving inclusive wealth, taking advantage of our town centre's economic and locational opportunities and ensuring all our centres perform their key role at the heart of our local communities and neighbourhoods.
- **Objective 8:** To provide everyone in Stockport with access to schools and other appropriate educational facilities.
- **Objective 9:** To provide the necessary transport infrastructure, whilst reducing the need to travel and improve connectivity, ensuring that sustainable modes become a realistic default option for journeys.
- **Objective 10:** To ensure that Stockport has the utility infrastructure in place to support its future development and prosperity (including suitable digital infrastructure).

2.6 Local Plan Policies

2.6.1 The draft Local plan policies are set out in **Table 2-1** below. In total there are **88 policies** split across **7 themes**. In some instances, themes have been further divided into sub themes.

Table 2-1 – Proposed Draft Local Plan Policies – Providing for our Communities

Draft Local Plan Policies
<i>Providing for our Communities</i>
COM 1: Healthy and Active Across all Ages
COM 2: Community and Social Infrastructure
COM 3: Educational Facilities
COM 4: Protection of Open Space and Recreation Facilities
COM 5: Local Green Space
COM 6: Sporting Facilities
COM 7: Health Care Facilities
COM 8: Cemeteries and Crematoria
ENV 1: Protection and enhancement of the natural environment
ENV 2: Enhancing Biodiversity
ENV 3: Protected Sites
ENV 4: Protected Species
ENV 5: Trees, Woodland and Hedgerows
ENV 6: Landscape
ENV 7: Soil Quality

Draft Local Plan Policies
<i>Our Environment (Environmental Protection)</i>
ENV 8: Environmental Protection
ENV 9: Clean Air
ENV 10: Groundwater Protection
ENV 11: Land Stability, Contamination and Storage of Hazardous Substances
ENV 12: Safeguarding of Manchester Airport and Air Navigation Facilities
ENV 13: Aircraft Noise
<i>Our Environment (Environmental Protection)</i>
ENV 8: Environmental Protection
ENV 9: Clean Air
ENV 10: Groundwater Protection
ENV 11: Land Stability, Contamination and Storage of Hazardous Substances
ENV 12: Safeguarding of Manchester Airport and Air Navigation Facilities
ENV 13: Aircraft Noise
<i>Our Environment (Built Environment)</i>
ENV 14: Design Principles
ENV 15: Delivering Design Quality
ENV 16: Optimising Density
ENV 17: Amenity Considerations
ENV 18: Residential design
ENV 19: Tall buildings

Draft Local Plan Policies
ENV 19: Shop Frontages
ENV 20: Public realm
ENV 21: Shop frontages
ENV 22: Development and the historic environment
<i>Our Climate Resilient Stockport</i>
CR 1: Climate resilience, mitigation and adaptation
CR 2: Energy efficiency, resource use and embodied carbon targets
CR 3: Renewable and low carbon energy development
CR 4: Heat networks
CR 5: Retrofit and re-use of buildings
<i>Our Homes</i>
HOM 1: Delivering new homes
HOM 2: New residential communities
HOM 3: Protecting the future supply of housing
HOM 4: Housing mix
HOM 5: Affordable housing
HOM 6: Build to rent
HOM 7: Housing for older people and specialist accommodation
HOM 8: Provision and enhancement of recreational facilities and green infrastructure in new residential development
HOM 9: Gypsies, travellers and travelling showpeople

Draft Local Plan Policies
HOM 10: Children’s residential care and semi-independent supported living for young people
HOM 11: Houses in multiple occupation
HOM 12: Self-build and custom build homes
HOM 13: Protection of existing housing
HOM 14: Homes for agricultural workers in the Green Belt
HOM 15: Residential infill development in the Green Belt
<i>Our Town Centres</i>
STC 1: Stockport Town Centre Principles
STC 2: Town Centre Policy Areas
STC 3: Key transformational projects
STC 4: A hub for culture and lifestyle
STC 5: Town Centre Living
STC 6: Public Realm and Design in the town centre
STC 7: Movement to and through the Town Centre
STC 8: Main town centre uses and retail development
<i>Supporting Our Businesses and Centres (Businesses)</i>
BUS 1: Economy and Employment Principles
BUS 2: Key Employment Locations
BUS 3: Employment Areas

Draft Local Plan Policies
BUS 4: Non-designated Employment Areas
BUS 5: Affordable and Flexible Workspace
BUS 6: Local Employment and Training
<i>Supporting Our Businesses and Centres (Centres)</i>
CEN 1: Development Principles for Vibrant Centres
CEN 2: Network and Hierarchy of Designated Centres
CEN 3: District Centres
CEN 4: Development involving main town centre uses
CEN 5: Hot food takeaways
CEN 6: Managing the impacts of main town centre uses
CEN 7: Evening Economy
CEN 8: Out of Centre Locations for Retail
<i>Our Infrastructure</i>
INF 1: Infrastructure provision and developer contributions
INF 2: Digital and telecommunications infrastructure
INF 3: Flood risk
INF 4: Drainage
INF 5: Sustainable drainage systems (SuDS)
INF 6: Fresh water and wastewater infrastructure

Draft Local Plan Policies
INF 7: Integrated transport network
INF 8: Sustainable streets
INF 9: Walking, wheeling and cycling
INF 10: Public transport
INF 11: Freight and logistics
INF 12: Public rights of way and Strategic Recreation Routes
INF 13: The highway network
INF 14: Access and servicing
INF 15: Vehicle parking and infrastructure
INF 16: Safeguarding future transport infrastructure and routes

2.7 Spatial Approaches

2.7.1 For the Regulation 18 stage, SMBC have produced Approach Papers for Housing and Employment, which set out broad options and locations for housing delivery and employment sites and ways in which local needs can be met.

2.7.1 Further details on both the housing and employment approaches can be found in Section 8 and within their subsequent topic papers.

Housing Approaches

2.7.2 Three spatial housing approaches have been set out within the Housing Topic Paper. The proposed approach does not include any release of Green Belt, whilst both the first and second alternatives include Green Belt release.

2.7.3 All approaches include development within Stockport town centre as well as additional allowance across all of the district centres totalling 770 units. Those centres are:

- Bramhall
- Cheadle
- Cheadle Hulme
- Edgeley
- Hazel Grove
- Marple
- Reddish (Houldsworth Square), and
- Romiley.

Employment Approaches

2.7.4 Three spatial employment approaches have been set out within the Employment Topic Paper. The proposed approach includes development purely within the existing town centres, urban areas and existing employment areas, whilst the alternative approaches include this as well as the potential release of Green Belt.

2.7.5 Following an extensive site selection process, three potential Green Belt sites have been proposed:

- Heathside Park Road
- Bredbury (a)
- Bedbury (b)

3 Methodology

3.1 Introduction

- 3.1.1 Sustainability Appraisal is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.
- 3.1.2 The ISA combines the following assessment processes:
- Sustainability Appraisal (SA);
 - Equalities Impact Assessment (EqIA);
 - Health Impact Assessment (HIA); and
 - Habitats Regulations Assessment (HRA).

3.2 Sustainability Appraisal

- 3.2.1 The SEA/SA process is carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.
- 3.2.2 SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)⁸.
- 3.2.3 SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations⁹.
- 3.2.4 SEA only considers the environmental effects of a plan whilst SA also considers a plan's wider economic and social effects. It is obligatory that SAs meet all of the requirements of the SEA Regulations.

⁸ SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/ukxi/2004/1633/pdfs/ukxi_20041633_en.pdf

⁹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online] Available at: <http://www.legislation.gov.uk/ukxi/2017/571/introduction/made>

3.2.5 The approach adopted for the SA element of the SLP follows that set out in the Practical Guide to SEA¹⁰ and the Planning Practice Guidance to SEA¹¹. SAs do however need to meet all of the requirements of the SEA Regulations, so a separate strategic environmental assessment should not be required.

3.3 Equalities Impact Assessment

3.3.1 The Equality Act 2010¹² includes a public-sector equality duty that requires public organisations and those delivering public functions to: show due regard to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations between communities.

3.3.2 The EqIA process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following nine Personal Protected Characteristics:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage and civil partnership;
- Pregnancy and maternity;
- Race;
- Religion or belief; and
- Sexual orientation.

3.4 Health Impact Assessment

3.4.1 HIA is a process to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level. Assessment of health can be undertaken as a discrete process within an HIA and can also be embedded within environmental assessments.

¹⁰ Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive. available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

¹¹ Department for Communities and Local Government (2015) Strategic environmental assessment and sustainability appraisal. Available at: <http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/>

¹² Equality Act, 2010, [online] available at: <https://www.legislation.gov.uk/ukpga/2010/15/contents>

3.4.2 HIA is not a statutory requirement of the Local Plan preparation process. However, Planning Practice Guidance states that ‘*Local planning authorities should ensure that health and wellbeing and health infrastructure are considered in local and neighbourhood plans and in planning decision making*’.

3.4.3 HIAs can be done at any stage in the development process but are best done at the earliest stage possible.

3.5 Habitat Regulations Assessment

3.5.1 Under Article 6(3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations¹³, an assessment (referred to as an HRA) needs to be undertaken in respect of any plan or project which:

“Either alone or in combination with other plans or projects would be likely to have a significant effect on a site designated within the Natura 2000 network – these are Special Areas of Conservation (SACs), candidate SACs (cSACs), and Special Protection Areas (SPAs). In addition, Ramsar sites (wetlands of international importance), potential SPAs (pSPA) and in England possible SACs (pSACs), are considered in this process as a matter of law or UK Government policy. These sites are collectively termed ‘European sites’ in Habitats Regulations Assessment (HRA); and is not directly connected with, or necessary to, the management of the site”.

3.5.2 Guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive:

- Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
- Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site’s conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site;
- Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and
- Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the

¹³ The Conservation of Habitats and Species Regulations 2017, [online] Available at: <http://www.legislation.gov.uk/uksi/2017/1012/contents/made>

compensatory measures needed to maintain the overall coherence of the Natura 2000 network.

- 3.5.3 The first stage of the Habitats Regulations Assessment (screening) will be undertaken as the SLP develops. Stages 2 to 4 will be progressed when sufficient information is available to undertake them. The HRA screening will enable consideration of SLP regarding likely significant effects on European sites, as required by the legislation.
- 3.5.4 The HRA is driven by separate legislation to the SEA and other forms of assessment. This means the HRA Report will be published separately to the ISA Report and not included as an appendix to the ISA Report.
- 3.5.5 The HRA will be undertaken at the next ISA Stage (Stage C) once further site details are available.

3.6 ISA Process and Requirements

Table 3-1 below sets out the ISA process. The integration of the ISA with the Local Plan process is shown in **Figure 3-1**. This Report represents Stage B.

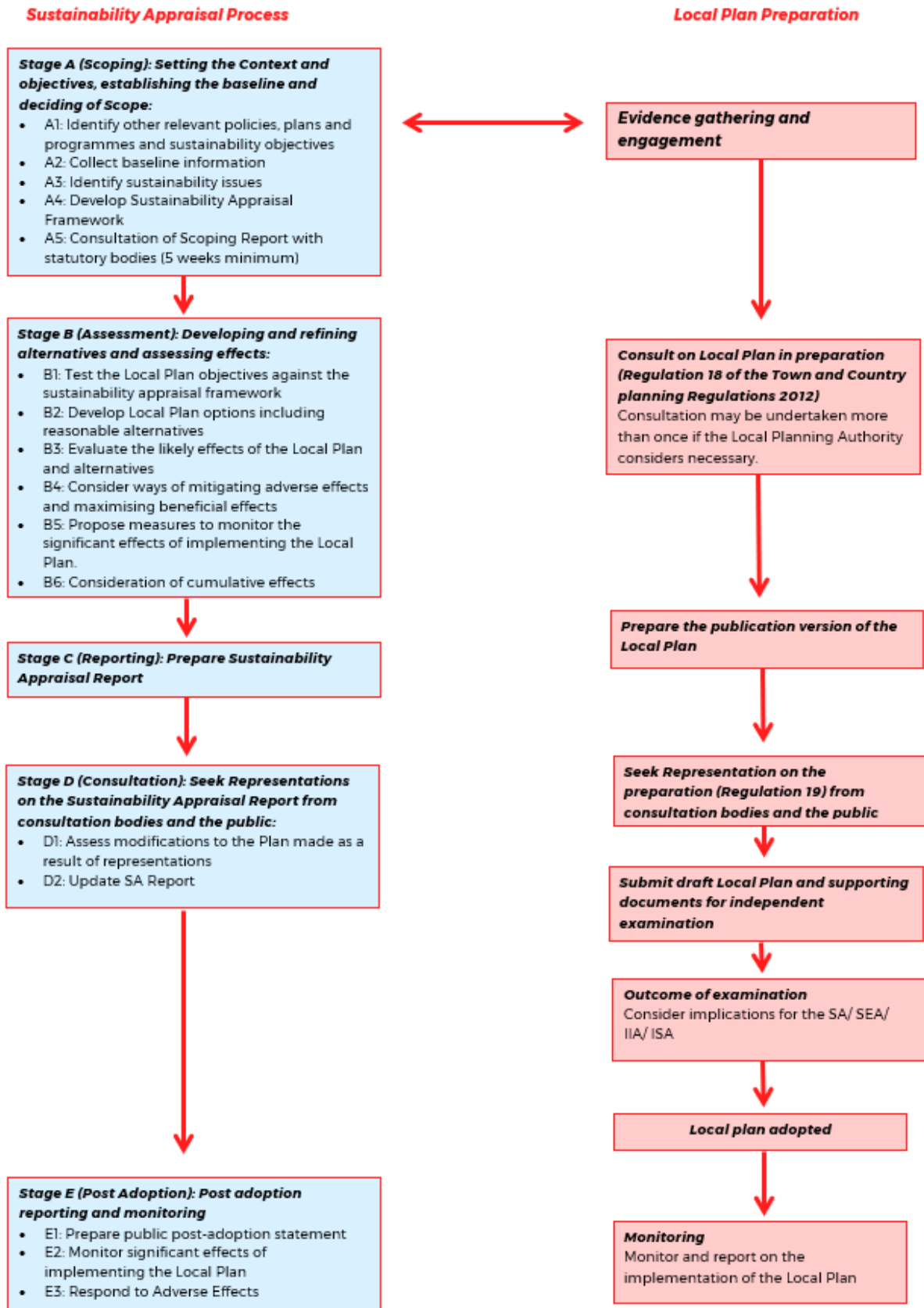
Table 3-1 – SEA Stages

SA Stage	SEA Stages and Tasks	Purpose
A1	Identifying other relevant plans, programmes and environmental protection objectives to identify SEA objectives.	To establish how the plan or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help.
A2	Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SA objectives.
A3	Identifying environmental problems	To help focus the SA and streamline the subsequent stages, including baseline information analysis, setting of the SEA objectives, prediction of effects and monitoring.
A4	Developing SEA objectives	To provide a means by which the environmental performance of the plan or programme and alternatives can be assessed.
A5	Consulting on the scope of SEA	To ensure that the SA covers the likely significant environmental effects of the plan or programme.

SA Stage	SEA Stages and Tasks	Purpose
B1	Testing the plan or programme objectives against the SEA objectives	To identify potential synergies or inconsistencies between the objectives of the plan or programme and the SA objectives and help in developing alternatives.
B2	Developing strategic alternatives	To develop and refine strategic alternatives.
B3	Predicting the effects of the plan or programme, including alternatives	To predict the significant environmental effects of the plan or programme and alternatives.
B4	Evaluating the effects of the plan or programme, including alternatives	To evaluate the predicted effects of the plan or programme and its alternatives and assist in the refinement of the plan or programme.
B5	Mitigating adverse effects	To ensure that adverse effects are identified, and potential mitigation measures are considered.
B6	Proposing measures to monitor the environmental effects of plan or programme implementation	To detail the means by which the environmental performance of the plan or programme can be assessed
C3	Preparing the Environmental Report	To present the predicted environmental effects of the plan or programme, including alternatives, in a form suitable for public consultation and use by decision-makers.
D1	Consulting the public and Consultation Bodies on the draft plan or programme and the Environmental Report	<p>To give the public and the Consultation Bodies an opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the plan or programme.</p> <p>To gather more information through the opinions and concerns of the public.</p>
D2	Assessing significant changes	To ensure that the environmental implications of any significant changes to the draft plan or programme at this stage are assessed and taken into account

SA Stage	SEA Stages and Tasks	Purpose
D2	Making decisions and providing information	To provide information on how the Environmental Report and consultees' opinions were taken into account in deciding the final form of the plan or programme to be adopted.
E1	Developing aims and methods for monitoring	To track the environmental effects of the plan or programme to show whether they are as predicted; to help identify adverse effects.
E1	Responding to adverse effects	To prepare for appropriate responses where adverse effects are identified.

Figure 3-1 - Local Planning Process Vs SA Process



3.7 ISA Interim Report Methodology

- 3.7.1 Stage B (this stage) comprises the assessment of the Draft SLP, against the ISA Appraisal Framework objectives identified within the Scoping Report. This will aid the development of SLP and its policies and options.
- 3.7.2 As per the SEA regulations, the ISA also needs to consider and compare all reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the borough. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan.
- 3.7.3 For this stage, the ISA has assessed a ‘business as usual’ (continuation of the existing Core Strategy¹⁴) scenario as reasonable alternatives. Given the iterative nature of the SLP as the plan develops other reasonable alternatives may emerge.
- 3.7.4 This ISA Interim Report will therefore cover the assessment of:
- Compatibility assessment of the Strategic Policies and Objectives;
 - SLP draft policies;
 - SLP policy alternatives; and
 - Spatial approaches
- 3.7.5 The policies have been assessed together within the themes and sub-themes that are set out in **Tables 2-1** above. The assessment therefore comprises of the following:
- Providing for our Communities (8 policies);
 - Our Environment – Natural Environment (7 policies);
 - Our Environment – Environmental Protection (6 policies);
 - Our Environment – Built Environment (9 policies);
 - Our Climate Resilient Stockport (5 Policies)
 - Our Homes – Housing Delivery (13 policies);
 - Our Homes – Specialist Housing (5 policies);
 - Our Town Centres (8 policies);
 - Supporting our Businesses and Centres – Businesses (6 policies);
 - Supporting our Businesses and Centres – Centres (8 policies);
 - Our Infrastructure - Infrastructure provision and Developer Contributions (1 policy);
 - Our Infrastructure - Digital and Telecommunications Infrastructure (1 policy);
 - Our Infrastructure - Water and Flood Risk (4 policies); and
 - Our Infrastructure – Transport (10 policies).

¹⁴ Stockport Metropolitan Borough Council Local Development Framework, Core Strategy DPD, 2011 [online] available at: <https://www.stockport.gov.uk/development-plan>

Compatibility Assessment

3.7.6 Testing the compatibility of SLP’s Strategic Policies and Objectives against the ISA Appraisal Framework help to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the SLP.

Table 5-1 below sets out the key to appraisal.

Table 5-1 – Key to Compatibility Assessment

Effect	Key
Compatible	✓
Incompatible/ potential conflict	✗
No relationship	0
Uncertain/ more than one potential outcome	?

Assessment of Effects

3.7.7 The assessment of policies, spatial approaches and alternatives has considered the following:

- Overall effect significance (negative, positive, uncertain, potential for both negative and positive effect or negligible)
- Nature of effect (direct, indirect)
- Spatial Extent (local, regional, national)
- Reversibility of effect:
 - Reversible: The receptor can return to baseline condition without significant intervention
 - Irreversible: The receptor would require significant intervention to return to baseline condition
- Duration (short, medium or long term) – Short term: 0-5 years, Medium term: 5-10 years (up to the end of the plan period) Long term: 10+ years (beyond the plan period).

3.7.8 **Table 3-2** overleaf sets out the key to the assessment.

Table 3-2 – Key to Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Magnitude (High / Medium / Low)	H / M / L
Nature of effect (direct / indirect).	D / I
Spatial Extent (local / regional / national)	L / R / N
Reversibility of effect (reversible / irreversible)	R / I
Permanence (Permanent / Temporary)	P / T
Duration (short / medium / long term).	ST / MT / LT

3.8 Assumptions and Limitations

- 3.8.1 The preparation of the SLP alongside the ISA has allowed an iterative process of assessment and refinement in the narrative and policies within the Plan. Therefore, some of the recommendations set out in this report may already have been addressed in the SLP.
- 3.8.2 The assessment of policies, policy alternatives, spatial approaches and alternative sites, has been undertaken as a desk-based exercise using the baseline information from the Scoping Report. No site visits have been undertaken specifically for the purposes of the ISA.
- 3.8.3 WSP have ensured that effects are predicted accurately; however, this can be challenging given limited understanding of precisely how the plan will be implemented. Given uncertainties there is inevitably a need to make some assumptions, however, these are made carefully and explained in detail within the assessment text.
- 3.8.4 In some instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on the potential positive and negative effects of the draft plan and its alternatives in more general terms.

4 Identification of Sustainability Issues and Opportunities and the ISA Framework

4.1 Introduction

- 4.1.1 This section sets out the sustainability issues and opportunities for the SLP and the ISA Appraisal Framework, against which the SLP has been assessed.
- 4.1.2 A Scoping Report, in support of the emerging Local Plan, was produced by WSP in 2022, which initiated the SEA process (see **Table 3-1**). This report reviewed relevant legislation, plans, and programmes baseline, identified baseline information as well as key issues and opportunities for the Local Plan and identified an assessment framework.
- 4.1.3 This report was consulted on with the Statutory Consultees (Environment Agency, Historic England and Natural England) in June 2022 and details on their consultation comments can be found in **Appendix A**. It should be noted that the Environment Agency have received the IIA Scoping Report but chose not to comment

4.1 Review of Plans, Policies and Programmes

- 4.1.1 A plan may be influenced in various ways by other plans, policies or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. These relationships enable the Responsible Authority to take advantage of potential synergies and to deal with any inconsistencies and constraints.
- 4.1.2 An initial review of policies, plans, programmes, strategies and initiatives that may have an impact on the preparation of relevant policies being reviewed has been undertaken as part of the Scoping Report. This review has helped to inform both the development of the SLP and the ISA framework.
- 4.1.3 **Appendix B** includes further details on the plans, policies and programmes identified during the Scoping Report.
- 4.1.4 **Table 4-1** overleaf sets out the key messages identified from this review.

Table 4-1 – Key Messages from Policy Review

ISA Topic	Key Messages from Review
<p>Population and Equalities</p>	<ul style="list-style-type: none"> ■ There is a need to deliver mixed and balanced communities; ■ The delivery of new developments should not be of detriment to the interests of existing communities; ■ Development should promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; ■ There is a need to ensure fair and equal access to services and support irrespective of race, religion, sex, age, sexual orientation, disability, gender reassignment, marriage and civil partnership or pregnancy/maternity; ■ Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level; and ■ New developments should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments.
<p>Human Health</p>	<ul style="list-style-type: none"> ■ Create places that are safe, inclusive and accessible and which promote health and well-being; ■ The Covid-19 pandemic has had significant consequences for people’s health outcomes in the short and longer term. There is a need to level-up in the wake of the pandemic in order to create a level playing field for both life and job opportunities; ■ Poorly located and designed new development seriously hinders healthy lifestyles; ■ Good placemaking is linked to a wider set of positive social, economic and environmental outcomes; ■ Twenty-minute neighbourhoods can provide an effective way to create healthy and active communities whilst improving equality, inclusion and help tackle climate change; ■ Regular physical activity provides a range of physical and mental health and social benefits; ■ Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities; and

ISA Topic	Key Messages from Review
	<ul style="list-style-type: none"> ■ Planning policies should support the creation of places that prioritises active and inclusive environments that provide easy and safe opportunities for everyone to be physically active.
Economy and employment	<ul style="list-style-type: none"> ■ Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt; ■ There is a need to provide accessible local industries, services and facilities, which help to secure employment, enterprise and training opportunities; ■ Planning policies and decisions should support the role that town centres play at the heart of local communities; ■ Identify potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and ■ There's a need to deliver an economy fit for the future, with prosperous communities and radically increased productivity and earning power.
Housing	<ul style="list-style-type: none"> ■ Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community; ■ Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability; ■ High costs of housing are continuing to push even more people into poverty as incomes fall; ■ There is a need to improve the quality of the housing stock; ■ Young people and those from ethnic minority communities are more likely to rent from the private sector, where conditions are generally worse than in the social rented sector; and ■ Delivery of safe, decent and affordable housing in stronger and safer communities.
Crime and Safety	<ul style="list-style-type: none"> ■ There is a need to reduce crime and the fear of crime, as well as encouraging reporting; ■ Planning policies should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;

ISA Topic	Key Messages from Review
	<ul style="list-style-type: none"> ■ Safety and security are essential to successful, sustainable communities; and ■ There is a need to provide well-designed places where people feel safe and secure; where crime and disorder, or the fear of crime, doesn't undermine quality of life or community cohesion.
Transport and Accessibility	<ul style="list-style-type: none"> ■ There is a need to improve sustainable transport and active travel options to encourage a modal shift; ■ There's a need to provide an accessible, low carbon and well-connected transport network; ■ Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport; ■ Transport plays a key role in improving access to health services particularly for vulnerable groups; ■ There is a need to continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do; and ■ Twenty minute neighbourhoods can provide effective way to create healthy and active communities whilst improving equality, inclusion and help tackle climate change.
Biodiversity and Natural Capital	<ul style="list-style-type: none"> ■ Identify opportunities for green infrastructure provision, recognising the multiple functions that green infrastructure provides to the area and linking into regional and national green infrastructure networks; ■ Protect and enhance biodiversity, including designated sites, priority species, habitats and ecological networks; ■ Minimise the impact on biodiversity and ensure net gain wherever possible, including in new developments; ■ Maintain and enhance ecosystems and their services; and ■ Improve the long-term sustainability of ecological and physical processes that underpin the functioning of ecosystems.

ISA Topic	Key Messages from Review
Landscape and Townscape	<ul style="list-style-type: none"> ■ The delivery of new developments should not have adverse impacts on the quality of the natural and built environment. ■ Protect and enhance the quality and distinctiveness of natural landscapes in ways that allow them to continue to evolve; and ■ Provide greater access to greenspace, to help reconnect people to nature.
Historic Environment	<ul style="list-style-type: none"> ■ Conserve and enhance nationally and locally designated cultural and historical assets as well as those which are undesignated; ■ Enhance the beauty of the natural scenery and improving its environmental value while being sensitive to considerations of its heritage encourage engagement with the natural environment; and ■ Ensure that development adjacent, or in close proximity to the local conservation areas, designated assets, archaeological remains or listed buildings, respects their character and context, and does not detract from the quality of the built environment.
Water Environment	<ul style="list-style-type: none"> ■ Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk; and ■ Any 'essential infrastructure' proposed to be located in flood zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood. ■ Protect and enhance surface and groundwater quality and ensure that water quality is improved or maintained where possible; and ■ Avoid development in areas prone to flooding.
Air Quality	<ul style="list-style-type: none"> ■ There is a need to ensure that air quality is maintained or enhanced and that emissions of air pollutants are kept to a minimum; ■ Air pollution is much more prevalent in deprived communities and harms health; ■ New developments must ensure that there is no adverse effect on air quality in an air quality management areas (AQMA);and

ISA Topic	Key Messages from Review
	<ul style="list-style-type: none"> ▪ Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.
Climate Change and Greenhouse Gases	<ul style="list-style-type: none"> ▪ Take all possible action to mitigate climate change, while adapting to reduce its impact; ▪ Avoid increased vulnerability to the range of impacts arising from climate change; ▪ There is a need to reduce emissions of greenhouse gases that may cause climate change; ▪ There is a need to increase energy efficiency and move towards a low carbon economy; ▪ The quality, design and use of homes and buildings across need to be improved to address the challenges of climate change; and ▪ New developments and major renovations should promote renewable and sustainable technology.
Material Assets	<ul style="list-style-type: none"> ▪ Facilitate the sustainable use of minerals and minimise impacts on soil quality, considering any mitigation measures proposed; ▪ Maintain and enhance geodiversity through the management of sites, areas and wider landscapes; ▪ Consider land stability in respect of new development; and encourage a circular economy; and ▪ Continue to encourage recycling by promoting correct recycling practice and educating our residents.

4.2 Sustainability Issues and Opportunities

- 4.2.1 Sustainability issues and opportunities of the plan have been identified following the review of plans, policies and programmes and the gathering of baseline information. **Appendix C** sets out the baseline information from the original Scoping Report. **Table 4-2** below sets out the key sustainability issues and opportunities identified.

Table 4-2 – Sustainability Issues and Opportunities

ISA Topic	Key Sustainability Issues and Opportunities
Population and Equalities	<ul style="list-style-type: none"> ▪ There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families; ▪ There are opportunities to improve access to facilities and services, as well as housing, for the elderly, young adults, and rural communities; ▪ The population of Stockport is predicted to increase both in number and age profile; and ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce current demands but may also increase social isolation and increase reliance on alternative social interaction.
Human Health	<ul style="list-style-type: none"> ▪ Stockport’s ageing population will present a greater need for access to services, as well as a greater pressure on healthcare and housing provisions; ▪ Health inequalities are high within Stockport, life expectancy is lower in the most deprived areas of the borough; and ▪ Increases in loneliness are likely to be seen as a result of elderly social isolation and loneliness, as well as the impacts of Covid-19, leading to associated health impacts.
Economy and Employment	<ul style="list-style-type: none"> ▪ The borough is a prime location for new and existing business, benefiting from being well-located, well-connected and from having a well-educated and skilled workforce; ▪ Some jobs in the borough are facing skill shortage vacancies; ▪ There are a number of jobs that remain hard to fill;

ISA Topic	Key Sustainability Issues and Opportunities
	<ul style="list-style-type: none"> ▪ The impact of factors such as Brexit, Covid-19, changing working patterns and preferences and extreme climactic events will play a part in determining the types of investment which will most benefit the economy; and ▪ There is a lack of quality employment space for some industries.
Housing	<ul style="list-style-type: none"> ▪ The average house price is nine times higher than the average salary in the borough; ▪ The population is increasing and ageing, with more residents requiring specialist housing; ▪ The Covid-19 pandemic and rising cost of living is increasing levels of homelessness; and ▪ There is a lack of affordable housing, meaning young people and/or lower income groups are missing out.
Crime and Safety	<ul style="list-style-type: none"> ▪ There is potential to increase engagement within communities to encourage the reporting of crimes; ▪ There are opportunities to improve neighbourhoods and reduce the prevalence of antisocial behaviours; ▪ There are opportunities to increase the safety of active transport modes such as cycling and walking; and ▪ Vulnerable road users such as cyclist and pedestrians are more likely to be casualties.
Transport and Accessibility	<ul style="list-style-type: none"> ▪ There is a need to improve sustainable transport modes (public and active); ▪ Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and, gender; and ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand.
Biodiversity and Natural Capital	<ul style="list-style-type: none"> ▪ Light, air, and noise pollution from increasing urban development in Stockport may put strains on nearby protected areas, notably the Peak District National Park;

ISA Topic	Key Sustainability Issues and Opportunities
	<ul style="list-style-type: none"> ■ Increasing population and associated developments may lead to fragmentation and urbanisation of natural habitats; and ■ New legislation regarding biodiversity net gain will require developments to implement demonstratable increases in biodiversity.
Landscape and Townscape	<ul style="list-style-type: none"> ■ Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes; ■ Future growth in some locations could risk compromising landscape and townscape character and features; ■ The design of new infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations; ■ There is potential to improve access to the countryside (particularly the Peak District), to promote sustainable tourism and to provide greater awareness for designated areas; ■ Increasing access to the countryside, whilst increasing pressure on those resources, can greatly improve health and wellbeing, help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity through urban built form to the countryside for wildlife; and ■ The incorporation of ‘Future Ready’ Landscape principles into landscape-led designs would help ensure transport infrastructure is designed for longevity in the 21st century, for both its people and its natural environment.
Historic Environment	<ul style="list-style-type: none"> ■ There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through active modes and asset settings; ■ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased noise and visual effects; ■ Highly significant archaeological remains, whether designated or not, normally require preservation in situ; and

ISA Topic	Key Sustainability Issues and Opportunities
	<ul style="list-style-type: none"> ▪ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address.
Water Environment	<ul style="list-style-type: none"> ▪ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure; ▪ Of the 83 waterbodies, just 6% are achieving ‘good’ status, falling far short of the WFD target; ▪ Upgrading existing infrastructure provides the opportunity to improve pollution control; ▪ Increased development (including transport, housing and other infrastructure) can increase flood risk on a local and catchment scale; and ▪ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk in Stockport.
Air Quality	<ul style="list-style-type: none"> ▪ The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation; ▪ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality; ▪ The UK Government’s plan to end the sale of all new conventional petrol and diesel cars and vans by 2030 and support for work and home-based electric charging facilities, will promote use of hybrid and electric vehicles, with positive effects for air quality; and ▪ Air quality issues across Stockport can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality.
Climate Change and Greenhouse Gases	<ul style="list-style-type: none"> ▪ The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit;

ISA Topic	Key Sustainability Issues and Opportunities
	<ul style="list-style-type: none"> ▪ Transport is the largest contributor to GHG emissions in the UK. In Stockport the largest contributor is from domestic uses; and ▪ Since the covid-19 pandemic, private car use has increased which contributes to GHG emissions.
Material Assets	<ul style="list-style-type: none"> ▪ The growing population and associated need for development is likely to increase the use of mineral resources and waste generation; ▪ The borough’s soil resources are likely to be negatively impacted by climate change, which could lead to reduced levels of productivity; and ▪ There’s a continued increase in renewable energy supplies across Stockport.

4.3 ISA Appraisal Framework

- 4.3.1 The review of relevant plans, policies and programmes, collation of baseline information and identification of issues and opportunities, has been used to inform the ISA Appraisal Framework, which is set out in **Table 4-3** below.
- 4.3.2 The ISA Appraisal Framework also sets out supporting questions which will help guide the assessment.

Table 4-3 – ISA Appraisal Framework

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
Population and Equalities	ISA1: To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity.	Will the policy or proposal.. <ul style="list-style-type: none"> ▪ Help to reduce inequalities, particularly for those people and communities most vulnerable? ▪ Improve access to services, facilities and transport for all inclusively? ▪ Support diversity?
Human Health	ISA2: To improve physical and mental health and wellbeing, for all of Stockport’s residents	Will the policy or proposal.. <ul style="list-style-type: none"> ▪ Promote healthier lifestyles? ▪ Increase walking and cycling? ▪ Improve quality, quantity and equality of access to green and blue space and increase opportunities for recreation? ▪ Promote health enhancing environments, behaviours and activities for local communities? Help prevent risks to human health, which arise from noise and air pollution?
Economy and Employment	ISA3: To support a diverse local economy to foster sustainable economic growth and support Stockport’s town	Will the policy or proposal.. <ul style="list-style-type: none"> ▪ Increase job availability? ▪ Improve access to employment centres?

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
	centre and other district and local centres ISA4: To ensure that local residents have employment opportunities and access to training.	<ul style="list-style-type: none"> ■ Improved connectivity between business clusters and housing markets? ■ Support flexible working patterns? ■ Help support changing retail patterns? ■ Increase retail floorspace?
Housing	SA5: To meet the housing needs of all of the borough’s residents inclusively	Will the policy or proposal.. <ul style="list-style-type: none"> ■ Help to sufficiently meet the borough’s housing target? ■ Optimise proposed sites to maximise housing delivery? ■ Reduce housing deprivation? ■ Meet the needs of all groups inclusively (elderly residents, young families, ethnic minorities etc.)?
Crime and Safety	SA6: To reduce crime and the fear of crime.	Will the policy or proposal.. <ul style="list-style-type: none"> ■ Improve safety? ■ Ensure that everyone feels safe, particularly after dark? ■ Support designing out crime principals? ■ Reduce levels of crime derivation?
Transport and Accessibility	SA7: To promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally	Will the policy or proposal.. <ul style="list-style-type: none"> ■ Support the use of sustainable transport modes? ■ Improve access to services, facilities and transport? ■ Reduce demand for use of the private car? ■ Ensure that all groups can access services and facilities inclusively?

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
	SA8: To protect and enhance access to essential services and facilities for all residents	
Biodiversity and Natural Capital	SA9: To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Stockport, contributing to biodiversity net gain.	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ■ Cause damage to locally and nationally designated sites through infrastructure provision, increased development, recreational pressures, traffic or maintenance? Maintain and enhance biodiversity in the borough? ■ Seek opportunities for biodiversity net gain? ■ Increase provision of ecosystem services from the borough's natural capital? ■ Prevent fragmentation of habitats and promote ecological networks? ■ Result in developments which will improve biodiversity on site?
Landscape and Townscape	SA10: To protect and enhance Stockport's townscapes and landscapes, including both the rural and urban environments.	<p>Will the policy or proposal...</p> <ul style="list-style-type: none"> ■ Respect, maintain and strengthen local character and distinctiveness? ■ Achieve high quality sustainable design for buildings, spaces and the public realm? ■ Improve the quality and condition of the townscape and landscape? ■ Improve the quality of parks and open spaces?
Historic Environment	SA11: To protect and enhance the historic environment,	Will the policy or proposal..

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
	including heritage assets (designated, non-designated, and heritage at risk) and their settings.	<ul style="list-style-type: none"> ■ Conserve and/or enhance heritage assets, their setting and the wider historic environment? ■ Contribute to the better management of heritage assets and contribute to conserving heritage at risk? ■ Improve the quality and condition of the historic environment? ■ Respect, maintain and strengthen local character and distinctiveness?
Water Environment	<p>SA12: To reduce the risk and vulnerability to flooding.</p> <p>SA13: To maintain and enhance water quality</p>	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ■ Reduce the risk of flooding? ■ Result in urban creep? ■ Increase surface runoff? ■ Result in the reduction of water quality? ■ Support the protection and enhancement of water bodies?
Air Quality	SA14: To protect and enhance air quality	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ■ Support measures to reduce levels of air pollution? ■ Help to improve air quality? ■ Support measures for the reduction of congestion and traffic levels particularly in AQMAs and congestion hot-spots?
Climate Change and Greenhouse Gases	SA15: Ensure that Stockport is resilient to the effects of climate change	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ■ Support low carbon and energy efficient design? ■ Contribute further to the urban heat island effect?

ISA Topic	ISA Objective	ISA Supporting Appraisal Questions
	<p>SA16: To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and encourage energy efficiency</p>	<ul style="list-style-type: none"> ▪ Ensure new development is designed to mitigate overheating risk? ▪ Increase the resilience of infrastructure and material assets to the impacts of climate change (including flood risk, extreme weather, heat and cold)?
<p>Material Assets</p>	<p>SA17: To reduce the amount of waste produced and minimise the amount sent to landfill</p> <p>SA18: To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy.</p>	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ▪ Support the use of brownfield land? ▪ Support the use of sustainable materials? ▪ Minimise the amount of waste? ▪ Support the protection of the best and most valuable land and peat resources?

5 Compatibility Assessment of Strategic Policies and Objectives

5.1 Compatibility Assessment

- 5.1.1 This section assesses the compatibility of these objectives and Strategic Policies against the ISA Appraisal Framework objectives.
- 5.1.2 The Strategic Policies and Objectives have been individually tested against the ISA Appraisal Framework objectives to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the SLP.
- 5.1.3 **Table 5-1** below sets out the key to appraisal, whilst **Table 5-2** overleaf sets out the findings of the compatibility testing of the Strategic Policies and the Strategic Objectives.

Table 5-1 – Key to Compatibility Assessment

Effect	Key
Compatible	✓
Incompatible/ potential conflict	✘
No relationship	0
Uncertain/ more than one potential outcome	?

Table 5-2 – Compatibility Assessment

	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Vision	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	0	0	0	0	0
Objective 1	0	✓	0	0	0	0	0	0	✓	✓	✓	✓	✓	✓	✓	✓	0	0
Objective 2	✓	✓	✓	✓	✓	✓	✓	✓	0	0	0	0	0	0	0	0	0	0
Objective 3	✓	✓	✓	✓	✓	✓	✓	✓	x	x	✓	x	x	?	?	?	x	x
Objective 4	✓	✓	?	0	0	0	0	✓	✓	✓	✓	0	0	0	0	0	0	0
Objective 5	✓	✓	✓	?	✓	✓	0	0	0	✓	✓	0	0	0	0	0	0	?
Objective 6	✓	✓	✓	✓	✓	✓	?	?	x	x	?	x	x	?	?	?	x	x
Objective 7	✓	✓	✓	✓	0	0	✓	✓	x	✓	?	x	x	?	?	?	x	x
Objective 8	✓	✓	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Objective 9	✓	✓	0	✓	0	0	✓	✓	?	?	?	?	?	✓	✓	✓	0	?
Objective 10	✓	✓	✓	✓	0	0	✓	✓	?	?	?	?	?	0	0	0	?	?
Strategic Policy 1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	?	✓	✓	✓	?	✓
Strategic Policy 2	✓	✓	✓	✓	✓	✓	?	✓	0	✓	✓	0	0	?	?	?	0	✓
Strategic Policy 3	✓	✓	0	✓	0	✓	0	0	✓	✓	✓	✓	?	✓	✓	✓	?	✓
Strategic Policy 4	✓	✓	0	✓	0	✓	0	✓	0	0	0	0	0	0	0	0	0	0

Assessment Summary

- 5.1.4 The majority of the Strategic policies and objectives as well as the vision are fairly compatible with the ISA objectives, particularly the social and economic ISA objectives. Strategic Objective 2 and 3 and Strategic Policy 1 have the strongest compatibility with the social and economic based ISA objectives (ISA1 – 8).
- 5.1.5 The Strategic Policies are more compatible than the Strategic Objectives with no conflicts being identified. Strategic Policy 1 has the highest compatibility with ISA objectives across social, environmental and economic objectives. Conflicts have generally arisen where the Strategic Objectives could potentially result in development.
- 5.1.6 Strategic Objectives 3, 6 and 7 aim to introduce housing developments, social infrastructure, utility infrastructure and employment sites, which are likely to require land take. There is potential that these sites may not make efficient use of existing land (ISA18) and could encroach on the borough's Green Belt land. This in turn may have potential detrimental effects on biodiversity and natural capital (ISA9).
- 5.1.7 Increased development is also likely to increase the number of hardstanding surfaces, which could increase surface runoff posing a greater flood risk (ISA12). Construction activities may also result in potential pollution of local water sources (ISA13) as well as generating large volumes of waste (ISA17).
- 5.1.8 Some uncertainties have been identified, with Strategic Objectives 6, 9 and 10 resulting in the highest number of uncertain effects. These have generally been identified where details of design or location of developments supported by the policy is not currently available, and there is potential for positive and negative effects.
- 5.1.9 Objectives 6 and 9 support housing development and transport infrastructure within the borough. It's not clear whether new housing developments will be located in accessible locations, which has resulted in uncertain effects on transport (ISA7) and accessibility (ISA8). The unknown location of transport infrastructure has resulted in uncertain effects on biodiversity (ISA9), landscape and townscape (ISA10) and the historic environment (ISA11) as it's not clear on the location, type and scale of infrastructure required, however, the focus on sustainable modes could equally bring about positive effects.
- 5.1.10 Water quality (ISA13), air quality (ISA14), climate change (ISA15) and energy efficiency (ISA16) objectives have resulted in the greatest number of uncertain/mixed effects. Similarly to above, this is generally due to the high level nature of these policies, that don't indicate design details. This makes it difficult to predict outcomes on these objectives.

6 Assessment of SLP Draft Policies

6.1 Introduction

6.1.1 This section presents the finding of the ISA assessment covering the proposed policies of the Draft Local Plan. The findings of the EqIA and HIA have been summarised and incorporated within the findings of the ISA assessment of the draft plan policies. **Appendix F** (EqIA) and **Appendix G** (HIA) present the full findings of these assessments.

6.2 ISA Assessment of Draft SMBC Policies

6.2.1 This assessment of the Draft Local Plan policies is summarised below in **Tables 6-2** and **6-3** and presented in full in **Appendix D**.

6.2.2 A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 6-1** below. **Table 6-2** overleaf provides an overview on the performance of the Draft Local policy themes/sub-themes against each ISA objective.

Table 6-1 - Significance of Effect

<u>Effect Significance</u>	<u>Key</u>
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Nature of Effect	Direct (D) or Indirect (I)
Magnitude	High (H), Medium (M), Low (L)

<u>Effect Significance</u>	<u>Key</u>
Spatial Extent	Local (L) or Regional (R)
Reversibility	Reversible (R) or Irreversible (I)
Permeance	Permeant (P) or Temporary (T)
Duration	Short term (ST), Medium Term (MT) or Long Term (LT)

Table 6-2 – Policy Assessment Overview

Theme/Sub-Theme	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Providing for Our Communities	++	++	+	+	0	+	0	++	+/-	+	?	0	0	+	0	+	+/-	+
Our Environment (Natural Environment)	0	+	0	0	0	0	0	0	++	++	+	+	+	+	+	+	0	++
Our Environment (Environmental Protection)	0	++	+	0	+	+	0	0	++	++	+	+	++	++	+	+	+	+
Our Environment (Built Environment)	++	++	++	+	++	+	+	+	+	++	++	++	+	+	++	++	++	++
Our Climate Resilient Stockport	+/-	+	+	0	+	+	+	+	+	+/-	+/-	+	+	+	++	++	+	+/-
Our Homes (Housing Delivery)	++	++	++	+	++	?	0	++	+/-	++	?	+/-	0	+/-	++	++	+	++
Our Homes (Specialist Housing)	++	++	++	++	++	+	0	++	?	?	?	?	0	?	0	?	0	?
Our Town Centres	++	++	++	++	++	++	++	++	+/-	++	+/-	?	0	+	+	+	?	+
Supporting Our Businesses and Centres (Businesses)	++	+	++	++	0	0	+	+	+	++	++	?	?	+	?	?	?	++
Supporting Our Businesses and Centres (Centres)	+	++	++	++	+	+	++	++	+/-	++	+/-	0	0	+	+	+	0	+
Our Infrastructure (Infrastructure provision and developer contributions)	++	++	+	+	++	+	++	++	?	?	?	?	?	?	?	?	?	?
Our Infrastructure (Digital and	++	+	++	++	+	0	0	++	+	+	+	0	0	0	0	0	0	+

Theme/Sub-Theme	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Telecommunications Infrastructure)																		
Our Infrastructure (Water and Flood Risk)	0	+	++	0	+	0	0	0	+	+	0	++	++	+	++	0	0	0
Our Infrastructure (Transport)	++	+	++	+	0	+	++	++	+/-	+/-	+/-	+	+	+	+	+	0	0

Assessment Summary

6.2.3 A summary of the findings for each of the ISA Appraisal Framework objectives have been summarised in **Table 6-3** below:

Table 6-3 - Policy Assessment Summary

<u>ISA Objective</u>	<u>Significant Assessment Findings</u>
ISA1: Equality and Inclusion	The majority of policy themes/sub-themes have the potential to result in significant improvements to population and equalities. Improvements to infrastructure and public realm areas within the borough will likely contribute to building inclusive communities by reducing social exclusion and promoting equality and diversity.
ISA2: Health	All policy themes/sub-themes result in likely positive, or significant positive, effects upon human health. There is a modal shift towards active travel promoted within policies that will encourage an increase in physical activity, and subsequent improvement in health, particularly from policy themes such as Our Town Centres and Our Infrastructure . Additionally, this shift will contribute to improved air quality which will have additional positive effects on health, particularly for those who suffer from respiratory conditions. Policies also include the improvement of public spaces through themes such as Providing for Our Communities , which will contribute to improving both physical and mental wellbeing. Improvements to housing standards as part of Our Homes , as outlined through development standard improvements, will also likely contribute to improvements to mental wellbeing.
ISA3: Economy	The majority of themes/sub-themes have positive impacts upon the economy, particularly Our Town Centres, Supporting Our Businesses and Centres , and Our Infrastructure which result in significant positive effects. The developments to communities and infrastructure will enable wider connectivity both in and around Stockport. Additionally, developments to Stockport's centres include mixed use units incorporating office and retail spaces. These developments contribute to improving Stockport's economy and encouraging investment from different sectors.
ISA4: Employment	Significant positive effects are anticipated as a result of Our Homes (Specialist Housing), Our Town Centres, Supporting

<u>ISA Objective</u>	<u>Significant Assessment Findings</u>
	<p>Our Businesses and Centres, and Our Infrastructure (Digital and Telecommunications Infrastructure). The developments to communities and infrastructure will enable wider connectivity both in and around Stockport. Increased connectivity may enable improved access to jobs within Stockport’s centres. Additionally, improving the investment into Stockport's economy is likely to increase the provision of jobs.</p>
ISA5: Housing	<p>The Our Homes policies have resulted in significant positive effects on housing, as they will support large scale housing provision to suit the needs of all groups. Most other themes/sub-themes have also resulted in a minor positive effect on housing due to the smaller scale of housing provision or developments included and the indirect nature of the effect, for example Supporting Our Businesses and Centres (Centres). Projects on a larger scale that have more direct improvements, such as Our Environment (Built Environment) have significant positive impacts for housing.</p>
ISA6: Crime	<p>The impacts of themes on crime are mostly minor positive. Improvements to infrastructure and centres include safety improvements, as well as increases in lighting to indirectly reduce the likelihood of crime and antisocial behaviour. Improvements to the public realm will also aid in contributing to reductions in crime. Supporting Our Businesses and Centres (Centres) results in significant positive effects through its proposed safety, public realm, and active store frontages.</p> <p>Uncertain effects have been identified as a result of Our Homes (Housing Delivery) as the developments on brownfield land have the potential to help to reduce crime and create a safer community and a sense of place, particularly if designing out crime principles are applied. However, this will depend on the scheme level design that comes forward.</p>
ISA7: Transport	<p>The majority themes/sub-themes result in significant positive effects upon transport due to their inclusion of improvements to the transport network, including active travel. These improvements also include improving connectivity between locations, particularly within SMB’s centres, accounting for significant positive effects. Where policies indirectly improve transport and accessibility or contribute less to the improvement</p>

<u>ISA Objective</u>	<u>Significant Assessment Findings</u>
	of the transport network’s capability and sustainability, minor positive effects have been found.
ISA8: Accessibility	The majority themes/sub-themes result in significant positive effects upon accessibility due to their improvements to the transport network, including active travel for all users. These improvements also include improving connectivity between locations. Improvements to housing and community infrastructure is also proposed within a number of themes/sub themes. This will improve accessibility to, and within housing, services, and transportation for all users.
ISA9: Biodiversity and Natural Capital	<p>Significant positive effects are anticipated upon biodiversity and natural capital as a result of sub-themes Our Environment (Natural Environment) and Our Environment (Environmental Protection). These policies aim to preserve current biodiversity and ensure the development of biodiversity net gain. Minor positive effects, such as those resulting from sub-theme Our Climate Resilient Stockport, ensure biodiversity net gains included within developments. However, mixed positive and negative impacts are resultant of policies including developments that may include land take, or habitat fragmentation and resultant negative effects.</p> <p>Uncertain effects have been identified as a result of Our Homes (Specialist Housing) as a result of uncertainty surrounding land take and disturbance to the natural environment. Additionally, uncertain effects have been identified for Our Infrastructure (Developer contributions) as effects will be determined by scheme level design and funding that is received.</p>
ISA10: Landscape and Townscape	<p>Policy themes such as Our Environment, Our Town Centres and Our Homes result in likely significant positive effects upon landscape and townscape. These themes contribute to high quality design that utilises existing brownfield sites to preserve the landscape. Additionally, high quality design contributes to developing a high-quality townscape. Policies resulting in minor positive effects also contribute to preserving and enhancing the landscape through high quality developments. However, minor negative effects may be anticipated from policies and developments that have the potential to require landscape, such as Our Infrastructure.</p> <p>Uncertain effects have been identified as a result of Our Homes (Specialist Housing) as a result of uncertainty surrounding land</p>

<u>ISA Objective</u>	<u>Significant Assessment Findings</u>
	<p>take and disturbance to the natural and historic environment. Additionally, uncertain effects have been identified for Our Infrastructure (Infrastructure provision and Developer Contributions) effects will depend upon the funding that is received.</p>
<p>ISA11: Historic Environment</p>	<p>The majority of themes/sub-themes result in mixed positive and negative effects upon the historic environment. These effects are anticipated as a result of improvements to the setting of heritage assets through reduced road traffic. However, there is potential from schemes such as Our Infrastructure that land take may be required, resulting in negative effects on setting. Significant positive and minor positive effects, such as those resulting from Our Environment – Built Environment, are attributed to improvements to the setting of heritage assets and additional improvements to the assets themselves, preserving and enhancing for future use.</p> <p>Uncertain effects have also been identified as a result of Our Homes (Housing Delivery) and Our Homes (Specialist Housing). New development may require land take and cause disturbance to the historic environment, due to construction and operation impacts (noise and air pollution). However, the level of disturbance is likely to be determined by individual schemes that may arise. Additionally, uncertain effects have been identified for Our Infrastructure (Infrastructure provision and Developer Contributions) effects will depend upon the funding that is received.</p>
<p>ISA12: Flood Risk</p>	<p>Positive effects are largely anticipated upon flood risk as a result of the policy themes/sub-themes. Themes include the improvement of suitable drainage and the development of high-quality developments to withstand the effects of flooding. Specifically, Our Infrastructure (Water and Flood Risk), results in significant positive effects as a result of the outlined improvements to flood risk resilience through improved drainage.</p> <p>Uncertain effects have been identified as a result of Our Homes (specialist housing) as a result of the introduction of more hardstanding surfaces, which could increase levels of surface water flooding. Additional uncertain effects have been identified as a result of Our Town Centres and Supporting our Businesses and Centres (Businesses) due to an uncertainty around the inclusion of sustainable drainage methods. This is likely to be determined by individual scheme design. Similarly, Our Infrastructure (Infrastructure provision and Developer</p>

<u>ISA Objective</u>	<u>Significant Assessment Findings</u>
	<p>Contributions) effects will depend upon the funding that is received.</p>
<p>ISA13: Water Quality</p>	<p>Positive effects are largely anticipated upon water quality as a result of the policy themes/sub-themes. Themes, specifically, Our Environment (Environmental Protection), results in significant positive effects as a result of improvements to surface water and groundwater quality. Our Infrastructure (Water and Flood Risk), results in significant positive effects as a result of the outlined improvements to SuDS, improving water quality.</p> <p>Uncertain effects have arisen from Our Infrastructure (Infrastructure provision and Developer Contributions) as effects will depend upon the funding that is received.</p>
<p>ISA14: Air Quality</p>	<p>Most policy themes result in minor positive effects upon air quality. Themes/sub-themes encourage a modal shift away from private car use towards active travel modes. This will subsequently improve air quality across the borough. Our Environment (Environmental Protection) results in likely significant positive effects on air quality as a result of its direct reductions in emissions and improvements to air quality.</p> <p>Uncertain effects have been identified as a result of Our Homes (Specialist Housing) as a result of the introduction of more housing, resulting in potential increased traffic and reductions in air quality. Additionally, Our Infrastructure (Infrastructure provision and Developer Contributions) results in uncertain effects as this will depend upon the funding that is received.</p>
<p>ISA15: Climate Change</p>	<p>The majority of themes result in positive effects upon climate change. Climate change resilience is also positively contributed to through Our Environment – Built Environment. This theme includes the development of resilient developments to the chronic and acute effects of climate change accounting for significant positive effects.</p> <p>Uncertain effects have arisen from Our Infrastructure (Infrastructure provision and Developer Contributions) as effects will depend upon the funding that is received.</p>
<p>ISA16: GHGs and Energy Efficiency</p>	<p>The majority of themes result in positive effects upon greenhouse gases. Themes/sub-themes promote the reduction in emissions and therefore, positive contributions to greenhouse gases. Additionally, reductions in road emissions will contribute to these</p>

<u>ISA Objective</u>	<u>Significant Assessment Findings</u>
	<p>positive effects particularly through Our Climate Resilient Stockport, accounting for significant positive effects.</p> <p>Uncertain effects have been identified as a result of Our Homes (Specialist Housing) as a result of the potential for increased demand for energy usage that will be determined by individual scheme design. Additionally, Our Infrastructure (Infrastructure provision and Developer Contributions) results in uncertain effects as this will depend upon the funding that is received.</p>
ISA17: Waste	<p>Our Environment (Built Environment) has resulted in significant positive effects due to the implementation of sustainable construction design and use of high density housing.</p> <p>Uncertain effects have been identified for Our Town Centres as it is unclear if development will utilise sustainable materials. This will be determined by individual scheme design. Additionally, Our Infrastructure (Infrastructure provision and Developer Contributions) results in uncertain effects as this will depend upon the funding that is received.</p>
ISA18: Efficient Use of Land	<p>Most themes/sub-themes result in positive, or significant positive, effects upon material assets. These themes/sub-themes promote the use of existing brownfield sites, including the use of additional floors to utilise vertical space. However, mixed effects have been identified for Our Climate Resilient Stockport as a result of potential additional land use. This theme includes the development of renewable energy facilities that will require land take of Green Belt land, resulting in the negative effects identified. However, other measures within the theme such as utilisation of existing sites account for the positive effects.</p> <p>Uncertain effects have been identified as a result of Our Homes (Specialist Housing) as a result of uncertainty surrounding land take and disturbance to the natural and historic environment, including green belt land. Additionally, Our Infrastructure (Infrastructure provision and Developer Contributions) results in uncertain effects as this will depend upon the funding that is received.</p>

7 Assessment of Policy Alternatives

7.1 Introduction

- 7.1.1 As per the SEA regulations, the ISA also needs to consider and compare all reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the borough. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan.
- 7.1.2 Given the iterative nature of the SLP and the ISA, different alternatives may emerge at the next assessment stage (Regulation 19). At this stage there is only one reasonable alternative that can be assessed, which is the continuation of the existing Core Strategy – a ‘business as usual’ scenario.

7.2 Assessment of Policy Alternatives Summary

- 7.2.1 **Table 7-1** sets out the findings of the assessment of a Business as Usual’ scenario. The assessment uses the same significance of effects scoring set out in **Table 6-1**.
- 7.2.2 The assessment of alternatives has resulted in a higher number of uncertainties and negative effects than the draft SLP policies. The assessment highlighted that the majority of the SMBC policies are outdated and no longer reflect global issues (climate change and Covid-19) and are therefore not fit for purpose.
- 7.2.3 Significant negative effects were identified for climate change and greenhouse gases (ISA15 and 16) as the Core Strategy is based on outdated figures. Given that SMBC have declared a climate emergency and set their own ambitious targets to be carbon neutral by 2038, the Core Strategy is no longer robust enough to support these ambitions.
- 7.2.4 Similarly, significant negative effects were identified for biodiversity (ISA9). Although policies will work to protect and enhance protected habitats, species and valuable ecological networks as per the ISA objective, the policies are outdated and do not reflect the latest legislation, particularly the requirement of the Environment Act (2021)¹⁵ which sets out the need for a minimum of a 10% net gain in biodiversity.
- 7.2.5 As there are no existing policies that deal with water quality, further significant negative effects were identified for water quality (ISA13).
- 7.2.6 However, existing policies within the Core Strategy have resulted in significant positive effects on landscape and townscape (ISA10) and historic environment (ISA11). They

¹⁵ UK Government, Environment Act (2021) [online] available at: <https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>



support the protection and enhancement of these assets and clearly identify the risks the climate change poses.

Table 7-1 – Assessment of Policy Alternatives

ISA Topic	Sig.	Summary of Effects
ISA1: Equality & Inclusion	+	The continuation of the existing Core Strategy is likely to have minor positive effects on equality and inclusion. Core Policy CS1 in particular aims to tackle inequalities in the borough with respect to social and economic deprivation. Policy SD-1 also outlines the importance of creating more socially inclusive, sustainable communities, which again is likely to reduce inequalities. Although policies are likely to contribute positively to this ISA objective, the policy may no longer be adequate to support the borough’s recovery from Covid-19 as well as the UK’s wider levelling up agenda. Some groups and communities have been particularly affected by the health, social and economic impacts of the pandemic and will require more help to recover. Although, the policy has some omissions, it is unlikely to result in negative effects.
ISA2: Human Health	+	Minor positive effects have been identified in relation to ISA2. Objectives 4 and 5, Core Policies CS1 and Policies SD-1, AS-1 and AS-2 are likely to have positive effects on health as they tackle inequalities, increase the number of health and recreational facilities and improve quality of living. Although policies are likely to contribute positively to this ISA objective, the policy may no longer be adequate to support the borough’s recovery from Covid-19 as well as the UK’s wider levelling up agenda. Some groups and communities have been particularly affected by the health, social and economic impacts of the pandemic and will require more help to recover. Although, the policy has some omissions, it is unlikely to result in negative effects.
ISA3: Economy	+	The continuation of the existing Core Strategy is likely to have minor positive effects on the economy. Objectives 1 and 3 and Core Policies CS1 and CS7 all support economic growth within the borough; however, these do not fully address the current baseline issues, regarding town centre viability, Covid-19 recovery, rising cost of living and the existing skills gap. Although, the policies have some omissions, the continuation of these policies is unlikely to result in negative effects on the economy, but economic growth may be limited.
ISA4: Employment	+	The continuation of the existing Core Strategy is likely to have minor positive effects on the employment. Objectives 1 and 3 and Core Policies CS1 and CS7 all support economic growth and employment opportunities within the borough; however, these do not fully address the current baseline issues, regarding Covid-19 recovery, skills gap and the rising cost of living. Although, the policies have some omissions, the continuation of these policies is unlikely to result in negative effects on the employment.
ISA5: Housing	?	The continuation of the existing Core Strategy has resulted in uncertain effects on ISA5. Core Policy CS2 aims to provide a net increase of 7,200 homes between 2011 and 2026, although this supports this objective, it is only in the short term. It does not provide a long term target for housing within the borough; therefore, the future housing trajectory is uncertain. Some policies within the Core Strategy do, however, have potential for positive effects. Core Policy CS3 aims to provide a mix of housing to suit all groups inclusively, whilst Policy H-3 specifically targets affordable housing. These are likely to support ISA5 by reduce housing deprivation and help meet the needs of all groups inclusively (elderly residents, young families, ethnic minorities etc) both now and in future.
ISA6: Crime and Safety	?	The Core Strategy does not include a specific policy for crime and safety; however, it is included as part of Policies CS10, T-1 and SD-1 . These include measures to improve the perceptions of safety, creating safer walking and cycling networks and ensuring that new developments should take account of design features which discourage crime and antisocial behaviour. These policies don’t provide measurable outcomes or provide the mechanisms to support their application, therefore, uncertain effects have been identified.
ISA7: Transport	+	The continuation of the existing Core Strategy is likely to have minor positive effects on transport. Objective 6, Core Policy CS10 and Policies T-1, T-2, T-3 and T-4 all support sustainable transport developments within the borough, including increasing walking and cycling opportunities, promoting public transport and ensuring that new development are accessible. As per the ISA objective, this will help to promote traffic reduction, by encouraging more sustainable alternative transport modes, and supporting residents to live more locally. However, the policies are outdated, and may not support new transport modes and infrastructure such as electric vehicles, e-scooters and e-bikes, hence why significance is limited to just minor positive effects.
ISA8: Accessibility	+	Objective 6, Core Policy CS4, CS5, CS10 and Policies AS-2, T-1, T-2 and T-3 all work towards improving accessibility to facilities, transport, recreation and services for all residents as well as creating new facilities to support population growth. Although policies are likely to contribute positively to this ISA

ISA Topic	Sig.	Summary of Effects
		objective, the policy may not provide adequate provision of services and facilities to support the borough's recovery from Covid-19 as well as the UK's wider levelling up agenda. Significance is therefore limited to just minor positive effects.
ISA9: Biodiversity & Natural Capital	--	<p>The existing Core Strategy contains a number of measures that support the protection and enhancement of biodiversity, these include Objective 5, Core Policy CS8 and Policy SIE-3. Core Policy CS8 aims to safeguard and improve the environment and mitigate the negative effects of climate change and through the inclusion of green roofs, green walls and tree planting. Policy SIE-3 aims to avoid a net loss of biodiversity and geodiversity by applying a hierarchical approach to conserving and enhancing designated sites and habitats.</p> <p>Although policies will work to protect and enhance protected habitats, species and valuable ecological networks as per the ISA objective, the policies are outdated and do not reflect the latest legislation. The Environment Act sets out the need for a minimum of a 10% net gain in biodiversity, of which habitats need to be secured for at least 30 years via obligations or a conservation covenant. The Core Strategy also makes no reference to natural capital and the important contribution it makes to the borough. Significant negative effects have therefore been identified, as continuation of the Core Strategy will mean the borough will not be compliant with latest legislation.</p>
ISA10: Landscape & Townscape	++	The continuation of the existing Core Strategy is likely to result in significant positive effects on landscape and townscape. Core Policy CS8 and Policies SIE-1 and SIE-3 aim to safeguard and enhance the character and value of the borough's landscape character areas and townscapes, reinforcing their distinctiveness, and safeguarding the permanence of the borough's Green Belt. They aim for new proposals to respond to the townscape and landscape character, reinforcing or creating local identity and distinctiveness and support high quality design. As per the ISA objective, these policies will continue to help to protect and enhance Stockport's townscapes and landscapes, in both the rural and urban environments.
ISA11: Historic Environment	++	The Core Strategy does include a number of policies which help to protect and enhance the historic environment, such as Core Policies CS8 and CS11 and Policies TC-1 and SIE-3 . These policies aim to support development which preserves or enhances the special architectural, artistic, historic or archaeological significance of heritage. The Core Strategy also identifies the potential risk the climate change poses to heritage assets. As per the ISA objective, these policies will continue to protect and enhance heritage assets (designated and non-designated) and their unique settings. Significant positive effects have therefore been identified.
ISA12: Flood Risk	?	The Core Strategy doesn't benefit from its own separate flood risk policy, although, Core Policy CS8 and Policy SIE-3 both include measures to minimise flood risk. However, there are limited parallels between climate change and future flood risk. It is not clear how robust these policies will be in the longer term; therefore uncertain effects have been identified.
ISA13: Water Quality	--	The Core Strategy recognises that maintaining and enhancing the water quality of rivers, canals, lakes and other water bodies is important to protect the wide range of benefits and uses that such features have. However, it doesn't offer any specific policies or actions to improve water quality within the borough. For this reason, significant negative effects have been identified.
ISA14: Air Quality	-	The Core Strategy doesn't benefit from its own separate air quality policy, although, Objectives 5 and 6 , Core Policy CS10 and Policy SIE-3 include measures to improve air quality within the borough as well as more specifically in AQMAs. However, the policies are outdated and don't take into consideration of latest best practice guidance (such as the Institute of Air Quality Management and Environmental Protection UK) as well as the Greater Manchester Clean Air Plan. It is unlikely that the continuation of these policies will worsen air quality, however, they are unlikely to be robust enough to support new plans, guidance and initiatives (e.g. clean air zones). Minor negative effects have therefore been identified.
ISA15: Climate Change	--	Climate change features throughout the Core Strategy and is an underlying theme within most objectives and policies, however, it doesn't benefit from its own specific policy. There are no specific mentions of ensuring that the borough is resilient to the effects of climate change, both now and in the future. Policies are no longer robust enough to address the challenges that climate change poses and have therefore resulted in significant negative effects.

ISA Topic	Sig.	Summary of Effects
ISA16: GHGs & Energy Efficiency	<div style="background-color: red; color: white; text-align: center; padding: 5px;">--</div>	<p>Although the Core Strategy supports carbon reductions and sustainable communities, it is working towards outdated GHG emissions targets which are now outdated. The Core Strategy is using a reduction target of 80% by 2050, however, a more ambitious target has been set by the UK in 2020 to reduce GHG by at least 68% by 2030 and carbon net zero by 2050. The Core Strategy also lacks a specific strategic policy to reduce greenhouse gas emissions. Given that SMBC have declared a climate emergency and their own ambitious targets to be carbon neutral by 2038, the Core Strategy is no longer robust enough to support these ambitions and has therefore resulted in significant negative effects</p>
ISA17: Waste	<div style="background-color: green; color: white; text-align: center; padding: 5px;">++</div>	<p>The continuation of the existing Core Strategy is likely to result in significant positive effects on waste. Objective 1 and Core Policy CS8 promote sustainable waste management in accordance with the waste hierarchy, encourage good design in order to minimise waste and promote the use of recycled materials. This will help to reduce the amount of waste produced and minimise the amount sent to landfill, as per the ISA objective.</p>
ISA18: Efficient use of Land	<div style="background-color: blue; color: white; text-align: center; padding: 5px;">?</div>	<p>Policy CS3 within the Core Strategy aims to focus is on making effective use of land within accessible urban areas, giving priority for development on previously developed land within urban areas. However, Core Policy CS4 does state that Green Belt land will be allocated if necessary particularly for affordable housing, and to provide an appropriate mix of housing. Given the rising cost of living couple with population growth in the borough, it is likely that the demand for affordable housing will increase, which could mean more Green Belt land will be taken under these current policies. Uncertain effects have therefore been identified.</p>

8 Assessment of Spatial Approaches

8.1 Introduction

- 8.1.1 For the Regulation 18 stage, SMBC have produced Approach Papers for Housing and Employment, which set out broad options and locations for housing delivery and employment sites.
- 8.1.2 It should be noted that individual sites have not been assessed at this stage. At the Regulation 19 stage (next stage), both employment and housing sites as well as reasonable alternative sites will be assessed. These sites will be derived from the preferred spatial approaches.
- 8.1.3 Both the Housing Approaches and Employment Approaches include a proposed option and two alternative approaches. Further details on the assessment of Spatial Approaches have been set out in **Appendix E**.

8.2 Housing Approaches Assessment

- 8.2.1 Three spatial housing approaches have been assessed against the ISA Framework Objectives, which have been set out in **Table 8-1** below. The preferred approach does not include any release of Green Belt, whilst both the first and second alternatives include Green Belt release. All approaches include development within Stockport town centres as well as development in other existing urban areas.
- 8.2.2 The summary of findings from this assessment have been detailed in **Table 8-2** overleaf.

Table 8-1 –Housing Approaches Floorspace

	Baseline Supply (Number of homes)	Green Belt (Number of homes)	Total Homes	Percentage of Local Housing Need
Preferred Approach	15,761	0	15,761	85%
First Alternative	15,761	1,985	17,746	95%
Second Alternative	15,761	3,910	19,671	105%

Table 8-2 – Assessment Summary Housing Approaches

Spatial Approach	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Preferred Approach	+	?	++	+	-	?	+	++	+/-	+/-	?	?	?	+/-	?	?	?	++
Alternative Approach 1	?	?	++	+	-	?	?	+/-	?	--	?	?	?	?	?	?	?	+/-
Alternative Approach 2	?	?	++	+	++	?	?	+/-	?	--	?	?	?	?	?	?	?	+/-

8.2.3 **Table 8-3** below sets out the findings of the assessment of housing approaches against the ISA Appraisal Framework objectives and sets out how the preferred approach has compared against the alternatives approaches.

Table 8-3 – Assessment Summary Housing Approaches

ISA Objective	Preferred Approach	Alternative Approaches
ISA1: Equality & Inclusion	The provision of new homes will work towards reducing housing deprivation. Town centre developments will help to bring communities closer together and improve access to services and facilities.	Although, the same effects are true for the alternative approaches, there is greater uncertainty surrounding those developments within the Green Belt and whether they will offer the same level of facilities and services.
ISA2: Health	It is not currently clear whether existing healthcare and educational provision will meet the new community’s needs. Development within the urban area may also make it more challenging to provide adequate green space which make significant contributions to health.	Both approaches provide greater opportunities to secure developer contributions towards the expansion of existing health facilities, however, they both will result in significant pressure on primary schools around Heald Green and would add considerable pressure on secondary schools in the east and south of the borough. It is not currently clear how developer contributions will be distributed and whether existing healthcare provision will meet the new community’s needs.
ISA3: Economy	The focus on town centre developments will help to revitalise these centres and access to retail services and public transport links will be a significant benefit to both new and existing town centre residents, as well as commercial uses which are already located in the centre. This will provide an additional market to make it more attractive to other commercial uses and investors.	Both alternatives have also resulted in significant positive effects, but it is noted that developments within the Green Belt may not have as good as access to retail services and public transport.

ISA Objective	Preferred Approach	Alternative Approaches
ISA4: Employment	All approaches are likely to incorporate mixed use developments which will provide employment opportunities.	
ISA5: Housing	Whilst the provision of housing will work positively towards this objective, this approach doesn't meet the government's advisory housing requirement of 18,649 over the plan period. This could mean that some groups may miss out on housing and there may be a conflict between the need for affordable, social and specialist housing.	Alternative approach 1 has resulted in the same effect, as it still falls short of the housing target. Significant positive effects have been identified for Alternative Approach 2 as this goes beyond the housing requirement.
ISA6: Crime	All approaches have resulted in uncertainty. There is limited detail on whether designing out crime principles will be applied as part of the development, however, developing the land from its existing use and providing housing and public realm improvements is likely to help to reduce crime and create a safer community.	
ISA7: Transport	Whilst no specific transport measures are planned as part of this option, providing development within town centres will give greater accessibility to public transport. However, compared to base year conditions, this approach is predicted to result in an increase of 21% in the total distance travelled on all roads across the borough. In relation to the other approaches, this has the least negative impacts on transport and travel across the borough.	Greater uncertainty has been identified with regards to connectivity to within the Green Belt. Both approaches are likely to increase distance travelled by 22% and 23% respectively.
ISA8: Accessibility	The majority of housing under this option will be provided within the borough's town centres, creating new housing in accessible locations, allowing residents to live their lives more locally.	Developments outside of town centres are likely to be less accessible and have a lower transport offering and it may increase the reliance upon private

ISA Objective	Preferred Approach	Alternative Approaches
		vehicles. This may not suit all groups inclusively.
ISA9: Biodiversity and Natural Capital	Preference of development within town centres (using brownfield) and avoidance of Green Belt, will help to preserve habitats and species, however, there is still potential for some smaller scale habitat loss. Construction may also disturb nearby habitats. There is potential for incorporation of green spaces, planting and green infrastructure.	Development within town centres with a particular preference to using brownfield, will help to limit habitats and species loss within the urban environment. However, the release of Green Belt land for some developments could result in a more significant loss of biodiversity and natural capital.
ISA10: Landscape and Townscape	The avoidance of Green Belt will help to preserve the borough’s landscape setting and prevent urban sprawl. However, some elements of design in town centres are not yet known and these could detract from the townscape setting, particularly during construction. Both positive and negative effects have been identified.	The development of some Green Belt land works against this objective by encouraging urban sprawl and loss of valuable green space.
ISA11: Historic Environment	All approaches have resulted in the same amount of uncertainty as the effects on the historic environment are very much dependent upon the sites that may come forward. There is potential for new development to detract from the historic environment if designed insensitively, conversely good design may improve the setting of historic assets.	
ISA12: Flood Risk	All approaches have resulted in the same amount of uncertainty as the effects on flood risk are very much dependent upon the sites that may come forward. Further urbanisation may reduce the ability of land to absorb rainfall through the introduction of hard, impermeable surfaces. This results in an increase in the volume and rate of surface run-off as less water infiltrates into the ground. However, there may be incorporation of green infrastructure and sustainable urban draining solutions.	

ISA Objective	Preferred Approach	Alternative Approaches
ISA13: Water Quality	All approaches have resulted in the same amount of uncertainty as the effects water quality are very much dependent upon the sites that may come forward and their proximity to water courses as a result of this approach.	
ISA14: Air Quality	Development in town and district centres will help to ensure good access to local public transport and community facilities and could (assuming provision meets population demands) allow residents to live their lives more locally and reduce the need for private car usage. However, there will be temporary negative effects on air quality due to dust generation and emissions from construction.	As per the preferred approach, development in town and district centres is likely to have positive effects on air quality. However, development within the Green Belt, may mean residents are less well connected and there may be an increased reliance upon private vehicles. More detail on how these sites may be served by public transport is required. A greater level of uncertainty is therefore recorded.
ISA15: Climate Change	All approaches have resulted in the same amount of uncertainty as the effects on climate change. Sites and development specific climate resilience measures are not known at this stage. Further development in town and district centres may increase the urban heat island effect.	
ISA16: GHGs & Energy Efficiency	All approaches have resulted in the same amount of uncertainty on GHGs and energy efficiency. There are likely to be significant GHG emissions associated with the construction phase from embedded carbon within building materials as well as carbon emissions from construction traffic and construction plant. At this stage, it is not clear whether the development will utilise renewable energy sources or low carbon heat networks once operational.	
ISA17: Waste	All approaches have resulted in the same amount of uncertainty as the effects on waste. Demolition, excavation, and construction are likely to result in the generation of a significant amount of waste. At this stage it is not clear if the existing buildings and structures at the site will be re-used or recycled and whether recycled materials will be supported as part of construction.	
ISA18: Efficient use of Land	The intensification of existing urban areas and use of brownfield sites will help to make the most efficient use of land.	Whilst town and urban area developments will help to make the efficient use of land, the

ISA Objective	Preferred Approach	Alternative Approaches
		release of Green Belt, does not support the efficient use of land.

8.3 Employment Approaches

- 8.3.1 The Employment Land Review (ELR) has been undertaken to assess the existing employment space and land in the borough and to assess future needs. Overall, it has found that there is not a need for a large amount of new employment land in relative terms. More specifically, in terms of office space, future requirements of around 18 hectares should be able to be met within the existing urban area, particularly in the town centre, which will be a key focus for office development, and within Employment Areas.
- 8.3.2 The ELR concludes that there is a shortfall in B2/8 (General Industrial / Warehousing and Logistics) and sets out that the Local Plan should find around 29.2 hectares in appropriate locations over the plan period.
- 8.3.3 Three approaches have been assessed. The proposed approach included development within the existing town centres, urban areas and existing employment areas, whilst the alternative approaches include this as well as the potential release of Green Belt.
- 8.3.1 In some instances, Green Belt sites identified have also been chosen due to their location, in particular where they are located on the edge of the existing urban area, to make best use of access to existing facilities, infrastructure and transport, and to offer benefits for existing communities through their development.
- 8.3.2 Following an extensive site selection process, three potential Green Belt sites have been proposed:
 - Heathside Park Road
 - Bredbury (a)
 - Bedbury (b)
- 8.3.3 **Table 8-4** overleaf sets out the possible floor spaces offered by each of the alternative approaches.

Table 8-4 – Proposed Employment Approaches

Site	Approximate Area (hectares)	Possible floorspace (m ²)
<i>Alternative Approach 1</i>		
Heathside Park Road	8	32,000
Bredbury (a)	10.1	40,000
Total	18.1	72,000
<i>Alternative Approach 2</i>		
Heathside Park Road	8	32,000
Bredbury (b)	28.7	90,000
Total	36.7	122,000

8.3.4 The three employment approaches have been assessed against the ISA Framework Objectives. The summary of findings from this assessment have been detailed in **Table 8-5** overleaf.

Table 8-5 – Assessment of Employment Approaches

Spatial Approach	ISA1: Equality & Inclusion	ISA2: Health	ISA3: Economy	ISA4: Employment	ISA5: Housing	ISA6: Crime	ISA7: Transport	ISA8: Accessibility	ISA9: Biodiversity & Natural Capital	ISA10: Landscape & Townscape	ISA11: Historic Environment	ISA12: Flood Risk	ISA13: Water Quality	ISA14: Air Quality	ISA15: Climate Change	ISA16: GHGs & Energy Efficiency	ISA17: Waste	ISA18: Efficient use of Land
Proposed Approach	+	+	+	+	0	0	+	++	+/-	+/-	?	?	?	+/-	?	?	?	+
Alternative Approach 1	+	+	+	+	0	0	+	++	-	-	?	-	?	?	?	?	?	-
Alternative Approach 2	+	+	++	++	0	0	+	++	-	-	?	-	?	?	?	?	?	-

8.3.5 **Table 8-6** below sets out the findings of the assessment of employment approaches against the ISA Appraisal Framework objectives and sets out how the preferred approach has compared against the alternative approaches.

Table 8-6 – Assessment of Employment Approaches

ISA Objective	Preferred Approach	Alternative Approaches
ISA1: Equality & Inclusion	All approaches have resulted in minor positive effects as providing further job opportunities in accessible locations may help to reduce inequalities, particularly for those people and communities most vulnerable.	
ISA2: Health	Employment is a key determinant of health, so provision of more employment spaces in accessible locations will help to provide new opportunities and help to provide economic stability and reduce inequalities. All approaches have resulted in minor positive effects.	
ISA3: Economy	Most of the employment need identified in the ELR will be able to be met by this approach, however, there will be a key shortfall in the delivery of land to support logistics and warehousing development at the scale identified.	Employment land requirements will be met by both alternative approaches and will help Stockport to fulfil its economic potential in line with the One Stockport Economic Plan, whilst also providing the best chance for that development to benefit the highest number of people.
ISA4: Employment	This approach will provide employment opportunities; however, these are not considered to be significant, hence minor positive effects have been identified.	Employment land requirements will be met in alternative approach 2, helping to significantly increase employment opportunities in the borough. Although, more employment opportunities will be offered by alternative approach 2 than the proposed approach, employment is still not considered to be significant.
ISA5: Housing	No effects identified.	
ISA6: Crime	No effects identified.	

ISA Objective	Preferred Approach	Alternative Approaches
ISA7: Transport	Whilst no specific transport measures are planned as part of this approach, providing development within town and district centres will give greater accessibility to public transport.	The proposed sites set out within these alternatives are well located in relation to existing residential areas. This provides both ready access for potential employees as well as minimise the need to travel to the sites. The Heathfield site, in particular, is located near to the proposed new train station at Cheadle and there is the potential to improve cycle and walking links to the station via recent improvements at Abney Park and Roscoes Roundabout.
ISA8: Accessibility	All three approaches have resulted in significant positive effects as they are all well located and provide accessible employment locations to nearby residents, reducing the need to travel.	
ISA9: Biodiversity and Natural Capital	Preference of development within town centres (using brownfield) and avoidance of Green Belt, will help to preserve habitats and species, however, there is still potential for some smaller scale habitat loss. Construction may also disturb nearby habitats. There is potential for incorporation of green spaces, planting and green infrastructure.	Both alternative approaches propose the development of the Heathfield Site which has a number of areas of deciduous woodland priority habitat, which has potential to be lost to development. There is also a presence of great crested newts at the Heathfield Site which will need to be protected. It is also located in close proximity to the Abney Hall Local Nature Reserve and Site of Biological Importance (SBI). This site has potential to be disturbed during construction and given the nature of the businesses being targeted (industrial and logistics) there's potential that both LNRs will continue to be disturbed during operation.
ISA10: Landscape and Townscape	The avoidance of Green Belt will help to preserve the borough's landscape setting and prevent urban sprawl. However, some elements of design in town centres	The development of some Green Belt land works against this objective by encouraging urban sprawl and loss of valuable green space. In addition, there is

ISA Objective	Preferred Approach	Alternative Approaches
	are not yet known and these could detract from the townscape setting, particularly during construction. Both positive and negative effects have been identified.	potential impact from the Heathside site on the River Mersey Landscape Character Area, which is assessed as having low to medium sensitivity to commercial development.
ISA11: Historic Environment	All approaches have resulted in the same amount of uncertainty as the effects on the historic environment are very much dependent upon the sites that may come forward. There is potential for new development to detract from the historic environment if designed insensitively, conversely good design may improve the setting of historic assets.	
ISA12: Flood Risk	The effects on flood risk are very much dependent upon the sites that may come forward as a result of this approach. Further urbanisation may reduce the ability of land to absorb rainfall through the introduction of hard, impermeable surfaces. However, there may be incorporation of green infrastructure and sustainable urban draining solutions.	The periphery of the Heathfield site (proposed by both approaches) is located within Flood Zone 2, which is land that has between 0.1-1% probability of fluvial flooding annually. The introduction of more hardstanding surfaces associated with the development of these sites, may also increase the potential for surface water flooding.
ISA13: Water Quality	All approaches have resulted in the same amount of uncertainty as the effects water quality are very much dependent upon the sites that may come forward and their proximity to water courses as a result of this approach.	
ISA14: Air Quality	Development in town centres will help to ensure good access to local public transport and community facilities and could (assuming provision meets population demands) allow residents to live their lives more locally and reduce the need for private car usage. However, there will be temporary negative effects on air quality due to dust generation and emissions from construction.	Both sites are well located in relation to existing residential areas and public transport, providing both ready access for potential employees and the possibility that travel to the sites is likely to be minimised. The Heathside site is located within the Stockport AQMA (No.2) so provision of sustainable transport modes is imperative. The introduction of new freight and logistics could also exacerbate existing air quality issues. Further

ISA Objective	Preferred Approach	Alternative Approaches
		modelling would be required to determine to operational effects.
ISA15: Climate Change	All approaches have resulted in the same amount of uncertainty as the effects on climate change. Sites and development specific climate resilience measures are not known at this stage.	
ISA16: GHGs & Energy Efficiency	All approaches have resulted in the same amount of uncertainty on GHGs and energy efficiency. There are likely to be significant GHG emissions associated with the construction phase from embedded carbon within building materials as well as carbon emissions from construction traffic and construction plant. At this stage, it is not clear whether the development will utilise renewable energy sources or low carbon heat networks once operational.	
ISA17: Waste	All approaches have resulted in the same amount of uncertainty as the effects on waste. Demolition, excavation, and construction are likely to result in the generation of a significant amount of waste. At this stage it is not clear if it is not clear if the existing buildings and structures at the site will be re-used or recycled and whether recycled materials will be supported as part of construction.	
ISA18: Efficient use of Land	The intensification of existing urban areas and use of brownfield sites will help to make the most efficient use of land.	Whilst town and urban area developments will help to make the efficient use of land, the release of Green Belt, does not support the efficient use of land.

9 Findings from Other Assessments

9.1 EqlA Assessment Findings

- 9.1.1 Overall, the policies will likely result in positive impacts on protected characteristic group members in SMBC. The policies aim to address a wide range of issues, identified by the key themes within the EqlA baseline (**Appendix F**).
- 9.1.2 The main protected characteristic groups that will particularly benefit include:
- **Age** – Particularly older people who have reduced mobility and require access to health and other services. Greater connectivity of developments with their surroundings could benefit those with reduced mobility by improving access. All ages will benefit from the protection and enhancement of sports facilities as it will encourage social engagement, therefore reducing isolation. Making office spaces more affordable will particularly benefit younger people in creative or smaller business looking to set up for the first time.
 - **Disability** – Particularly people with a variety of disabilities will benefit from a more accessible environment. The SLP includes policies which support inclusive design which will help to improve connectivity and function, benefiting users with mobility limitations.
 - **Deprivation** – Policies are likely to benefit people from low-incomes who require access to employment, education and people with underlying health issues. Policies that promote the retention and increasing employment in particular have positive effects as they will help to improve deprivation in the area by reducing unemployment rates and making use of local skills. This is also further helped by policies promoting affordable travel which will make public transport more accessible to those from low-income families and provide them with better connectivity to local areas for work or leisure.
- 9.1.3 The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups,:
- Religion or Belief;
 - Sexual Orientation; and
 - Marriage and Civil Partnerships.

9.2 HIA Assessment Findings

- 9.2.1 The HIA is set out in **Appendix G**. The HIA assessed the NLP policies and considered their impact on the key determinants of health. These have been detailed below:
- **Air quality:** Positive effects have been identified. The encouragement of active transport modes and improvements to public transport, using low carbon networks, will help to reduce private car and therefore, transport related emissions. The requirement for sustainable building design as part of Our Carbon Resilient

Stockport policies and limiting development that would lead to adverse impacts on the environment, as part of Our Environment policies, will also lead to improved air quality. This will help to minimise the negative effects upon those in the most vulnerable social groups.

- **Noise:** Positive effects have been identified. New development will be required to meet social design standards, such as BREEAM Infrastructure certification, which include specific criteria to reduce disturbance due to noise and to employ sound insulation within homes. Mitigation will also be sought for new development in close proximity to Manchester Airport and noise pollution from road transport and energy developments. Additional mitigation is sought for extraction systems from hot food takeaways. These mitigations would help to limit any health impacts such as stress and sleeping disorders caused by excessive noise.
- **Housing and Homelessness:** Positive effects have been identified for policies which support the provision of new homes in the town centre area (Our Town Centres). This could have positive effects for working aged adults (18-74) and those who are homeless. Additionally, Our Homes policies result in positive effects for adults, unemployed, low income groups and the elderly. These policies result in improved housing provision throughout SMB (including affordable and adaptable housing).
- **Economy and Employment:** Mixed effects have been identified. The provision of increased employment space and accessibility to this employment space will have positive effects on the unemployed and low income residents in the borough. Additional town centre improvements and plans for new retail and commercial space will also result in positive effects on the local economy. However, managing the location of hot-food takeaways may reduce employment opportunities in some areas of SMB.
- **Skills and Education:** Positive effects have been identified. Business policies may improve employment opportunities for unemployment and young people, this will also improve on the job training and skills for young people in employment.
- **Social Cohesion and Community Safety:** Positive health effects have been identified. The creation of community hubs where healthcare provision, educational facilities and other community facilities are located in close proximity to each other, will help to meet local needs, reduce loneliness and likely improve community safety. Improvements to the public realm through lighting, active frontages and natural surveillance will also aid in improving community safety and reducing anti-social behaviour.
- **Access to Services:** Positive health effects have been identified. New housing developments within SMB will have suitable access to community facilities and shops, through the development of new infrastructure and improvements to public transport. Access to services will improve the health of elderly residents, improving health and reducing loneliness. Social infrastructure policies include the preservation and enhancement of recreation facilities, parks, and other facilities

used as community hubs. The development of such areas may improve social cohesion and encourage those who are socially isolated to utilise facilities.

- **Physical Activity:** Positive health effects have been identified. Policies aim to increase and improve access to open spaces, play, sports and leisure facilities, which will provide opportunities for physical activity for residents of all ages within SMBC. Improving connectivity within the town centre and ensuring Public Rights of Way (PRoWs) are fit for purpose may help residents feel safer using more active forms of transport throughout their daily lives.
- **Green Infrastructure:** Positive effects have been identified. The introduction of green infrastructure and protection of existing open, green spaces will allow residents of SMBC to use these areas for leisure and sports activities, as well as providing mental health benefits.
- **Climate Change Resilience:** Positive effects have been identified. Policies that support active transport, creation of open, green spaces, and sustainable design will help to improve climate change resilience within SMB. Flood risk will be limited through the implementation of SuDS which will help to reduce surface water runoff.

10 Assessment of Cumulative Effects

10.1 Introduction

- 10.1.1 The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:
- Where several individual policies and sites have a combined effect on an objective; or
 - Where several policies and sites each have insignificant effects but together have a significant effect.
- 10.1.2 The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.
- 10.1.3 This section therefore presents the findings of the following:
- Consideration of how different proposed policies and sites within the SMB may interact and cause cumulative effects on a receptor (Intra-project effects); and
 - How the proposed policies and sites within SMB could cause cumulative effects in association with other plans, policies and projects in the surrounding area (Inter-project effects).

10.2 Intra Project Effects

- 10.2.1 The ISA assessment of both policies and strategic sites drew out potential intra-project cumulative effects. These have been identified in **Tables 9-2** below.
- 10.2.2 **Table 9-1** below outlines the key to effects for intra-project cumulative effects.

Table 10-1 – Key to Cumulative Effects

Effect	Key
Positive cumulative effect	+
Negative cumulative effects	-
Mixed cumulative effects	+/-
No overall cumulative effects	0

Table 10-2 – Intra-Projects Cumulative Effects

IIA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA1: Equality & Inclusion	+	0	+	+	+	0	+	+	+	<p>Better design standards as part of Our Climate Resilient Stockport and designing centres for all as part of Our Town Centres is likely to increase inclusivity within the borough.</p> <p>If multiple housing developments within the borough were to come forward, more people will be placed closer to community facilities and employment opportunities, which could help to support social inclusion.</p> <p>Providing for Our Communities, and Our Infrastructure policies will also help to support the provision of new and the expansion of existing, social and community uses. This coupled with new developments could result in cumulative increase in community facilities, reducing social exclusion and inequality.</p>
ISA2: Health	+	+	0	+	+	+	+	+/-	+	<p>There is a potential for negative cumulative effects to result if multiple housing developments were to come forward due to the increased strain on existing community health facilities and the potential increased demand from new populations.</p> <p>However, social infrastructure policies and some of the proposed developments include the provision of new community facilities and services, such as health provisions and public leisure facilities. Therefore, this could result in positive cumulative effects on health and wellbeing.</p> <p>Further benefits to the health of Stockport's residents will arise from an increased access to open green space as part of Our Environment policies.</p>
ISA3: Economy	+	0	0	+	+	+	+	+	+	<p>There is the potential for positive effects on the economy if multiple large-scale developments were to come forward. These developments will provide a substantial amount of office space and jobs, as well as housing provisions, which will help to improve connectivity between employment centres and the housing markets.</p> <p>Developments are further supported by the Local Plan's economy and town centre policies which aim to support existing office, industrial and warehouse spaces, and vitality. This coupled with potential new developments could help to attract further inward investment and provide a cumulative increase in employment opportunities and improvements to the local economy.</p>

IIA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA4: Employment	+	0	0	+	+	+	+	+	+	<p>There is potential for positive effects on employment if multiple mixed used developments were to come forward. These are likely to provide a cumulative increase in office space and jobs which will help to increase employment opportunities within the borough.</p> <p>Other positive cumulative effects are likely to occur from policies which aim to support new community facilities and vitality of town centres.</p>
ISA5: Housing	0	0	0	+	+	0	0	+/-	0	<p>There is potential for positive cumulative effects if multiple housing developments within Stockport were to come forward. These developments will help to work towards Stockport's housing target and will increase the variety of housing on offer to better suit the needs of all groups inclusively. However, as outlined above the proposed housing spatial approach won't meet the borough's target.</p>
ISA6: Crime	0	+	0	+	+	+	0	+	0	<p>It is assumed that all new developments will be built to a high standard of safety. There may be potential for positive cumulative effects positive from developing the land to provide housing and public realm improvements, particularly if designing out crime principles are applied.</p> <p>Policies support high quality design and landscaping which can also help to generate a sense of pride and ownership within the community, which has the potential to synergistically reduce crime rates.</p>
ISA7: Transport	+	0	0	+	+	+	+	+	+	<p>Positive cumulative effects are likely to result from policies which support an increase in community facilities within the town centres and neighbourhood. Better placed facilities will also help to reduce the need for travel and consequently the need for private car use. An increase in well located town centre developments (as outlined in the proposed housing and employment approaches) could reduce the need for travel.</p>
ISA8: Accessibility	+	0	0	+	+	+	+	+	+	<p>Positive effects are likely to result from policies which support an increase in community facilities within the town centres and neighbourhood. Better placed facilities will also help to reduce the need for travel and consequently improve accessibility for all. An increase in well located town centre developments (as outlined in the proposed housing and employment approaches) could reduce the need for travel.</p>

IIA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA9: Biodiversity & Natural Capital	+/-	+	+	+/-	+/-	+/-	+/-	+/-	+/-	Plans for biodiversity net gain across new developments and improved biodiversity protection is likely to result in cumulative positive effects if multiple developments come forward. Increased natural capital and biodiversity from improvements to open spaces and green infrastructure is likely to cumulatively increase levels of biodiversity. However, new development may result in a cumulative loss of natural capital and biodiversity. Therefore, both positive and negative effects were determined.
ISA10: Landscape & Townscape	+/-	+	0	+/-	+/-	+/-	+/-	+/-	+/-	Positive effects on landscape have been identified for policies that support the restoration and improvement of landscapes. Mixed positive and negative effects have been determined for policies and strategies that make positive contributions to townscapes. However, the increased development has the potential to erode landscape and townscape character, particularly the increase in tall buildings in town centres.
ISA11: Historic Environment	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	There is the potential for negative cumulative effects on the historic environment if multiple developments were to come forward in close proximity to heritage assets and Conservation Areas. During construction of these new developments there is the potential for disturbance to the historic environment due to noise, vibration and temporary reductions in air pollution (dust soiling). However, positive cumulative effects may arise due to the historically sensitive design of the proposed housing developments to fit in with the setting of any surrounding designated heritage assets and Conservation Areas. This will be further supported by Our Environment policies, which will respect the existing historic character of the borough. Policies may also result in a cumulative increase in protection and preservation of heritage assets in the borough. This could result in better understanding and appreciation of the historic environment.
ISA12: Flood Risk	0	+	+	+/-	+/-	+/-	+	+/-	+/-	The addition of increased use of hard standing surfaces as part of the proposed housing developments could increase surface water runoff. The effects on flood risk are very much dependent upon the development sites that may come forward - further urbanisation may reduce the ability of land to absorb rainfall through the introduction of hard, impermeable surfaces.

I/A Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
										However, the Our Infrastructure and Our Climate Resilient Stockport policies will better ensure that flood risk is mitigated against. An increase in the number of developments that are fully mitigated against flood risk could help to cumulatively increase overall resilience.
ISA13: Water Quality	0	+	0	+/-	0	0	+	+/-	+/-	Positive cumulative effects are likely to result from policies supporting new improved measures to minimise risk to water quality (Our Environment) and the use of SuDs which help to remove water pollutants. There is some uncertainty on the location of housing and employment sites and their proximity to water bodies. If multiple developments were to come forward in close proximity to a single water body, there could be potential for in combination effects, particularly during construction.
ISA14: Air Quality	+/-	+	+	+/-	+/-	+/-	+/-	+/-	+/-	<p>Temporary negative cumulative effects have the potential to result during the construction phase, if multiple developments, with overlapping construction periods, were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust.</p> <p>However, if these developments are located with good connectivity to public transport facilities it will enable more people to use public transport modes instead of the use of a private car, helping to improve air quality. Therefore, there is also the potential for positive cumulative effects to result if multiple housing developments were to come forward alongside Our Climate Resilient Stockport and Our Environment policies.</p> <p>Policies set out within sustainable development, climate change and environmental sustainability, natural environment and transport and connectivity all help to improve air quality, increase accessibility and increase green infrastructure which will help to reduce air pollution.</p>
ISA15: Climate Change	0	+	+	+/-	0	0	+	+/-	+/-	A number of policies within the Our Environment, Our Climate Resilient Stockport and Our Infrastructure will help to improve climate resilience in the borough and contribute positively to climate resilience and the transition to a low-carbon future. This encourages measures such as incorporation of renewable energy, green infrastructure and retention and re-use of existing materials. These policies will help to provide a cumulative increase in resilience to climate change and the urban heat island effect within the borough.

IIA Objective	Providing for Our Communities	Our Environment	Our Climate Resilient Stockport	Our Homes	Our Town Centres	Supporting Our Businesses and Centres	Our Infrastructure	Housing Spatial Approach	Employment Spatial Approach	Summary
ISA16: GHGs & Energy Efficiency	0	+	+	+/-	+/-	+/-	+/-	+/-	+/-	<p>If multiple housing and employment developments were to come forward there is the potential for negative cumulative effects on energy, due to the increased cumulative energy usage required within the borough to support the new populations as well as significant levels of embodied carbon.</p> <p>However, policies set out in Our Climate Resilient Stockport and Our Environment focus on significantly reducing emissions and achieving Stockport’s goal of carbon neutrality by 2038. This is through increasing renewable energy capacity within the borough and high-quality design. Policy ZC2, specifically focuses on developing low carbon, renewable energy capacity within the borough</p>
ISA17: Waste	+/-	+	+	+/-	+/-	+/-	0	+/-	+/-	<p>Cumulative negative effects are likely to occur if multiple new developments were to come forward due to an increase in waste. Whilst the proposed housing and employment approaches are located on brownfield sites, it’s not clear whether materials and existing buildings will be utilised.</p> <p>However, policies set out in Our Climate Resilient Stockport and Our Environment require new development to aim for high rating under standards such as BREEM and BREEM Infrastructure, which support circular economy and responsible use of physical resources, contributing positively to waste reduction.</p>
ISA18: Efficient use of Land and resource	+/-	+	0	+/-	+	+	0	+	+	<p>Policies within Our Environment, Our Town Centres and Supporting Our business and Centres promote the effective use of land, in a way that makes as much use of previously developed land and brownfield sites as possible. This is through expanding and improving existing facilities and promoting the re-use of existing buildings, which will help to relieve pressure on the Green Belt land that surrounds Stockport.</p>

10.3 Inter Project Effects

10.3.1 Table 9-3 below outlines the sources of potential inter-cumulative effects.

Table 10-3 – Sources of Inter-Cumulative Effects

Policy or Plan	Details
Northern Powerhouse	Northern Powerhouse Rail (NPR) is a major strategic rail programme, specifically designed to support the transformation of the North’s economy by providing effective and efficient rail connectivity between the North’s major economic centres, offering a faster and more reliable service across the entire region. Connecting the people, communities and businesses of the North.
Airport City	Airport City is at the core of a Government Enterprise Zone surrounding Manchester Airport. It offers 5 million sq ft of quality business space including manufacturing, logistics, life sciences, Grade A office, retail and leisure accommodation.
A57 Link Roads	<p>The A57 Link Roads project was formerly known as the “Trans-Pennine Upgrade” and is referred to as the “Mottram Moor Link Road and A57 Link Road project” in the Government’s second Roads Investment Strategy.</p> <p>The A57 and A628 between Manchester and Sheffield currently suffer from heavy congestion, creating unreliable journeys. Much of this heavy traffic travels through local roads, which disrupts the lives of communities and makes it difficult and potentially unsafe for pedestrians to cross the roads.</p> <p>The A57 Link Roads project will include the creation of two new link roads:</p> <ul style="list-style-type: none"> ▪ Mottram Moor Link Road – a new dual carriageway from the M67 junction 4 roundabout to a new junction on the A57(T) at Mottram Moor ▪ A57 Link Road – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 in Woolley Bridge.
Greater Manchester Levelling Up Plans	<p>If the government supports Greater Manchester the Levelling Up Deal could:</p> <ul style="list-style-type: none"> ▪ Deliver a London-style transport network with affordable London-level fares, moving us towards a zero carbon transport system; ▪ Remove one million tonnes of carbon from GM’s economy;

Policy or Plan	Details
	<ul style="list-style-type: none"> ■ Create attractive places to live, work and set up a business; ■ Create opportunities for people to retrain, get the skills they need and create jobs right across Greater Manchester; and ■ Create a 'Golden Triangle' of innovation excellence within the towns and cities of the North, to drive UK growth.
<p>Neighbouring Local Plans (High Peak, Manchester City, Tameside and Cheshire East)</p>	<p>Local plans in neighbouring local authorities influence cross-boundary development improvements. These developments have potential cumulative effects on noise, biodiversity, historic environment, economy, and flooding in SMB.</p>
<p>Neighbouring Local Transport Plans (Derbyshire, Manchester City, Tameside and Cheshire East)</p>	<p>Local Transport Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period.</p> <p>Local Transport Plans in neighbouring local authorities influence cross-boundary transport improvements and major road networks.</p>

Table 10-4 - Sources of Inter-Cumulative Effects

ISA Objective	Northern Powerhouse	Airport City	A57 Link Roads	Greater Manchester Levelling Up Plans	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
ISA1: Equality & Inclusion	+/-	+/-	+/-	+	+	+	<p>If multiple housing developments within the borough were to come forward, more people will be placed closer to community facilities and employment opportunities. This will result in positive cumulative effects. Further positive cumulative effects on social inclusion and equality would result following the introduction of the new public transport schemes (NPR and neighbouring Local Transport Plans). This will enable people who cannot drive or own a private car to have greater access to education, jobs, and community facilities.</p> <p>There are likely to be some negative effects during the construction of these schemes on the local communities. If construction periods overlap between these projects and those developments in the local plan, some communities may temporarily experience issues with severance, driver stress and nuisance, which may impact some groups disproportionately.</p>
ISA2: Health	+/-	+/-	+/-	+	+/-	+	<p>There is a potential for negative cumulative effects to result if multiple housing developments as part of neighbouring local plans and SMBC's local plan were to come forward, due to the increased strain on existing community health facilities resulting from the increased demand from new populations.</p> <p>The provision and improvements to the active travel, public realm and open spaces, as part of some of these developments, will result in positive effects on the health and wellbeing of the population in the region. This is because access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life, as well as helping to bind communities together, reduce loneliness, and mitigate the negative effects of air pollution and excessive noise.</p> <p>There are likely to be some negative effects during the construction of these schemes on the local communities and their health. If construction periods overlap between these projects and those developments in the local plan, some communities may temporarily experience issues with stress, anxiety and nuisance which may impacts some vulnerable groups disproportionately.</p>
ISA3: Economy	+	+	+	+	+	+	<p>There are likely to be positive cumulative economic benefits across the borough following the developments of all plans and schemes alongside the Local Plan. These developments are likely to result in increased connectivity across Stockport and the wider region.</p>
ISA4: Employment	+	+	+	+	+	+	<p>There are likely to be positive cumulative employment benefits across the borough following the improved connectivity as a result of neighbouring Local Plans and transport plans, NPR, and the Greater Manchester Levelling Up Plans alongside the Local Plan. These developments are likely to result in increased access to employment opportunities, during both construction and operation.</p>

ISA Objective	Northern Powerhouse	Airport City	A57 Link Roads	Greater Manchester Levelling Up Plans	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
ISA5: Housing	0	+	0	+	+	0	Positive effects will result if multiple housing developments, were to come forward in combination with SMBC's proposed housing approaches and sites. These developments will help to meet borough specific housing targets set out in their local plans and increase the provision of affordable housing.
ISA6: Crime	0	0	0	+	+	0	It is assumed that all schemes and projects will be built to a high standard of safety. There may be potential for positive cumulative effects from developing the land to provide housing and public realm improvements, particularly if designing out crime principles are applied using high quality design and landscaping across multiple developments could also help to generate a sense of pride and ownership within the community, resulting in a cumulative reduction in crime.
ISA7: Transport	+	0	+	+	+	+	There is the potential for positive cumulative effects on sustainable transport if multiple transport schemes were to come forward such as the A57 Link Roads, NPR and those set out within neighbouring local transport /implementation plans. These developments will help to reduce journey times and increase the reliability of journeys and increase and improve the offering and connectivity of sustainable transport modes in the region.
ISA8: Accessibility	+	+	+	+	+	+	There is potential for positive cumulative effects upon accessibility following the introduction of the new public transport schemes (A57 Link Roads, NPR and neighbouring Local Transport Plans). This will enable people who cannot drive or own a private car to have greater access to education, jobs, and community facilities.
ISA9: Biodiversity & Natural Capital	-	+/-	-	+/-	+/-	+/-	Potential for cumulative loss, damage or fragmentation of statutory and non-statutory sites and habitats if multiple developments, across similar timeframes were to come forward. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. There is potential for positive effects through the incorporation of green infrastructure (Greater Manchester Levelling Up Plan, Local Plans) and biodiversity net gain.
ISA10: Landscape & Townscape	-	+/-	-	+/-	+/-	+/-	The provision of public realm improvements through the Greater Manchester Levelling Up Plans, Local Plans and transport/implementation plans could help to increase and improve the open space offering as well as the setting of the borough's townscape and landscape. This will result in positive cumulative effects; however, multiple developments could result in a cumulative loss of land and deterioration of key views and vistas.
ISA11: Historic Environment	-	+/-	-	+/-	+/-	+/-	There is potential for both positive and negative, direct and indirect cumulative effects on nationally and locally designated heritage assets, and their unique settings. This is in addition to cumulative effects on undesignated and unknown assets, which are also important. However, well-designed developments and infrastructure could present opportunities to enhance the quality of visual amenity of heritage

ISA Objective	Northern Powerhouse	Airport City	A57 Link Roads	Greater Manchester Levelling Up Plans	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
							assets by managing public access to or from the historic features. This could have additional cumulative benefits for identity, health and wellbeing and placemaking.
ISA12: Flood Risk	+/-	+/-	+/-	+	+/-	+/-	There is potential for cumulative increase in flood risk, particularly from physical alteration as a result of development, as well as development locations. Drainage measures are likely to be specific to each development, but there may be cumulative benefits if implemented borough-wide.
ISA13: Water Quality	+/-	+/-	+/-	+/-	+/-	+/-	There is potential for cumulative increase in surface water runoff, and impacts on surface water and groundwater, particularly from physical alteration as a result of development. Water quality measures are likely to be specific to each development, but there may be cumulative benefits if implemented borough-wide.
ISA14: Air Quality	+/-	0	+/-	+	+/-	+/-	Temporary negative cumulative effects have the potential to result during the construction phase if multiple developments were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust. Positive cumulative effects will result through the development of sustainable transport schemes (including NPR). In combination with the Local Plan's sites and policies, this will increase access to public transport modes, reducing the use of a private car, and therefore reducing greenhouse gas emissions and improving air quality. Further positive cumulative effects will result from the reduction in journey times and congestion on the highway network.
ISA15: Climate Change	+/-	+/-	+/-	+	+	0	Climate change adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented across multiple plans (as set out in the Greater Manchester Levelling Up Plans and neighbouring Local Plans).
ISA16: GHGs & Energy Efficiency	+/-	0	+/-	+	+/-	+/-	There may be cumulative benefits from transport initiatives (including Northern Powerhouse and proposals set out in neighbouring transport/implementation plans) and low carbon developments (as set out in the Greater Manchester Levelling Up Plans and neighbouring local plans) in reducing greenhouse gases, however, increased development is also likely to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic as well as embodied carbon due to development.
ISA17: Waste	-	-	-	+/-	+/-	-	There is potential for positive cumulative effects on waste as a result of neighbouring local plans, alongside SMBC's local plan reducing waste. However, construction is likely to result in the generation of large amounts of waste, which in combination could be significant.

ISA Objective	Northern Powerhouse	Airport City	A57 Link Roads	Greater Manchester Levelling Up Plans	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
ISA18: Efficient use of Land and resource	+/-	+/-	+/-	+/-	+/-	+/-	<p>There is potential for negative cumulative effects on the efficient use of land as a number of large scale projects, such as A57 Link Roads, NPR and Airport City, coupled with other development in the borough, could lead to a large cumulative loss of land, some of which may not be brownfield land. However, positive cumulative effects could arise if the majority of the of proposed developments are situated on brownfield sites.</p>

11 Mitigation, Enhancements and Monitoring

11.1 Mitigation and Enhancement Measures

- 11.1.1 Mitigation of significant negative effects of the plan and enhancement of positive effects are a key purpose of ISA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.
- 11.1.2 The mitigation measures proposed in **Table 10-1** are designed to avoid or reduce the effects identified as potentially negative through the policy assessments on the ISA Objectives. The table also includes enhancement measures, that aim to optimise positive impacts and enhance sustainability.
- 11.1.3 As this is the ISA Interim reporting stage, these measures are subject to change as the preferred policies and sites are refined and updated. Policy specific mitigation measures have been included within **Appendix D**.

Table 11-1 – Proposed Mitigation and Enhancement Measures

ISA Objective	Mitigation/Enhancement	Mechanism
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Further assessment as part of scheme level design, should incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting new communities.	Project level design and assessment
ISA1 – Equality and Inclusion ISA2 – Health ISA8 – Accessibility	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Project level Community Safety Assessment, EqIA and HIA
ISA1 – Equality and Inclusion ISA8 – Accessibility	Where parking is implemented, it should not cause an obstruction to pavement users and clear crossings should be provided.	Inclusion within preferred SLP policies
ISA1 – Equality and Inclusion	Inclusive mobility guidance should be adhered to ensure designs are accessible for everyone.	Inclusion within preferred SLP policies Project level design and assessment and EqIA
ISA1 – Equality and Inclusion ISA2 – Health	New parks and open spaces should be accessible to all members of the public. Design should consider safety by including appropriate lighting, accessible pathways and access and egress points.	Project level design and assessment, crime impact assessments and EqIA

ISA Objective	Mitigation/Enhancement	Mechanism
<p>ISA6 – Crime and Safety</p> <p>ISA8 – Accessibility</p>	<p>Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility.</p> <p>Accessible surfacing should be considered for wheelchair users and people with mobility restrictions.</p> <p>Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.</p>	
<p>ISA1 – Equality and Inclusion</p> <p>ISA4 - Employment</p>	<p>Employment should be focused on local residents in the first instance. Policies should aim to increase employment for all protected groups where barriers to employment and education exist (low-incomes, younger people, disabled).</p>	<p>Inclusion within preferred SLP policies</p>
<p>ISA1 - Population and Equalities</p> <p>ISA10 - Landscape and Townscape</p>	<p>Developments should seek to improve the public realm, including improving wayfinding and providing permeability through town centres to provide access to those with disabilities, or pushchairs.</p>	<p>Project level design and assessment as part of subsequent EIA/ planning application</p>
<p>ISA1 – Equality and Inclusion</p> <p>ISA2 – Health</p> <p>ISA8 – Accessibility</p>	<p>Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles.</p> <p>It is likely that other forms of sustainable travel will be prevalent in the future, such as electric scooters. Parking and facilities for these schemes should be accessible and not present physical barriers to users.</p>	<p>Inclusion within preferred SLP policies</p> <p>Project level design and assessment and EqIA</p>

ISA Objective	Mitigation/Enhancement	Mechanism
	The SLP should also support community engagement with various groups prior the development of transport infrastructure.	
ISA1 – Equality and Inclusion	Appropriate subsidies should be considered to ensure people from low-incomes can access sustainable retrofitting with no additional financial barriers.	Inclusion within preferred SLP policies
ISA2 – Health	Scheme level health impact assessments should be undertaken which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.	Project level design and assessment
ISA2 – Health ISA9 -Biodiversity	New developments could incorporate natural features such as tree planting, hedgerows and floral arrangements, green walls, roofs and incidental vegetation to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits. This will also lessen to impact on biodiversity and work towards biodiversity net gain.	Project level design and assessment (including biodiversity net gain assessments)
ISA3 – Economy	Where new development comes forward in close proximity to existing shop frontages and businesses, there’s a need to ensure that they can remain open and maintain their existing business hours.	Inclusion within preferred SLP policies Project level design and assessment
ISA6 – Crime and Safety	Development should incorporate designing out crime principles particularly for development sites located in areas with high levels of crime deprivation.	Inclusion within preferred SLP policies

ISA Objective	Mitigation/Enhancement	Mechanism
		Project level design and assessment
ISA6 – Crime and Safety	Where policies and site allocations make provision for open spaces, there is a need for these spaces to be well designed and well lit, to ensure that they are safe and feel safe for all users, particularly after dark.	Inclusion within preferred SLP policies Project level design and assessment
ISA8 – Transport ISA7 – Accessibility	All new developments should be accompanied by a travel plan which sets out action plan that shows how sustainable transport such as buses, cycling or walking, will be made accessible at the development and their use increased.	Project level design and assessment
ISA9 - Biodiversity	Opportunities for avoiding and mitigating any adverse effects, and for net environmental gains should be made from the earliest stages of plan-making and development proposals. Development will need to fulfil the requirement to achieve at least a 10% gain in biodiversity.	Project level design and assessment (including biodiversity net gain assessments)
ISA9 – Biodiversity	Consideration needs to be given to the potential effects of noisy development on international, national and locally designated sites of importance for biodiversity.	Project level design and assessment (including noise assessments/ surveys)
ISA9 – Biodiversity	Due to the presence of Great Crested Newts at a number of employment sites, appropriate licensing (either mitigation license or district level licensing) will need to be undertaken prior to development. Further surveying may also be beneficial.	Project level design and assessment

ISA Objective	Mitigation/Enhancement	Mechanism
ISA10 – Landscape and Townscape	Care must however be taken to ensure that tall buildings in clusters do not appear to coalesce in views as this can have a significant visual impact and undermine legibility.	Scheme level design and planning application
IIA10 - Landscape and Townscape IIA11 - Historic Environment	<p>New developments should seek to maximise sustainability benefits from existing landscape, townscape and heritage assets by valuing them inherently and for the wider services they provide.</p> <p>Development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.</p>	<p>Historic Landscape Characterisation</p> <p>Project level landscape and visual impacts assessments as part of subsequent EIA/ planning application</p> <p>Heritage Impact Assessments</p>
ISA11 – Historic Environment	<p>Promoters and designers should liaise closely with SMBC and Historic England to avoid or minimise negative impacts, such as land take and light pollution, whilst seeking to maximise benefits, such as tranquillity.</p> <p>Where developments are being built and/or improved within, or close proximity to designated historic assets, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.</p>	<p>Historic Landscape Characterisation</p> <p>Project level landscape and visual impacts assessments</p>
ISA11 – Historic Environment	<p>Characterisation work should be undertaken to understand the potential impact of site allocations on historic places and inform assessments of an area’s capacity to accommodate development.</p> <p>Site specific studies, such as archaeological desk-based assessment and fieldwork, may also be necessary to provide adequate information.</p>	<p>Historic Landscape Characterisation</p> <p>Archaeological desk based assessment</p>

ISA Objective	Mitigation/Enhancement	Mechanism
ISA12 - Flood Risk ISA13 – Climate Change	<p>Sequential testing should be undertaken, to avoid sites with the highest flood risk. Where this isn't viable and proposed sites are located within flood zones 2 or 3 a full flood risk assessment should be undertaken.</p> <p>Scheme level design should also consider the incorporation features to reduce flood risks, both now and in future, in light of future precipitation changes associated with climate change. This could include features such as sustainable urban drainage solutions (SuDs), permeable paving and natural engineering such as tree planting.</p>	<p>Sequential testing as part of the call for sites.</p> <p>Scheme level flood risk assessments.</p>
ISA14 – Air Quality	A Dust Management Plan should be compiled prior to demolition and construction of new sites.	Project level Construction Environmental Management Plan (CEMP)
ISA17 - Waste	Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy and a waste hierarchy.	<p>Inclusion within preferred SLP policies</p> <p>Project level design and assessment</p>
ISA17 – Waste ISA18 – Efficient use of resource	Proposed sustainable transport infrastructure such as cycle lanes, bus lanes and footpaths, should where appropriate, prioritise the reallocation of the highway network.	Project level design and assessment as part of subsequent EIA/ planning application
ISA17 – Waste ISA18 – Efficient use of resource	A Site Waste Management Plan should be prepared as part of the CEMP and Operational Environmental Management Plan (OEMP).	Project level design and assessment – CEMP and OEMP

ISA Objective	Mitigation/Enhancement	Mechanism
ISA18 - Efficient use of Land and resource	SMBC should explore compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.	Inclusion within preferred SLP policies Project level design and assessment

11.1.4 Despite mitigation measures some residual uncertain effects have remained which may require monitoring. These are as follows:

- **ISA1 and ISA2:** The effects of a growing population on community facilities and services
- **ISA 9:** The number of new developments achieving biodiversity net gain
- **ISA11:** Potential negative effects from new developments on heritage assets
- **ISA17:** Uncertain effects on the potential for reductions in the amount of waste produced during construction and minimising the amount sent to landfill.
- **ISA18:** Uncertain effects on the total loss of Green Belt land lost to development.

11.2 Monitoring Measures

11.2.1 The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

11.2.2 The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the ISA, and to deal with any unforeseen problems.

11.2.3 The Council’s existing Authority Monitoring Reports already include a robust range of environmental and socio-economic indicators and are prepared in line with SEA Regulations, which could be used to help monitor the significant effects of the SLP.

11.2.4 **Table 10-2** below includes some potential monitoring measures that could be used by SMBC to monitor potential significant effects. As this is the ISA Interim reporting stage, these measures are subject to change as the preferred policies and sites are refined and updated.

Table 11-2 – Potential Monitoring Measures

Potential Effects	What could be monitored?
IIA1 and IIA2: The effects of a growing population on community facilities and services	<p>The number of new healthcare, schools and community facilities and services provided.</p> <p>The number of existing facilities and services that have been upgraded.</p> <p>Class size statistics</p> <p>Ratio of patient-to-staff numbers at GP practices</p>
ISA9: Uncertainty regarding the number of developments achieving biodiversity net gain	The number of developments achieving at least 10% biodiversity net gain.

Potential Effects	What could be monitored?
<p>ISA11: Potential negative effects on the historic environment from proposed developments</p>	<p>The number of historic assets (statutory and non-statutory) negatively affected by SLP policies and spatial allocations.</p> <p>The number of historic assets (statutory and non-statutory) benefiting from conservation and enhancement measure as a result of SLP policies and spatial allocations.</p>
<p>ISA17: Uncertain effects of waste generations on new developments</p>	<p>The amount of construction and demolition waste going to landfill (through Site Waste Management Plans or BREEAM Infrastructure)</p> <p>The number of new developments which incorporate waste saving initiatives</p> <p>Household and commercial waste and recycling figures for the borough</p>
<p>ISA18: Uncertain effects on the total loss of Green Belt land lost to development</p>	<p>The percentage of Green Belt land lost to development.</p> <p>The number of compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land</p>

12 Recommendations

- 12.1.1 This section sets out the recommendations identified throughout the ISA assessment. These have been taken from the SA, HIA and EqIA. It should be noted that these are different from the mitigation measure outline in **Section 10** above, as they focus on potential changes to the SLP, rather than measures identified in response significant effects.
- 12.1.2 These changes will be considered by SMBC during the preparation of the prepared plan for Regulation 19 consultation.
- 12.1.3 **Table 11-1** below outlines these recommendations.

Table 12-1 – SLP Recommendations

Item	Recommendations	Source Document
Policies General – Crime	Although crime is incorporated within the SLP policies, it currently doesn't currently have its own standalone policy. Given the high levels of crime in some areas of the borough, reductions in crime could be better supported by planning policies. This should make considerations for the safety of women and girls as well as minority ethnic groups and members of the LGBTIQ+ community.	ISA
Strategic Objectives 6 and 7	Objectives could be reworded to include sustainable or accessible locations to improve compatibility with ISA objectives.	ISA
Strategic Policy 1 Policies CEN1 and CEN4	It is recommended that the supporting text to these policies outline what is inferred by 'impact assessments' as these can be very broad.	ISA
Policy COM1	Food growing sites should be located in areas of best air quality in order that food grown is of a high standard and achieves good dietary nutrition and health.	EqIA/ HIA
Policies ENV9 and ENV22	Air pollution is a key factor in the degradation of surfaces of historical buildings and monuments. Policies could benefit considering this impact pathway.	ISA
Policy CR5	Appropriate subsidies should be considered to ensure low-income groups can access sustainable retrofitting with no additional financial barriers.	EqIA

Item	Recommendations	Source Document
	Retrofitting should not increase property prices in order that first time buyers remain able to buy into the property market and not be priced out.	
Policies STC6 and INF8	<p>These policies could make reference to measures set out in the Department of Transport’s Healthy Streets Design Check¹⁶.</p> <p>The policy could also incorporate an additional measure for designing out crime.</p>	ISA
Policy BUS6	<p>Policy could include wording to ensure that employment should be focused on local residents in the first instance.</p> <p>Currently the policy refers to helping ‘economically disadvantaged’ groups. It is recommended that the policy also refers to increasing employment for protected groups where barriers to employment and education exist (low-incomes, low skilled, single parents (lack of affordable childcare), younger people, disabled, refugees and asylum migrants).</p>	ISA, EqIA, HIA
Policy CEN3	<p>This permits the increase in short stay on-street parking in Bramhall. It’s recommended that improvements in sustainable transport links should be considered in the first instance.</p> <p>Where parking is implemented, it should not cause an obstruction to pavement users and clear crossings should be provided.</p>	ISA, EqIA
Policy INF9	The policy could include an additional point on supporting community engagement with various groups prior the development of transport infrastructure. This will help to ensure that all needs are met.	ISA, EqIA, HIA
Policy INF10	The policy should ensure the needs and aspirations of groups with protected characteristics are considered in	ISA, EqIA, HIA

¹⁶ Department for Transport, Healthy Streets Design Check England, [online] available at: <https://www.healthystreets.com/resources>

Item	Recommendations	Source Document
	<p>delivering public transport solutions, including those from low income households.</p> <p>The policy could include measures such as fair pricing for public transport as well as engagement with protected characteristic groups specifically to ensure the needs of these groups are identified.</p>	

13 Next Steps

13.1.1 SMBC is seeking the views of statutory bodies, the public and other stakeholders on the results of the ISA. Consultation at this stage continues to ensure that the ISA provides a robust assessment of the Local Plan.

13.1.2 This ISA Interim Report will be issued to consultees for an X-week consultation period alongside the draft Local Plan (Regulation 18 Consultation) from xxx – xxx.

13.1.3 An indicative timetable of the remaining stages of the ISA and local plan have been included in **Table 12-1** below.

Table 13-1 – Indicative Local Plan and ISA Timetable

I/A/ Local Plan Stages	Timescales
Regulation 18 consultation	
SA Report (ISA Stage C)	
Regulation 19 Consultation (ISA Stage D)	
Examination (ISA Stage D)	
ISA Post Adoption Statement (Stage E)	

Appendix A

Consultation Comments

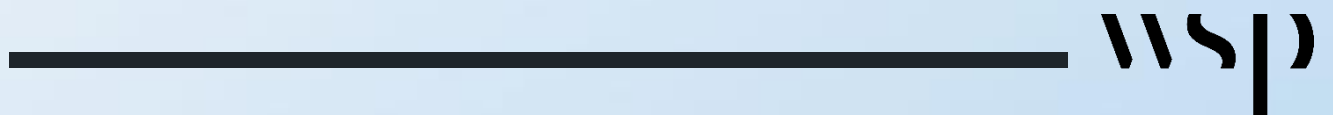


Table A1 below sets out the consultation comments received on the ISA Scoping Report.

Table A-1 – Scoping Consultation Comments

No.	Consultee	Comment	In Reference too	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
1	Natural England	Table 5.9 has not correctly identified all of the designated sites within 10km of Stockport boundary. Based on our records, the missing sites are Midland Meres and Mosses Phase 1 Ramsar, Peak District Moors - South Pennine Moors Phase 1 SPA and Dark Peak SSSI, Brookheys Covery SSSI, Tatton Meres SSSI and Edale SSSI.	5.8 Biodiversity and Natural Capital	Yes	WSP	WSP have amended Table 5.9 to include the missing designated sites.
2	Natural England	Natural England advise that there will be a need to consider potential impacts on designated sites as a result of development brough forward in the Local Plan. In particular, we would like to highlight the potential impact of increased recreational disturbance and air quality impacts due to increased traffic to South Pennine Moors SAC and South Pennine Moors Phase 1 SPA, especially in combination with development in the Greater Manchester Places for Everyone strategy. Natural England has published a set of mapped Impact Risk Zones (https://magic.defra.gov.uk/Metadata_for_magic/SSSI%20IRZ%20User%20Guidance%20MAGIC.pdf) (IRZ's) for SSSI sites which highlight the types of development that would have the most impact, we recommend they are used when identifying potential impacts associated with allocation sites.	5.8 Biodiversity and Natural Capital	Yes	WSP	WSP have included the addition of potential recreational disturbance at the identified sites within Section 5.8, issues and opportunities.
3	Natural England	One of the identified Implications of Stockport Local Plan (SLP) is 'Development of the new SLP can include stringent standards for the protection of biodiversity and natural capital', we would like to see this amended to include the protection and <i>enhancement</i> of biodiversity and natural capital.	5.8 Biodiversity and Natural Capital	Yes	WSP	WSP have amended the wording to include enhancement of biodiversity and natural capital.
4	Natural England	<p>Any appraisal or assessment of local plans for Greater Manchester should reference and take account of the GM Prototype Local Nature recovery Strategy [LNRS] which was one of five pilot LNRS across England in 20/21. This work reports initial locally agreed thinking on biodiversity priorities and opportunity sites for nature recovery identified in the report and the GM Mapping. Whilst this document is not yet formally adopted, the prototype LNRS will heavily inform the final version of the GM LNRS as well as Biodiversity Net Gain policy and implementation across Greater Manchester</p> <p>The core purpose of LNRS is to help reverse the ongoing decline of biodiversity and nature. LNRS aims to help restore and link up habitats so that species can thrive; the process ensures local partners collaborate to agree the best places to help local nature recovery. The strategies are designed as a tool to drive more coordinated, practical and focused action to deliver a bigger, better and more joined up Nature Recovery Network across the whole of England, delivered at County/Combined Authority level in most areas. LNRS became mandatory in April 2022 and the aim is to have LNRS ready for 2023 to inform roll out of Biodiversity Net Gain.</p>	5.8 Biodiversity and Natural Capital	Yes	WSP	WSP have included reference to the LNRS within Section 5.8 - specifically within the future trends and issues and opportunities sections.

No.	Consultee	Comment	In Reference too	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
5	Natural England	Natural England support the reference to the Water Framework Directive and the ambition to improve water quality by seeking to incorporate sustainable urban drainage (SuDs) within new developments and upgrading existing infrastructure to improve pollution control on older drainage systems. We would recommend strengthening this section by incorporating Green Infrastructure requirements within new developments in order to adapt to climate change and counteract increased flood risk from development.	5.11 Water Environment	Yes	WSP	WSP have included the addition of Green Infrastructure requirements for new developments within Section 5.11.
6	Natural England	This chapter considers the impacts of poor air quality on human health only and does not include air quality impacts on designated sites or ecological receptors. We advise that air quality impacts on ecological receptors be included within this chapter or in chapter 5.8 Biodiversity and Natural Capital.	5.12 Air Quality	Yes	WSP	WSP have included the impacts of poor air quality upon designated sites and ecological receptors within Section 5.12.
7	Natural England	Natural England agrees that 'The SLP should protect the borough's best and Most Valuable land from development where possible', but we advise that this be extended to protect the borough's peat resources.	5.14 Material Assets (including Soil Resources)	Yes	WSP	WSP have included further information on peat resources within the material assets section. In addition, the ISA Supporting Appraisal questions have been updated to include 'Will the policy or proposal support the protection of the best and most valuable land and peat resources'.
8	Natural England	Natural England advise that the ISA Supporting Appraisal Questions for Biodiversity and Natural Capital should include the potential impact of increased recreational disturbance to South Pennine Moors SAC and South Pennine Moors Phase 1 SPA.	6 Integrated Sustainability Appraisal Framework - Table 6-1 ISA Assessment Framework	Yes	WSP	Appraisal question in support of ISA9 has been updated to Cause damage to locally and nationally designated sites through infrastructure provision, increased development, recreational pressures and traffic? We have kept this high level, so have not included individual sites.
9	Natural England	Under the heading of Material Assets, the ambition to protect the borough's Best and Most Versatile land should be captured and we advise this be extended to protect the borough's peat resources.	6 Integrated Sustainability Appraisal Framework - Table 6-1 ISA Assessment Framework	Yes	WSP	WSP have included further information on peat resources within the material assets section. In addition, the ISA Supporting Appraisal questions have been updated to include 'Will the policy or proposal support the protection of the best and most valuable land and peat resources'.
10	Natural England	Natural England are of the opinion that Green Infrastructure is not well represented in the document. Green infrastructure is multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. This should be recognised as a cross cutting theme throughout the Local Plan.	6 Integrated Sustainability Appraisal Framework - Table 6-1 ISA Assessment Framework	Yes	WSP SBC	The baseline for biodiversity and human health has been updated to include green infrastructure and its benefits.
11	Historic England	Thank you for consulting Historic England about the above document.	General	No	N/A	General comment - no action required.

No.	Consultee	Comment	In Reference too	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
12	Historic England	Historic England is the Government's statutory adviser on all matters relating to the historic environment in England. We are a non-departmental public body established under the National Heritage Act 1983 and sponsored by the Department for Culture, Media and Sport (DCMS). We champion and protect England's historic places, providing expert advice to local planning authorities, developers, owners and communities to help ensure our historic environment is properly understood, enjoyed and cared for.	General	No	N/A	General comment - no action required.
13	Historic England	Historic England has produced a document, which you might find helpful in providing guidance on the effective assessment of the historic environment in Strategic Environmental Assessments with an Integrated Assessment (IA).	General	No	N/A	General comment - no action required.
14	Historic England	Historic England recommends that a scoping report should: <ul style="list-style-type: none"> •Review the objectives of relevant policies, plans and programmes; •Establish the baseline for the historic environment, including any trends and targets and gaps in the existing information; •Identify sustainability issues and opportunities for the historic environment and heritage assets; •Develop sustainability appraisal objectives; •Identify indicators and targets; •Consider how alternatives will be assessed; •Provide sufficient information on the proposed methodology for the appraisal to assess whether effects upon the historic environment will be properly addressed. 	General	No	N/A	General comment - no action required.
15	Historic England	Historic England suggests that scoping reports are tailored to the type, purpose and level of plan under consideration. This accords with the NPPF, which requires that local plans are based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area.	General	No	N/A	General comment - no action required.
16	Historic England	Baseline information should describe the current and future state of the historic environment, providing the basis for identifying sustainability issues, predicting and monitoring effects and alternative ways of dealing with them. It can use both quantitative and qualitative information and should be kept up to date. It is important that meaningful conclusions can be drawn from the baseline information; what it means for the Plan and how the historic environment is to be dealt with.	Baseline - general	No	N/A	General comment - no action required.
17	Historic England	The baseline information in the scoping report on the historic environment should also include all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged. This not only involves undesignated (or local heritage assets) but the potential for unrecorded archaeology, and historic landscape character areas for example.	Baseline - Historic Environment	Yes	WSP	Paragraph 5.10.2 has been updated and now reads 'In addition there the borough contains a number of non-designated heritage assets (visible, buried or submerged)..'

No.	Consultee	Comment	In Reference too	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
18	Historic England	The NPPF recognises the importance of undesignated heritage assets and therefore this should be included within the baseline data. The source of this information should be included within the scoping report; references made to them and recognise the opportunities for their enhancement and contribution to other aspects of the Plan area.	Baseline - Historic Environment	Yes	WSP	The significance of non-designated sites has been included within the baseline where possible, however there is limited information on this. The Issues and Opportunities Table (Table 5-13) has been updated to include non-designated sites. The implications for the SLP column now reads - 'The SLP should preserve and enhance the significance and the current settings of visible, buried or submerged heritage assets, both designated and non-designated.
19	Historic England	The importance of local character and identity including the landscape and townscape of an area is an important consideration. The scoping report should recognise the importance of this, and the source of this information should also be included within the scoping report, with reference made to them in key issues and opportunities.	Baseline - Historic Environment	Yes	WSP	Table 5.13 and Table 5.12 have been updated to include the importance historic, landscape and townscape character.
20	Historic England	In terms of the content of the baseline information contained in the report (Section 5.10). We have the following comments to make: •General: In line with comments above, the section needs to be expanded to provide adequate detail on the historic environment and specific issues. For example, what is the City's origins and what type of assets contribute to its special character - are any of them more at risk?	Baseline - Section 5.10	No	N/A	We believe that the baseline provides an adequate level of scope for the IIA and the Local Plan. Issues outline in comments 17-19 above have been addressed.
21	Historic England	•Para 5.10.8: The correct terminology should be applied when referring to heritage assets and associated impacts. For example, the text uses <i>direct (physical) impacts on designated historical sites, and adverse effects</i> on the setting. When in fact it is harm to (the significance) of a heritage asset including its setting and not the terminology used. This should be amended.	Baseline - Section 5.10	Yes	WSP	WSP have amended the terms used within the baseline section, specifically Section 5.10, paragraph 5.10.8.
22	Historic England	•Para 5.10.9: Historic England has guidance that includes more than the topic of setting, and it would be helpful if this paragraph made reference to this. It is also unclear why the document tries to define setting?	Baseline - Section 5.10	Yes	WSP	WSP have included additional information upon climate change and its future impacts on the heritage environment, including the guidance from Historic England on adapting to climate change.
23	Historic England	•5.10.10: Whilst Historic England welcomes the recognition of the impact reduction in Government funding to local authorities is having on conservation officers, it is unclear how this will feed into the IA of the local plan? It would be useful to point out that a reduction in funding also had an impact on grants for the historic environment too, including those assets at risk.	Baseline - Section 5.10	Yes	WSP	WSP have included additional information regarding the reduction in funding affecting grants for the historic environment.

No.	Consultee	Comment	In Reference too	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
24	Historic England	•5.10.11: Whilst the statement is welcomed, is there a reason why the focus is on air pollution and road traffic as the main threat to the historic environment? This is also included in the following bullet point. In addition, it would be helpful to use the correct terminology when referring to heritage assets, as <i>impact and degrade</i> is not in line with the NPPF. It would also be helpful to refer to heritage assets rather than individual types which currently excludes conservation areas for example.	Baseline - Section 5.10	Yes	WSP	WSP have amended the terminology to 'harm' in line with the NPPF 2021. The above changes and additions of climate change information also contributes to this amendment.
25	Historic England	•5.10.12: See comments above on road traffic and air pollution. Why is there a focus on this and vehicles? Surely it is about managing change to the historic environment and the pressures from new development as well. It is also not clear what land take from historical assets is? This needs to be further clarified, using the correct terminology. Other issues to consider are included within out supporting guidance note, but this could also include climate change and design.	Baseline - Section 5.10	Yes	WSP	WSP have included additional information regarding climate change impacts on future trends. Additionally, the potential for harm from developments requiring land take on heritage assets has been specified.
26	Historic England	•Table 5.13: Identifies the key risks and opportunities for the historic environment. The comments provided should be read in conjunction with the preceding bullets:	Baseline - Table 5.13	No	N/A	General comment - no action required.
27	Historic England	•Again it is unclear why the focus is on noise, pollution and traffic schemes. One of the key risks to heritage assets is development which harms the significance of the asset including that within its setting. This can vary from a whole variety of proposals and not just traffic noise, vehicle damage and pollution. This should be amended.	Baseline - Table 5.13	Yes	WSP	WSP have included the additional risk that development may play upon heritage assets.
28	Historic England	•Correct terminology should be applied when referring to heritage assets and the management of them in line with the NPPF.	Baseline - Table 5.13	Yes	WSP	WSP have ensured consistent language and terminology with the NPPF when referring to heritage assets.
29	Historic England	•What is a highly significant archaeological remains - is this of national importance? If so, then this should be treated in line with the requirements for scheduled monuments and therefore the content of the bullet point here is incorrect. Like all heritage assets, the management of an archaeological site of the same significance of a scheduled monument should be done in a way that includes a through assessment of its significance to determine like with all heritage assets.	Baseline - Table 5.13	Yes	WSP	WSP have removed the 'highly significant' to avoid confusion.
30	Historic England	•There is a lack of reference to conservation areas - is this what a historic urban area is? Listed buildings and scheduled monuments are not just in a 'historic urban area' so it is not clear how this relates?	Baseline - Table 5.13			WSP have included reference to conservation areas within Section 5.10 and Table 5.13.
31	Historic England	•The implications for the SLP is that there is a need to positively preserve and enhance the significance of heritage assets and their setting not the 'current setting of above ground heritage assets' only. This needs to be amended.	Baseline - Table 5.13	Yes	WSP	WSP have amended Table 5.13 to ensure this statement includes positively preserving and enhancing all heritage assets and their setting (including above and below ground).

No.	Consultee	Comment	In Reference too	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
32	Historic England	•Is there no other implications from the baseline information that should be considered for the production of the Stockport Local Plan? The current list appears to be very limited.	Baseline - Table 5.13			WSP have included additional implications for the Local Plan with regard to the Historic Environment.
33	Historic England	In terms of the plans and policies identified, this needs to cover all those relevant at an international, national and local level that would have a direct bearing for the historic environment. Table A-10 should include reference to Historic England advice notes, one of which are referenced in the main report e.g. setting. (https://historicengland.org.uk/images-books/publications/).	Relevant Plans, Programmes and Policies - Table A-10	Yes	WSP	WSP have included additional Historic England advice notes within Table A-10. The advice notes cover conserving setting, SEA guidance, and advice for local authorities.
34	Historic England	Key issues (and objectives) should stem from the baseline information. The baseline information lacks any identification of the key issues (see above).	Key issues and objectives			WSP have incorporated additional sustainability issues and opportunities in line with Section 5.10. Amendments have also been made to acknowledge previous comments within this section.
35	Historic England	We welcome the overarching objectives of the Stockport Local Plan, in particular Objective 6 (para 2.3.1) which deals with the design and the historic environment. However, the content of the objective needs to be amended to ensure that it is in line with the requirements of the NPPF as it only seeks to ensure that development reflects the Borough's historic environment, when it should conserve and enhance (as mentioned in table 4.1 key messages).	Key issues and objectives	Yes	SBC	
36	Historic England	Within Table 4.1, this outlines the key messages from the review undertaken of policies and plans, which will guide the appraisal process. We agree with bullet 1 under historic environment which outlines the need to conserve and enhance heritage assets - although the use of historical rather than heritage is not in line with the NPPF and should be amended accordingly.	Key issues and objectives	Yes	WSP	WSP have amended the term historical to heritage within Table 4.1, and throughout the document where appropriate.
37	Historic England	Within Bullet 2; it is unclear what this means and how it is applied to the historic environment and it is suggested that it be amended. We are concerned that bullet 3 fails to reflect the requirements of national policy. As drafted it only seeks to consider development that is adjacent to or in close proximity to a list of heritage assets. Harm to the setting of a heritage asset is not just about development that is adjacent to or close proximity. The setting of a heritage asset can be much wider and it is not determined by distance rather than the significance of the asset. In addition, this bullet only seeks to respect the character and context of the heritage assets which is not in accordance with the NPPF - where is about sustaining and enhancing their significance including their setting, and a critical component which is not included here. Therefore, this needs to be amended, in view of our advice.	Key issues and objectives	Yes	WSP	WSP have updated Table 4.1 in line with the NPPF and National Policy.
38	Historic England	It is important that the role the historic environment plays in sustainable development and the contribution it makes to delivering social, cultural, economic and environmental benefits is recognised. The historic environment underpins sustainable development and therefore, it may warrant including in other objectives including the need for specific reference to landscape character.	Sustainability Objectives	No	N/A	Noted. We understand the relationship that historic environment plays within sustainable development, however, we aim to keep the objectives specific to their topic. The relationship between objectives will however,

No.	Consultee	Comment	In Reference too	Action Required	By Whom	Summary of Action taken/ Why no Action is Required
						be identified without our assessment at the next stage.
39	Historic England	Whilst we welcome the inclusion of SA Objective 11 which covers the historic environment. It is unclear what the addition of 'unique' makes to the objective? We have already provided comments on the key sustainability issues and opportunities (see above). In terms of the supporting appraisal questions, it would be preferable if there was a separate question on heritage at risk and provide more robust terminology than 'tackle'.	Sustainability Objectives	Yes	WSP	WSP have amended SA objective 11 and subsequent appraisal questions to include heritage at risk and remove the ambiguity of 'unique' within the objective.
40	Historic England	We would like to draw your attention for the need to consider the historic environment in any site allocations for the Local Plan.	Site Allocations	Yes	SBC	SBC will consider the historic environment when developing site allocations for the Local Plan.
41	Historic England	Historic England has produced an advice note - Site Allocations and the Historic Environment in Local plans https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/ which may be of help in the production of your Local Plan and in assessing the impact of sites on the historic environment. This document is intended to offer advice to all those involved in the process, to help ensure that the historic environment plays a positive role in allocating sites for development. It offers advice on evidence gathering and site allocation policy, as well as setting out in detail a number of steps to make sure that heritage considerations are fully integrated in any site selection methodology.	Site Allocations	No	N/A	WSP have included Historic England's advice note within the PPS review for the Historic Environment. The level of detail regarding any specific site allocations for the SLP was not available at the time of writing the Scoping Report.
42	Historic England	Should the Plan be including allocations or areas of growth then, it is recommended that the SEA scoping report be expanded to include full detail on how these sites/areas are going to be assessed.	Site Allocations	Yes	WSP	This level of detail was not available at time of writing the Scoping Report. The IIA Interim Report will provide full details on the proposed methodology for the assessment.
43	Historic England	Historic England strongly advises that you engage conservation, archaeology and urban design colleagues at the local and county level to ensure you are aware of all the relevant features of the historic environment and that the historic environment is effectively and efficiently considered as part of the Local Plan, the allocation of any site and in the preparation of the SA/SEA. They are also best placed to advise on local historic environment issues and priorities, including access to data held in the HER (formerly SMR). They will be able to provide you with the Historic Environment Records for the area including any relevant studies and ensure a joined-up and robust approach is undertaken.	Site Allocations	Yes	SBC WSP	WSP will continue to consult with Historic England throughout the IIA process.
44	Historic England	Finally, we should like to stress that this opinion is based on the information provided by the consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the Plan) where we consider that, despite the SA/SEA, this would have an adverse effect upon the historic environment.	General Site Allocations	No	N/A	General comment - no action required.

Appendix B

Review of Plans, Policies and Programmes

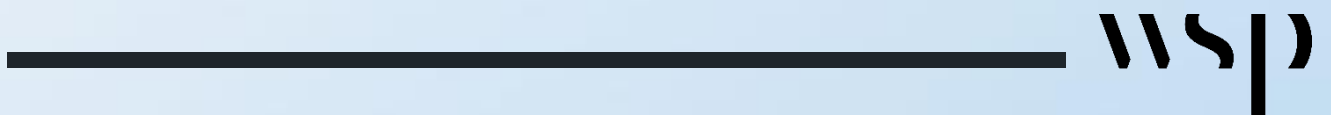


Table B-1 – Relevant Plans, Policies, strategies and Programmes - Population and Equalities

Document	Key Messages/ Issues
<i>National</i>	
The Equality Act, 2010	<p>The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of:</p> <ul style="list-style-type: none"> ● Age; ● Being or becoming a transsexual person; ● Being married or in a civil partnership; ● Being pregnant or having a child; ● Disability; ● Race including colour, nationality, ethnic or national origin; ● Religion, belief or lack of religion/belief; ● Sex; and ● Sexual orientation.
National Planning Policy Framework (NPPF), 2021	When delivering new schemes, applicants must avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the UK Government’s planning guidance. Applicants should provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.
Department for Transport, Transport for Everyone: an action plan to promote equality, 2012	The Action Plan sets what the UK Government is doing to ensure people from all communities in society have the option to use public transport.

Document	Key Messages/ Issues
	<p>The main aim of the report is to <i>'deliver better access to jobs and key services through an accessible and socially inclusive transport system, by removing the barriers to travel and ensuring that social impacts are addressed in policy development and service delivery'</i>.</p>
<p>Strong and Prosperous Communities: The Local Government White Paper, 2006</p>	<p>Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level.</p>
<p>Foresight Mental Capital and Wellbeing Project (2008). Final Project report. The Government Office for Science</p>	<p>As the number of older adults increases substantially in the UK over the next six decades, the existing urban and rural infrastructure will need to be adapted so that the needs of these people are met. For example, issues of access, transport, amenity and security will substantially affect the wellbeing of older people.</p>
<p>Addressing Transport Barriers to work in Low Income Neighbourhoods, Sheffield Hallam University, 2017</p>	<p>Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport.</p> <p>Residents of low-income neighbourhoods generally have a significant reliance on bus services. This can create issues regarding variable frequency, timing, reliability and range of places served.</p> <p>There is considerable evidence that transport issues affect different groups to varying extents and in particular ways, especially in terms of gender.</p> <p>A distinguishing feature of low-income neighbourhoods is the relatively low incidence of motor vehicle ownership. This means that residents have a much higher reliance on public transport than those living in middle and high-income areas. Difficulties in meeting the costs of transport from current incomes have given rise to the concept of 'transport poverty'.</p>

Document	Key Messages/ Issues
<p>Build Back Fairer: The Covid-19 Marmot Review, 2020</p>	<p>The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic.</p> <p>The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise.</p> <p>Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.</p>
<p>TfL, Healthy Streets for London, 2017</p>	<p>Although the initial strategy is based in London, the approach is becoming more widely adopted nationally. The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone.</p> <p>The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets. These are as follows:</p> <ul style="list-style-type: none"> ■ Pedestrians from all walks of life; ■ Easy to cross; ■ People chose to walk, cycle and use public transport; ■ Clean air; ■ People feel safe; ■ Not too noisy; ■ Places to stop and rest; ■ Shade and shelter;



Document	Key Messages/ Issues
	<ul style="list-style-type: none"> ■ People feel relaxed; and ■ Things to see and do.
Local	
Stockport Metropolitan Borough Council, Joint Strategic Needs Assessment, 2016-2019	To reduce population inequalities, such as life expectancy, throughout the borough and encourage healthy ageing, with support where necessary but encouraging mobility and independence among the ageing population.
Stockport Metropolitan Borough Council, Stockport Children and Young People’s Strategy, 2020-2023	This strategy sets out the principles, ways of working and priorities which to improve the lives of young people in Stockport. This includes the goal of all children growing up happily, healthily, with a good education, confidence, ambition and surrounded by love, care and kindness.
Greater Manchester Combined Authority, Our People Our Place - The Greater Manchester Strategy	<p>This strategy includes policies to enhance the area of Greater Manchester for all age groups, young and old. The strategy includes features such as Priority 10, which aims to improve inclusivity among the elderly and reduce social isolation and loneliness.</p> <p>Priority 1: Children starting school ready to learn and Priority 2: Young people equipped for life aim to reduce inequalities faced by children, such as low birth weights and developmental targets.</p>



Table B-2 – Relevant Plans, Policies, strategies and Programmes - Human Health

Document	Key Messages/ Issues
<i>National</i>	
Fair Society, Healthy Lives: The Marmot Review: Strategic review of health inequalities in England post, 2012	<p>Reducing health inequalities is a matter of fairness and social justice. In England, the many people who are currently dying prematurely each year as a result of health inequalities would otherwise have enjoyed, in total, between 1.3 and 2.5 million extra years of life.</p> <p>Ensure a healthy standard of living for all; Create and develop healthy and sustainable places and communities; and strengthen the role and impact of ill health prevention.</p>
Build Back Fairer: The Covid-19 Marmot Review, 2020	<p>The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic.</p> <p>The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise.</p> <p>Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.</p>
National Planning Policy Framework (NPPF), 2021	<p>Paragraph 92 of the NPPF states:</p> <p><i>‘Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:</i></p>

Document	Key Messages/ Issues
	<p><i>a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;</i></p> <p><i>b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and</i></p> <p><i>c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'</i></p>
<p>Chartered Institution of Highways & Transportation (CIHT), Better planning, better transport, better places, 2019</p>	<p>Poorly located and designed new development seriously hinders healthy lifestyles. Physical inactivity directly contributes to one in six deaths in the UK, drives rising levels of obesity, and is the fourth largest cause of disease and disability. It costs society an estimated £7.4 billion a year and places the national healthcare system under increasing financial strain.</p> <p>By enabling compact, higher density, and mixed-use patterns of development. This encourages more people to incorporate physical activity into their daily journeys, improving productivity and dramatically reducing ill health.</p>
<p>Transport, health, and wellbeing: An evidence review for the Department for Transport, 2019</p>	<p>There are three main mechanisms that link transport and health and wellbeing:</p> <ul style="list-style-type: none"> ■ Transport and access: Transport plays a key role in improving access to health services, particularly for vulnerable groups like older people. ■ Mode of transport: Mode of transport affects physical and mental health, via mechanisms including physical activity and commuting time.

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> ■ Wider effects of transport and infrastructure: Transport can facilitate social interactions and promote social inclusion.
<p>Public Health England, Health Matters, Physical Activity: Prevention and management of long-term conditions</p>	<p>Regular physical activity provides a range of physical and mental health and social benefits, including:</p> <ul style="list-style-type: none"> ■ Reducing the risk of many long-term conditions ■ Helping manage existing conditions ■ Ensuring good musculoskeletal health ■ Developing and maintaining physical and mental function and independence ■ Supporting social inclusion ■ Helping maintain a healthy weight ■ Reducing inequalities for people with long-term conditions <p>The CMOs’ Physical Activity Guidelines state that for good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still.</p> <p>Regular physical activity can help to prevent and manage a range of chronic conditions and diseases, many of which are on the rise and affecting people at an earlier age.</p>
<p>Local</p>	
<p>Stockport Metropolitan Borough Council, Joint Strategic Needs Assessment, 2016-2019</p>	<p>This JSNA aims at reducing health inequalities across Stockport, including improving physical and mental health. There are also focuses on reducing high risk behaviours such as smoking, as well as improving the early detection of diseases such as cancer.</p> <p>The JSNA also focuses on all ages in the borough, aiming to improve physical activity and therefore physical health throughout all age groups. The policy also aims to improve care for children, including for conditions such as asthma.</p>



Document	Key Messages/ Issues
Greater Manchester Combined Authority, Transforming the Health of our Population in Greater Manchester	<p>This policy outlines improvements to health inequalities across Greater Manchester, including improving life expectancy and reducing the prevalence of chronic health conditions. This also focuses on reducing the prevalence of smoking.</p> <p>This also includes providing adequate care and services for those who are suffering from ill health and supporting those requiring mental health support.</p>
Greater Manchester Combined Authority, The Greater Manchester Population and Health Plan 2017-2021	<p>This plan focuses on aiding the population in Greater Manchester to ‘Start Well’, ‘Live Well’ and ‘Age Well’. To achieve this, the plan aims to improve and encourage healthy lifestyles within the population, including encouraging physical activity.</p> <p>The plan also includes outlines to improvements within services and their provisioning, to ensure adequate care is given to all those in the Greater Manchester Area.</p>
Stockport Clinical Commissioning Group, Strategic Plan 2019-2024	<p>Stockport Metropolitan Borough Council have set out the local ambition that by 2035, Stockport will be one of the best places to live in the UK.</p> <p>The plan focusses on ‘start well, live well, age well, die well and lead well’ and outlines measures to achieve this, such as better access to services, reduced hospital admissions, and reducing health inequalities across all age groups.</p>

Table B-3 – Relevant Plans, Policies, strategies and Programmes – Economy and Employment

Document	Key Messages/ Issues
<i>National</i>	
Growth and Infrastructure Act (2013)	<p>The Act allows the modification or discharge of the affordable housing elements of section 106 agreements in order to make developments more viable.</p> <p>Contains measures to extend permitted development rights to allow single-storey extensions of up to eight metres.</p> <p>Reduces the volume of extra paperwork required with a planning application; removing over-lapping development consent regimes that require multiple extra permissions from different government agencies.</p>
National Planning Policy Framework, 2021	<p>To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, including, but not limited to:</p> <ul style="list-style-type: none"> ▪ Those who require affordable housing; ▪ Families with children; ▪ Older people; ▪ Students; ▪ People with disabilities; ▪ Service families; ▪ Travellers; ▪ People who rent their homes; and ▪ People wishing to commission or build their own homes.



Document	Key Messages/ Issues
	<p>Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.</p>
<p>The Enterprise Act (2016)</p>	<p>The Enterprise Act includes measures to:</p> <ul style="list-style-type: none"> Establish a Small Business Commissioner to help small firms resolve issues. Extend the Primary Authority scheme to make it easier for businesses to access tailored and assured advice from local authorities, giving them greater confidence to invest and grow. Protect and strengthen apprenticeships by introducing targets for apprenticeships in public sector bodies in England, and establish an Institute for Apprenticeships – an independent, employer-led body that will make sure apprenticeships meet the needs of business.
<p>UK Industrial Growth Strategy, 2017</p>	<p>The Industrial Strategy sets out a long term plan to boost the productivity and earning power of people throughout the UK. It sets out how the UK Government is working towards building a Britain fit for the future – how they will help businesses create better, higher-paying jobs in every part of the UK with investment in the skills, industries and infrastructure of the future.</p> <p>The strategy includes five foundations:</p> <ul style="list-style-type: none"> ■ Ideas: the world’s most innovative economy ■ People: good jobs and greater earning power for all ■ Infrastructure: a major upgrade to the UK’s infrastructure ■ Business environment: the best place to start and grow a business ■ Places: prosperous communities across the UK

Document	Key Messages/ Issues
	The UK Government will use this strategy to work with industry, academia and civil society over the coming years to build on the UK’s strengths, make more of untapped potential and create a more productive economy that works for everyone across the UK.
The Clean Growth Strategy, 2017	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of “clean growth”, i.e. deliver increased economic growth and decreased emissions. The Strategy has two guiding objectives: 1. To meet our domestic commitments at the lowest possible net cost to UK taxpayers, consumers and businesses; and, 2. To maximise the social and economic benefits for the UK from this transition. In order to meet these objectives, the UK will need to nurture low carbon technologies, processes and systems that are as cheap as possible.
Local	
Greater Manchester Local Enterprise Partnership - Greater Manchester Local Industrial Strategy 2019	This Strategy is based off evidence provided by the 2019 Independent Prosperity Review, and the 2016 Science and Innovation Audit. It sets out a long-term policy priorities to help guide industrial development and provides a plan for good jobs and growth in Greater Manchester. These priorities aim to: <ul style="list-style-type: none"> ● set Greater Manchester up to be a global leader on health and care innovation; ● position Greater Manchester as a world-leading city-region for innovative firms to experiment with, develop and adopt advanced materials in manufacturing; ● build on Greater Manchester’s position as a leading European digital city – region; and ● achieve carbon neutral living in Greater Manchester by 2038, by launching the UK’s first city-region Clean Growth mission.

Document	Key Messages/ Issues
<p>Stockport Economic Development Strategy 2012-2017</p> <p>(soon to be superseded by emerging Economic Plan)</p>	<p>The new strategy has a five-year lifetime, operating from 2012 to 2017, however, it is still the most current strategy to date. It will soon be superseded by the emerging Economic Plan.</p> <p>The vision: <i>“For Stockport to build on its position as a growth economy in Greater Manchester, connecting its residents and businesses to more opportunities, and providing an ideal environment to start, grow and locate a business.”</i></p> <p>The Strategy focusses on:</p> <ul style="list-style-type: none"> ● Stockport’s location within Greater Manchester; ● Stockport as a unique location; ● Stockport’s residents; ● Stockport’s businesses; ● High-growth business in Stockport; ● Quality of the office offer; ● Town centre; ● Worklessness; and ● Skills
<p>Stockport Economic Development Strategic Action Plan 2015-2017</p>	<p>This action plan includes the 9 objectives (stated above), covering business, place and people, and the actions the Council will take to deliver these objectives as part of the Economic Development Strategy.</p>
<p>The Stockport Borough Plan – One Stockport 2030</p>	<p>The vision of the plan is to see everyone in stockport <i>‘working together to develop a borough which is inclusive, caring, enterprising and full of ambition’</i>.</p> <p>The Plan has three main economy focussed ambitions under the ‘One Future’ category:</p>

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> • An enterprising and thriving Stockport; • A skilled and confident Stockport; and • A radically digital Stockport

Table B-4 – Relevant Plans, Policies, strategies and Programmes – Housing

Document	Key Messages/ Issues
<i>National</i>	
National Planning Policy Framework (2021)	<p>To support the Governments objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.</p> <p>Paragraph 65 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.</p> <p>Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.</p>
Planning for the Future White Paper (2020)	<p>Proposes to reform the planning process bring a new focus to design and sustainability, improve the system of developer contributions to infrastructure, and ensure more land is available for development where it is needed. The vision is to ‘build better, greener and faster’.</p>

Document	Key Messages/ Issues
Housing Act 2004	<p>The Act covers housing conditions, and licensing of houses in multiple occupation and residential accommodation.</p> <p>It requires local housing authorities to assess the accommodation needs of Gypsies and travellers in their area and produce a strategy on how these needs can be met.</p>
National Planning Practice Guidance (NPPG) – Housing and economic land availability assessment	<p>This Guidance sets out the method for assessing housing and economic land availability. This is used to identify future supply of land which is suitable, available and achievable for housing and economic development uses over the plan period.</p>
National Planning Practice Guidance (NPPG) – housing and economic needs assessment	<p>This Guidance helps councils to assess their housing needs.</p> <p>The standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.</p>
National Planning Practice Guidance (NPPG) Housing needs of different groups	<p>This Guidance provides advice on planning for the housing needs of different groups. Authorities must also consider the implications of their duties under the Equality Act 2010, including the Public Sector Equality Duty.</p> <p>When producing policies to address the need of specific groups, plan-making authorities will need to consider how the needs of individual groups can be addressed having regard to deliverability.</p>
National Planning Practice Guidance (NPPG) – Housing for older and disabled people	<p>This Guidance provides advice in preparing planning policies on housing for older and disabled people.</p> <p>People are living longer lives and the proportion of older people in the population is increasing. The provision of appropriate housing for people with disabilities, including</p>

Document	Key Messages/ Issues
	<p>specialist and supported housing, is crucial in helping them to live safe and independent lives.</p> <p>Plan-making authorities should set clear policies to address the housing needs of groups with particular needs such as older and disabled people. These policies can set out how the plan-making authority will consider proposals for the different types of housing that these groups are likely to require.</p> <p>Where an identified need exists, plans are expected to make use of the optional technical housing standards to help bring forward an adequate supply of accessible housing.</p>
National Planning Practice Guidance (NPPG) – Housing supply and delivery	<p>This Guidance provides advice on the 5 year housing land supply and Housing Delivery Test.</p> <p>Authorities should use the standard method as the starting point when preparing the housing requirement in their plan. The purpose of the 5 year housing land supply is to provide an indication of whether there are sufficient sites available to meet the housing requirement set out in adopted strategic policies for the next 5 years.</p>
Growth and Infrastructure Act 2013	<p>The Act allows the modification or discharge of the affordable housing elements of section 106 agreements in order to make developments more viable.</p> <p>Reduces the volume of extra paperwork required with a planning application, and removing over-lapping development consent regimes, to help to improve efficiency of the planning regulations.</p>
Local	
Stockport Housing Strategy 2016-2021	<p>Vision of the Strategy: <i>‘The borough’s vision is to create sustainable growth, maintaining and growing our economy. It is recognised that we need to improve our housing, neighbourhoods and supporting infrastructure so Stockport’s residents have the stability that will allow them to benefit from, and contribute to, a growing economy’.</i></p>

Document	Key Messages/ Issues
	<p>This Strategy draws together all the housing issue that Stockport are currently facing such as:</p> <ul style="list-style-type: none"> ● an ageing population ● new government policies ● a fast changing local housing market ● a challenging economic climate

Table B-5 – Relevant Plans, Policies, strategies and Programmes – Crime and Safety

Document	Key Messages/ Issues
<i>National</i>	
National Planning Policy Framework (NPPF), 2021	<p>Paragraph 185 of the NPPF states that any significant impacts from developments on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree.</p> <p>Paragraph 92 (b) of the policy states that policies should help to develop places that <i>‘are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas’</i>.</p> <p>Places and developments should also create safe spaces where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.</p>

Document	Key Messages/ Issues
National Networks National Policy Statement (NN NPS) (2014)	Paragraphs 3.10 – 3.12 of the NN NPS advise that “scheme promoters are expected to take opportunities to improve road safety, including introducing the most modern and effective safety measures where proportionate”, and that it is the UK Government’s policy to ensure that risks of rail passenger and workforce accidents are reduced so far as reasonably practicable.
Highways England Delivery Plan 2015-2020, 2015	<p>Whilst the number of people Killed or Seriously Injured (KSI) on UK roads has generally been declining since 2005, over the last few years the number of fatalities has remained fairly consistent with a small increase in KSIs in 2013.</p> <p>Highways England recognise that they must continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do.</p> <p>By end of 2020, they aim to have reached a target of no more than 1,393 KSIs across the network in a year. This will be achieved by a year on year reduction in those harmed across the network.</p>
Department for Transport, Road Investment Strategy: for the 2015/16 – 2019/20 Road Period, 2015	<p>Safety is an important consideration for road users owing to the significant impact of serious and fatal accidents. A considerable economic cost is also associated with collisions on all roads, estimated at £15 billion annually to the UK economy.</p> <p>While driverless technology still has to mature, it clearly has the potential to transform the UK’s transport networks – improving safety, reducing congestion, and lowering emissions.</p> <p>Safety and the environment suffering as congested traffic is more polluting and there is an increased risk of accidents.</p> <p>The Strategic Road Network and local networks should work together to provide flexibility and door-to door connectivity for all users. Schemes such as the A453 upgrade highlighted below do just this, and we have also set aside funding in the ring-fenced Cycling, Safety, and Integration Fund to further support connectivity with local networks.</p>



Document	Key Messages/ Issues
<i>Local</i>	
Greater Manchester Combined Authority, Police and Crime Plan 2022-2025	<p>The Police and Crime Plan focuses on ‘Standing Together’ – a partnership plan outlining accountable, people-centred policing, community safety and criminal justice services for Greater Manchester.</p> <p>The plan also holds the GMP Chief Constable to account.</p> <p>There are three main priorities for the plan, with two themes for action. The priorities are:</p> <ul style="list-style-type: none">● Keeping people safe and supporting victims;● Reducing harm and offending; and● Strengthening communities and places. <p>The two themes are:</p> <ul style="list-style-type: none">● Tackling inequality and injustice in all its forms including Gender Based Violence; and● Delivering with victims, communities and partnership.
Stockport Metropolitan Borough Council, Stockport Hate Crime Charter	<p>The Stockport Hate Crime Charter aims to outline the ideals and process of tackling hate crime within Stockport’s communities, through a partnership approach.</p> <p>The charter aims to increase hate crime awareness, and the reporting of hate crime incidents, as well as taking effective action against perpetrators and improving support for victims.</p>



Table B-6 – Relevant Plans, Policies, strategies and Programmes – Transport and Accessibility

Document	Key Messages/ Issues
<i>National</i>	
National Planning Policy Framework (NPPF), 2021	<p>Paragraph 104 - Transport issues should be considered from the earliest stages of plan-making and development proposals so that potential impacts and opportunities are addressed.</p> <p>Paragraph 105 - Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.</p> <p>Paragraph 106 – Planning policies should:</p> <ul style="list-style-type: none"> ● support an appropriate mix of uses across an area to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; ● be prepared with the active involvement of local highways authorities; ● identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; ● provide for attractive and well-designed walking and cycling networks; and ● recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time <p>Paragraph 112 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport.</p> <p>Paragraph 112 - Create places that are safe, secure and attractive.</p>

Document	Key Messages/ Issues
	Paragraph 112 – Developments should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
Transport Investment Strategy, 2017	<p>This Strategy sets out how the government will build on recent transport progress and how they intend to respond realistically and pragmatically to today’s challenges.</p> <p>They aim to create a more reliable, less congested, and better connected transport network that works for the users who rely on it. Through investment they aim to achieve:</p> <ul style="list-style-type: none"> ● A network that is reliable, well-managed, and safe; ● Journeys that are smooth, fast, and comfortable; and ● The right connections in the right places
Local	
Greater Manchester Transport Strategy 2040	<p>This Strategy sets out Greater Manchester’s long-term ambition for transport. The vision: <i>‘World-class connections that support long-term sustainable economic growth and access to opportunity for all’.</i></p> <p>The aim is to provide a transport system which:</p> <ul style="list-style-type: none"> ● supports sustainable economic growth and the efficient and effective movement of people and goods; ● improves the quality of life for all by being integrated; ● affordable and reliable; ● protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> capitalises on new technology and innovation.
Stockport Transport Asset Management Strategy 2015 - 2034	<p>The Strategy sets out key actions and processes that Stockport Council will establish to ensure long term value for money in the management of its highway assets. These include: roads; bridges; street lighting; public rights of way; and street furniture such as signs and bollards.</p> <p>Ensure the safety of residents and people travelling or working in Stockport and in other areas that might be directly or indirectly affected by the condition of our infrastructure or our operations</p>

Table B-7 – Relevant Plans, Policies, strategies and Programmes – Biodiversity and Natural Capital

Document	Key Messages/ Issues
<i>International</i>	
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	<p>The convention has three main aims which are stated in Article 1:</p> <ul style="list-style-type: none"> To conserve wild flora and fauna and their natural habitats; To promote cooperation between states; and To give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species.
Conservation of Natural Habitats and Wild Fauna & Flora (the 'Habitats Directive') (1992)	<p>The identification of a European network of Sites of Community Importance (SCIs) to be designated as Special Areas of Conservation (SACs). A SA would need to report on any potential effects on SACs and all development plans should aim to avoid adverse effects on them.</p>

Document	Key Messages/ Issues
<p>EU (2011) EU Biodiversity Strategy to 2020 – towards implementation</p>	<p>Aimed at halting the loss of biodiversity and ecosystem services in the EU by 2020, the strategy provides a framework for action over the next decade and covers the following key areas:</p> <ul style="list-style-type: none"> ■ Conserving and restoring nature; ■ Maintaining and enhancing ecosystems and their services; ■ Ensuring the sustainability of agriculture, forestry and fisheries; ■ Combating invasive alien species; and ■ Addressing the global biodiversity crisis.
<p>EU (2013) 7th Environment Action Programme (EAP) to 2020</p>	<p>The 7th EAP guided EU environmental policy up to 2020 and set ambitions for 2050. The Programme set the following as a priority objective: “to protect, conserve and enhance the Union’s natural capital.”</p> <p>The 7th EAP reflects the EU’s commitment to the preservation of biodiversity and the ecosystem services it provides for both its intrinsic value and its contribution to economic well-being.</p> <p>The Programme highlights that integrating the value of ecosystem services into accounting and reporting across the Union and its member states by 2020 will result in the better management of natural capital.</p>
<p>The Convention on Biological Diversity’s (CBD’s) Strategic Plan for Biodiversity 2011-2020</p>	<p>This plan provides an overarching framework on biodiversity, for all biodiversity-related conventions, the entire United Nations system and all other partners engaged in biodiversity management and policy development.</p> <p>The plan consists of five strategic goals of which 20 further Aichi goals which include:</p> <ul style="list-style-type: none"> ■ Strategic Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across Government and society. ■ Strategic Goal B: Reduce the direct pressures on biodiversity and promote sustainable use.

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> ■ Strategic Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity. ■ Strategic Goal D: Enhance the benefits to all from biodiversity and ecosystem services. ■ Strategic Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.
<p>Ramsar Convention on the Conservation on Wetlands of International Importance (1971)</p>	<p>The Ramsar Convention covers all aspects of wetland conservation. It has three main pillars of activities:</p> <ul style="list-style-type: none"> ■ The designation of wetlands of international importance as Ramsar sites; ■ The promotion of the wise use of all wetlands in the territory of each country; and ■ International co-operation with other countries to further the wise use of wetlands and their resources. <p>While the initial emphasis was on selecting sites of importance to waterbirds, now non-bird features are increasingly taken into account, both in the selection of new sites and when reviewing existing sites.</p>
<p>National</p>	
<p>The Environment Act (2021)</p>	<p>The Environment Act, which became law in 2021, acts as the UK’s new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>The Biodiversity Gain objective requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%.</p>
<p>25 Year Environment Plan, HM Government (2018)</p>	<p>The 25 Year Environment Plan outlines the UK Government’s ambition To leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition.</p>

Document	Key Messages/ Issues
	<p>The Plan includes ten key targets of which two focus on biodiversity.</p> <p><u>Thriving plants and wildlife:</u></p> <p>Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term;</p> <p>Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits;</p> <p>Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories;</p> <p>Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042.</p> <p><u>Enhancing biosecurity:</u></p> <p>Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species;</p> <p>Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018;</p> <p>Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides; and</p> <p>Working with industry to reduce the impact of endemic disease.</p>
Wildlife and Countryside Act (as amended 1981)	The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European

Document	Key Messages/ Issues
	<p>Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version).</p> <p>The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.</p>
<p>Working with the grain of nature: A Biodiversity Strategy for England 2002</p>	<p>The Biodiversity Strategy for England sets a fundamental shift in train by ensuring that biodiversity considerations become embedded in all the main sectors of economic activity, public and private. The Strategy capitalises on the opportunities presented by the report of the Policy Commission on Food and Farming and the current review of the Common Agricultural Policy.</p> <p>The Strategy sets out a programme for five years for the other main policy sectors, to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. It takes account of climate change as one of the most important factors affecting biodiversity and influencing policies.</p>
<p>The Natural Environment White Paper (2011)</p>	<p>The aim of the White Paper is to set out a clear framework for protecting and enhancing the things that nature gives us for free.</p> <p>Four core themes:</p> <ol style="list-style-type: none"> 1. Protecting and improving our natural environment 2. Growing a green economy 3. Reconnecting people and nature 4. International and EU leadership
<p>Making Space for Nature: A review of England's</p>	<p>Species and habitats should be restored and enhanced in comparison with 2000 levels.</p>

Document	Key Messages/ Issues
Wildlife Sites and Ecological Network: Chaired by Professor Sir John Lawton CBE FRS (2010)	<p>Improve the long term sustainability of ecological and physical processes that underpin the functioning of ecosystems, thereby enhancing the capacity of ecosystem services.</p> <p>Provide accessible natural environments rich in wildlife for people to enjoy and experience.</p>
The Natural Choice: Securing the value of nature; HM Government (2011)	<p>Protect and enhance biodiversity through Nature Improvement Areas (NIAs), biodiversity offsetting, Local Nature Partnerships and phasing out peat use.</p> <p>Place natural capital at the centre of economic decision making to avoid the unintended environmental consequences that arise from undervaluing natural assets.</p>
National Networks National Policy Statement (NN NPS) (2014)	<p>NN NPS states that development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation to counteract impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought.</p> <p>Paragraphs 3.2 to 3.5 of the NN NPS state that not only should national road and rail networks be designed to minimise social and environmental impacts, but that they should also seek to improve quality of life. In part this may be achieved by “reconnecting habitats and ecosystems [...] improving water quality and reducing flood risk, [...] and addressing areas of poor air quality.”</p> <p>Paragraph 5.162 recognises the potential for developments to provide positive environmental and economic benefits through the provision of green infrastructure. Paragraph 5.175 of the NN NPS highlights that green infrastructure identified in development plans should be protected and, where possible, enhanced.</p>
National Planning Policy Framework (NPPF), 2021	<p>Paragraphs 174 and 179 to 182 of the NPPF require development to protect and safeguard biodiversity, and advise that development should aim to conserve, restore and</p>

Document	Key Messages/ Issues
	<p>enhance biodiversity adequately through mitigation or, as a last resort, using compensation. Proposals which aim to conserve or enhance biodiversity should be supported.</p> <p>Recognise the wider benefits of ecosystem services; minimise impacts on biodiversity and provide net gains in biodiversity where possible, contributing to the UK Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.</p> <p>Paragraph 174 of the NPPF requires that planning decisions should be taken to enhance the natural environment by recognising the wider benefits from natural capital and ecosystem services. Further, Paragraph 175 requires plans to take a strategic approach to maintaining and enhancing green infrastructure networks and improving natural capital at a catchment or landscape scale.</p>
<p>The State of Natural Capital: Restoring our Natural Assets; Natural Capital Committee (2014)</p>	<p>The report identifies that:</p> <ul style="list-style-type: none"> ● Some assets are currently not being used sustainably and the benefits that we derive from them are at risk; ● There are major economic benefits to be gained from natural capital and that their value should be incorporated into decision making; and ● A long-term restoration plan is necessary to maintain and improve natural capital for future generations.
<p>The State of Natural Capital; Natural Capital Committee (2020)</p>	<p>In the report, the Natural Capital Committee sets out:</p> <ul style="list-style-type: none"> ● Despite some improvements, only limited progress has been made towards the 25 Year Environment Plan’s goals.

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> • Its advice to Government that biodiversity net gain should be expanded to environmental net gain. • Its advice that an England wide baseline of natural capital assets should be established to measure progress towards environmental goals. <p>Natural capital should be seen as infrastructure in its own right, in recognition of its contribution to economic wellbeing.</p>
Local	
Greater Manchester Combined Authority Biodiversity Net Gain 2021	<p>This guidance allows developers to run biodiversity assessments in a consistent way across Greater Manchester.</p> <p><i>Biodiversity Net Gain is a requirement for development projects, in which biodiversity losses are outweighed by measures taken to avoid, minimise or compensate impacts of the project.</i></p> <p>All new development should aim to:</p> <ul style="list-style-type: none"> • Deliver net gains in biodiversity using the Biodiversity Metric 2.0 to demonstrate the gain and contributing to Local Plans and local biodiversity and green infrastructure plans, strategies and policies; and • Describe how they have met the requirements set by the Biodiversity Net Gain Good Practice Principles as part of any planning application.
Greater Manchester Five-Year Environment Plan 2019-2024	<p>Greater Manchester are facing 5 main challenges:</p> <ul style="list-style-type: none"> • Mitigating climate change; • Air quality; • Production and consumption of resources;

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> • Natural environment; • Resilience and adaptation to the impacts of climate change. <p><i>The vision: We want Greater Manchester to be a clean, carbon neutral, climate resilient city region with a thriving natural environment and circular, zero-waste economy.</i></p>

Table B-8 – Relevant Plans, Policies, strategies and Programmes – Landscape and Townscape

Document	Key Messages/ Issues
<i>International</i>	
European Landscape Convention 2000 (became binding March 2007)	<p>The Council of Europe Landscape Convention promotes the protection, management and planning of the landscapes and organises international co-operation on landscape issues.</p> <p>Specific measures include:</p> <ul style="list-style-type: none"> • raising awareness of the value of landscapes among all sectors of society and of society's role in shaping them; • promoting landscape training and education among landscape specialists, other related professions and in school and university courses; • the identification and assessment of landscapes, • analysis of landscape change, with the active participation of stakeholders; • setting objectives for landscape quality, with the involvement of the public; and • the implementation of landscape policies through the establishment of plans and practical programmes.
<i>National</i>	

Document	Key Messages/ Issues
<p>Accessible Natural Green Space Standards in Towns and Cities: A review and Toolkit for their Implementation (2003) and Nature Nearby: Accessible Green Space Guidance (2010)</p>	<p>English Nature (now Natural England) recommends that provision should be made of at least 2ha of accessible natural greenspace per 1000 population according to a system of tiers into which sites of different sizes fit:</p> <ul style="list-style-type: none"> ■ No person should live more than 300m from their nearest area of natural greenspace; ■ There should be at least one accessible 20ha site within 2km from home; ■ There should be one accessible 100ha site within 5km; and ■ There should be one accessible 500ha site within 10km.
<p>Guidance for Outdoor Sport and Play (2015)</p>	<p>Fields in Trust guidance, first published in the 1930s, is based on a broad recommendation that 6 acres (2.4 hectares) of accessible green space per 1,000 head of population enables residents of all ages to participate in sport and play; 75% of local authorities adopt this or an equivalent standard (2014 Fields in Trust / David Lock Associates Survey).</p>
<p>Local Green Infrastructure: helping communities make the most of their landscape: Landscape Institute for Green Infrastructure Partnership (2011).</p>	<p>Communities should identify green infrastructure requirements in their local area through addition to or creative enhancement of the existing network. Look to enhance local landscape character, heritage and biodiversity and ensure long term management is included in an overall strategy.</p>
<p>Green Infrastructure: An integrated approach to landscape use. Landscape Institute Position Statement (2013)</p>	<p>The Landscape Institute’s most recent position statement, ‘Green Infrastructure LI Position Statement 2013’ sets out why GI is crucial to our sustainable future. The publication showcases a range of successful GI projects and shows how collaboration is key to delivering multifunctional landscapes. It also illustrates why landscape professionals should take the lead on the integration of GI.</p>

Document	Key Messages/ Issues
National Planning Policy Framework (NPPF), 2021	<p>Paragraph 174 of the NPPF requires developments to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside.</p> <p>Paragraph 176 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.</p> <p>Paragraph 177 of the NPPF states that when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.</p>
National Policy Statement for National Networks (2014)	Paragraph 5.149 states that when judging the impact of a project on landscape, the decision is dependent on the nature of the existing landscape likely to be affected and the nature of the effect likely to occur. The project should aim to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.
25 Year Environment Plan (2018)	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to “safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage.”
Local	
Stockport Town Centre Urban Green Infrastructure Enhancement Strategy 2015	<p>The Urban Green Infrastructure project interventions are site specific and symbiotically linked to the regeneration of the Town Centre through existing proposed and future ‘Investing in Stockport’ regeneration initiatives.</p> <p>Objectives of the Strategy:</p>

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> ● To inform and educate opinion formers, policy makers and planners that urban green infrastructure is critical to the future vitality and sustainability of Stockport Town Centre. ● To map the location of existing urban green infrastructure networks and describe their distribution. ● To make the case for conservation and enhancement of the Town Centre’s existing urban green infrastructure. ● To describe the economic contribution of urban green infrastructure in Stockport Town Centre. ● To present the ‘tools’ needed for future enhancement of the Town Centre’s urban green infrastructure. ● To identify the strategic thematic and project interventions that will lead to a stronger urban green infrastructure network in the future. ● To make the case that the Town Centre’s Urban Green Infrastructure should be managed primarily to deliver ecosystem service benefits.

Table B-9 – Relevant Plans, Policies, strategies and Programmes – Historic Environment

Document	Key Messages/ Issues
<i>International</i>	
UNESCO, The World Heritage Convention, 1972	This convention sets out a framework for the identification and designation of cultural or natural heritage sites of ‘outstanding universal value’ as World Heritage Sites.
The Valetta Convention, 1992	This convention outlines protection measures for archaeological heritage assets, including the development and maintenance of an inventory of sites. The aim of this convention is

Document	Key Messages/ Issues
	<p>to protect sites for future study, outlines the requirements to report 'chance finds', as well as controlling excavations.</p> <p>The input of expert archaeologists into the making of planning policies and decisions is also required under this convention.</p>
<p>Convention for the Protection of the Architectural Heritage of Europe, Granada (1985)</p>	<p>The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It affirms the needs for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties.</p> <p>The convention considers comprising the following permanent properties, which are stated in Article 1:</p> <p>Monuments: all buildings and structures of conspicuous historical, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings;</p> <p>Groups of buildings: homogenous groups of urban or rural buildings conspicuous for their historical, archaeological, artistic, scientific, social or technical interest, which are sufficiently coherent to form topographically definable units; and</p> <p>Sites: the combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogenous to be topographically definable and are of conspicuous historical, archaeological, artistic, scientific, social or technical interest.</p>
<p>National</p>	
<p>National Planning Policy Framework (NPPF), 2021</p>	<p>Paragraph 174 of the NPPF requires developments to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside.</p> <p>Paragraph 176 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection. The scale and</p>



Document	Key Messages/ Issues
	<p>extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.</p> <p>Paragraph 177 of the NPPF states that when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.</p>
National Policy Statement for National Networks (2014)	Paragraph 5.149 states that when judging the impact of a project on landscape, the decision is dependent on the nature of the existing landscape likely to be affected and the nature of the effect likely to occur. The project should aim to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.
25 Year Environment Plan (2018)	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to “safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage.”
Planning (Listed buildings and Conservation Areas) Act 1990	This is an Act relating to special controls in respect of buildings and areas of special architectural or historic interest.
1979 Ancient Monuments and Archaeological Areas Act	Where Ancient Monuments occur on agricultural land the following Act influences the extent of public control to ensure the protection of scheduled ancient monuments.
Local	
Stockport Metropolitan Borough Council,	The overall objective of this strategy is: “to ensure that appropriate understanding, recognition and consideration is given to the heritage assets of Stockport so that they may



Document	Key Messages/ Issues
Conservation and Heritage Strategy	<p><i>continue to be preserved, enhanced, utilised and accessible for present and future generations”.</i></p> <p>The accompanying action plan to the strategy focuses on key themes to protect and enhance the heritage assets of Stockport, including but not limited to, education, public realm improvements, and accessibility</p>

Table B-10 – Relevant Plans, Policies, strategies and Programmes – Water Environment

Document	Key Messages/ Issues
<i>International</i>	
<p>Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (“The Water Framework Directive”)</p>	<p>The main aims of the Water Framework Directive (WFD) are to:</p> <ul style="list-style-type: none"> ▪ prevent deterioration and enhance status of aquatic ecosystems, including groundwater ▪ promote sustainable water use ▪ reduce pollution ▪ contribute to the mitigation of floods and droughts <p>The WFD requires the creation of River Basin Management Plans (RBMPs). Statutory objectives are set for Scottish waters through River Basin Management Planning. These objectives are based on ecological assessments and economic judgments. The plans cover all types of water body, e.g. rivers, lochs, lakes, estuaries, coastal waters and groundwater.</p>
<p>Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks</p>	<p>Requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk.</p>
<p>Directive 2006/118/EC of the European Parliament and of the Council of 12 December 2006 on the protection of groundwater</p>	<p>This Directive establishes a regime which sets groundwater quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. The directive establishes quality criteria that takes account local characteristics and allows for further improvements to be made based on monitoring data and new scientific knowledge.</p>



Document	Key Messages/ Issues
against pollution and deterioration	
National	
National Planning Policy Framework (NPPF), 2021 - Paragraph 159	“... inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere”.
The Environment Act (2021)	<p>The Environment Act, which became law in 2021, acts as the UK’s new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>Objectives for targets under consideration</p> <ul style="list-style-type: none"> • reduce pollution from agriculture, in particular phosphorus and nitrate • reduce pollution from wastewater, in particular phosphorus and nitrate • reduce water demand • improve the quality of habitat on land, including freshwater and coastal sites, expressed through the condition of our protected sites (SSSIs) • improve the overall status of species populations on land and in freshwaters
National Policy Statement for National Networks (2014)- Paragraph 5.105	“... if there is no reasonably available site in Flood Zones 1 or 2, then national networks infrastructure projects can be located in Flood Zone 3, subject to the Exception Test. Both elements of the test will have to be passed for development to be consented...”



Document	Key Messages/ Issues
National Policy Statement for National Networks (2014)- Paragraph 5.109	“Any project that is classified as ‘essential infrastructure’ and proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows”.
National Policy Statement for National Networks (2014)- Paragraph 5.224	“Activities that discharge to the water environment are subject to pollution control”
National Policy Statement for National Networks (2014)- Paragraph 5.225	“... impacts on the water environment should be given more weight where a project would have adverse effects on the achievement of the environmental objectives established under the Water Framework Directive”.
A Green Future: Our 25 Year Plan to Improve the Environment (2018)- Goal 2 ‘Clean and plentiful water’	“Improve at least three quarters of our waters to be close to their natural state as soon as is practicable by: [...] Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water”.
Local	
United Utilities, Final Water Resourced Management Plan 2019	<p>The management plan aims to ensure that there is an adequate supply of water across the area of supply (including Stockport) to meet demand from 2020 to 2045. The plan also aims to ensure that the water supply system is resilient to drought and other hazards, ensuring consistent supply.</p> <p>Measures for enhanced demand management activities are outlined to enable a reduction in the frequency of drought permits that are put in place by 2025.</p>

Document	Key Messages/ Issues
Stockport Metropolitan Borough Council, Local Flood Risk Management Strategy for Stockport	<p>The strategy includes information on potential flood risks in Stockport. The objectives in the strategy are supported by a number of measures and an action plan.</p> <p>The objectives of the plan include measures to minimise the effects of flooding through various methods, including Sustainable Urban Drainage Systems (SuDS), as well as building to mitigate flood risk and protecting the environment against the risks of flooding.</p>

Table B-11 – Relevant Plans, Policies, strategies and Programmes – Air Quality

Document	Key Messages/ Issues
<i>International</i>	
Ambient Air Quality Directive	<p>The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.</p>
<i>National</i>	
The Environment Act (2021)	<p>The Environment Act, which became law in 2021, acts as the UK’s new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>Objectives for targets under consideration</p> <ul style="list-style-type: none"> • reducing the annual mean level of fine particulate matter (PM2.5) in ambient air (as required by the Environment Bill) • in the long-term, reducing population exposure to PM2.5

Document	Key Messages/ Issues
25 Year Environment Plan, HM Government (2018)	With regards to the transport sector, the 25 Year Environment Plan identifies four ‘early’ priorities through the ‘Future of Mobility Grand Challenge’. These include encouraging new modes of transport; addressing the challenges of moving from hydrocarbon to zero emission vehicles; and Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.
The Clean Growth Strategy, 2017	<p>This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of “clean growth”, i.e. deliver increased economic growth and decreased emissions.</p> <p>Key Policies and Proposals in the Strategy:</p> <ul style="list-style-type: none"> ▪ Develop world leading Green Finance capabilities; ▪ Develop a package of measures to support businesses to improve their energy productivity, by at least 20 per cent by 2030; ▪ Improving the energy efficiency of our homes; ▪ Rolling out low carbon heating; ▪ Accelerating the shift to low carbon transport; ▪ Delivering clean, smart, flexible power emissions; and ▪ Enhancing the benefits and value of our natural resources.
National Policy Statement for National Networks (2014)- Paragraph 5.12	Accords air quality considerations substantial weight where, after taking into account mitigation, a scheme would lead to a significant air quality impact in relation to Environmental Impact Assessment (EIA) and/ or where they lead to deterioration in air quality in a zone/ agglomeration.
Clean Air Strategy 2019	Addresses action to reduce emissions from transport “as a significant source of emissions of air pollution”, in-particular oxides of nitrogen (NO _x) – which is responsible for high levels of NO ₂ in ambient air, especially in urban areas - and particulate (PM ₁₀ and PM _{2.5}) emissions.



Document	Key Messages/ Issues
<i>Local</i>	
Greater Manchester Air Quality Action Plan 2016 - 2021	<p>The primary objectives of this Plan are to improve air quality across Greater Manchester and to embed low-emission behaviours into organisations and lifestyles by 2025. The Plan also supports the UK Government in meeting all EU thresholds for key air pollutants at the earliest date to reduce ill-health in Greater Manchester.</p> <p>Key Priority Areas have also been identified as part of the Plan. these are generally locations near to major roads and heavily trafficked areas in Manchester city centre, and other major urban centres across the other nine districts.</p>
One Stockport Borough Plan 2030	<p>One of the priorities of the Plan, under 'One Home', is 'A climate friendly Stockport' with an ambition to have a 'climate friendly and sustainable borough'.</p> <p>Actions to improve air quality include promoting active and public transport and introducing a Clean Air Zone in 2022.</p>



Table B-12 – Relevant Plans, Policies, strategies and Programmes – Climate Change and Greenhouse Gases

Document	Key Messages/ Issues
<i>International</i>	
Kyoto Protocol to the UN Framework Convention on Climate Change (1992) Doha Amendment to the Kyoto Protocol (2012)	Developed countries commit themselves to reducing their collective emissions of six key greenhouse gases by at least 5%. Each country’s emissions target must be achieved by the period 2008-2012. Doha Amendment saw parties commit to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020.
The Paris Agreement, 2015	Aims to limit the global warming change to below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990
<i>National</i>	
National Planning Policy Framework (NPPF), 2021	Paragraph 154 of the NPPF states that “New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the UK Government’s policy for national technical standards.”
The Climate Change Act, 2008	Improve carbon management and help the transition towards a low carbon economy in the UK.



Document	Key Messages/ Issues
	<p>Demonstrate strong UK leadership internationally, showing the commitment to taking shared responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in 2009.</p> <p>Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline.</p>
<p>Department for Transport, National Policy Statement for National Networks, 2014</p>	<p>Paragraph 4.38 of the NN NPS states that “New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the provision of green infrastructure.”</p> <p>The NN NPS also requires carbon impacts to be considered as part of the appraisal of scheme options, and an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It goes on to state that “it is very unlikely that the impact of a road project will, in isolation, affect the ability of UK Government to meet its carbon reduction plan targets.”</p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment, 2018</p>	<p>The 25 Year Environment Plan outlines the UK Government’s ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition.</p> <p>Mitigating and adapting to climate change:</p> <p>Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases. The UK Climate Change Act 2008 commits us to reducing total greenhouse gas emissions by at least 80 per cent by 2050 when compared to 1990 levels;</p>

Document	Key Messages/ Issues
	<p>Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century; and</p> <p>Implementing a sustainable and effective second National Adaptation Programme.</p>
<p>UK Committee on Climate Change, Interim UK Carbon Budgets</p>	<p>The UK has committed to an 80% reduction in its greenhouse gas emissions by 2050. In order to help meet this target, the UK Committee on Climate Change (CCC) has devised a series of interim UK “carbon budgets” as follows:</p> <ul style="list-style-type: none"> ▪ 1st carbon budget (2008 to 2012): 23% reduction; ▪ 2nd carbon budget (2013 to 2017): 29% reduction; ▪ 3rd carbon budget (2018 to 2022): 35% reduction by 2020; ▪ 4th carbon budget (2023 to 2027): 50% reduction by 2025; ▪ 5th carbon budget (2028 to 2032): 57% reduction by 2030.
<p>25 Year Environment Plan, HM Government (2018)</p>	<p>Goal 7 of the 25 Year Environment Plan, ‘Mitigating and adapting to climate change’, is to “take all possible action to mitigate climate change, while adapting to reduce its impact” by “continuing to cut greenhouse gas emissions including from land use, land use change...” and “making sure that all policies, programmes and investment decisions consider the possible extent of climate change this century”.</p>
<p>Local</p>	
<p>The Stockport Climate Change Strategy – Climate Action Now (CAN) (2021)</p>	<p>This strategy sets out SMBC’s commitment to in achieving their climate ambitions.</p> <p>The action plan consists of seven priory workstreams:</p> <ul style="list-style-type: none"> ● Stockport Council CAN – leading the way to building climate action into everything we do ● sustainable financial appraisal – we’re putting climate impact at the heart of everything we do by introducing a brand new model of financial appraisal which informs all decisions we make

Document	Key Messages/ Issues
	<ul style="list-style-type: none"> ● climate friendly borough – working with businesses and local people to take action ● low carbon buildings – more energy efficient homes and buildings, now and in the future ● renewable energy – making sure that the future energy needs of the borough can all be met in a sustainable way ● sustainable transport – moving to carbon-free transport options and increasing walking, cycling and use of public transport ● natural environment – protecting and enhancing our natural environment
<p>One Stockport Borough Plan 2030</p>	<p>One of the priorities of the Plan, under ‘One Home’, is ‘A climate friendly Stockport’ with an ambition to have a ‘climate friendly and sustainable borough’.</p> <p>Actions to achieve this include:</p> <ul style="list-style-type: none"> ● Improve sustainable transport options; ● Protect and enhance our natural environment; ● Low carbon energy efficient homes and buildings; ● Increase renewable energy; ● Improve air quality; and ● Encourage all employers to increase carbon literacy.

Table B-13 – Relevant Plans, Policies, strategies and Programmes – Material Assets

Document	Key Messages/ Issues
<i>National</i>	
The Environment Act (2021)	<p>The Environment Act, which became law in 2021, acts as the UK’s new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>Objectives for targets under consideration</p> <ul style="list-style-type: none"> ● increase resource productivity ● reduce the volume of ‘residual’ waste we generate
National Planning Policy Framework (NPPF), 2021	<p>Paragraph 174 states: “... <i>contribute to and enhance the natural and local environment by:</i></p> <ul style="list-style-type: none"> ● <i>Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils...;</i> ● <i>Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability...; and</i> ● <i>Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate”.</i> <p>Paragraph 17 also seeks to facilitate the sustainable use of minerals.</p> <p>Paragraph 210 encourages so far as practicable, planning policies should “<i>take account of the contribution that substitute or secondary and recycled materials and minerals waste</i></p>



Document	Key Messages/ Issues
	<i>would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously”.</i>
National Policy Statement for National Networks (2014)	<p>Paragraph 5.117 requires land stability to be considered in respect of new development. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land instability.</p> <p>Paragraph 5.168 states “<i>Applicants should also identify any effects, and seek to minimise impacts, on soil quality, considering any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this</i>”.</p> <p>Paragraph 5.19 states “<i>Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout and use of materials) in both design and construction should be presented</i>”.</p>
A Green Future: Our 25 Year Plan to Improve the Environment (2018)	Goal 5 ‘Clean and plentiful water’ involves using resources from nature more sustainably and efficiently. The plan states: “ <i>Improve our approach to soil management: by 2030 we want all of England’s soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches</i> ”.
Our Waste, Our Resources: A Strategy for England (Dec 2018)	Sets out how the UK Government aims to preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy in England.
Local	
Greater Manchester Joint Minerals Plan 2013	The strategic aim of the Plan is: ‘ <i>To provide a minerals spatial planning framework which takes into account the unique features of Greater Manchester. This framework will</i>



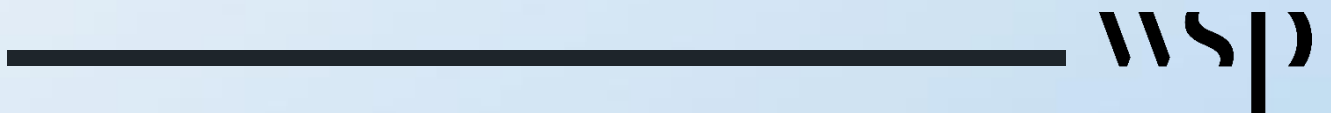
Document	Key Messages/ Issues
	<p><i>facilitate economic development, whilst ensuring that the environment and community are protected from the impacts of minerals developments in order to deliver a steady and sustainable supply of minerals, safeguard mineral resources, enable Greater Manchester to contribute to its sub-regional apportionment of aggregates and facilitate greater use of recycled aggregates and secondary mineral products’.</i></p>
<p>Greater Manchester Joint Waste Development Plan 2012-2027</p>	<p>The aim of the Waste Plan is to provide a sound spatial planning framework to deliver sustainable waste management in Greater Manchester. The purpose is to provide sufficient opportunities for new waste management facilities to come forward within Greater Manchester that are of the right type, in the right place and provided at the right time.</p> <p>The plan’s objectives are:</p> <p><i>‘Objective 1: To ensure that Greater Manchester’s waste is dealt with in line with Scenario 2 of the needs assessment.</i></p> <p><i>Objective 2: To promote the movement of waste up the waste hierarchy, assuming minimisation at source, increasing reuse, recycling and recovery, whilst recognising there may still be a need for additional landfill capacity for residual wastes.</i></p> <p><i>Objective 3: To assist in reducing greenhouse gas emissions and assist in adaption/mitigation of climate change, including resource efficiency and minimising the need for energy in accordance with targets at national, regional and local level.</i></p> <p><i>Objective 4: To ensure waste growth within the sub-region does not increase to the same degree as growth in economic activity i.e. to decouple waste growth from economic growth.</i></p> <p><i>Objective 5: To provide a flexible approach for the delivery of the required waste management facilities, allowing emerging technologies to come forward.</i></p> <p><i>Objective 6: To ensure appropriate protection of the quality of life of communities.</i></p>



Document	Key Messages/ Issues
	<p><i>Objective 7: To protect the sub-region's natural environment, biodiversity, geodiversity, cultural and historic heritage.</i></p> <p><i>Objective 8: To reduce waste movements and, where waste needs to be moved, to promote the sustainable movement of waste across the sub-region.'</i></p>
Stockport Metropolitan Borough Council, Stockport Town Centre Urban Green Infrastructure Enhancement Strategy	<p>The aim of this Strategy is to enable urban green infrastructure to function as the 'life-support' system for Stockport. There are 7 supporting objectives for this aim:</p> <ol style="list-style-type: none">'1. To inform and educate opinion formers, policy makers and planners that urban green infrastructure is critical to the future vitality and sustainability of Stockport Town Centre.2. To map the location of existing urban green infrastructure networks and describe their distribution.3. To make the case for conservation and enhancement of the Town Centre's existing urban green infrastructure.4. To describe the economic contribution of urban green infrastructure in Stockport Town Centre.5. To present the 'tools' needed for future enhancement of the Town Centre's urban green infrastructure.6. To identify the strategic thematic and project interventions that will lead to a stronger urban green infrastructure network in the future.7. To make the case that the Town Centre's Urban Green Infrastructure should be managed primarily to deliver ecosystem service benefits.'

Appendix C

Baseline





Population and Equalities

Summary of Current Baseline

Stockport has a total population of 294,197 people¹⁷, which has increased by 3.5% since 2012. The highest proportion of people in the borough are aged between 50-55 years, who make up 7.0% of the total population. The percentage of those aged 65 years and over (20.0%) is higher than the Greater Manchester average of 15.9% and the national average of 18.5%.

Within the borough, approximately 49.1% of the population are males and 50.9% are females. This is comparable to both the Greater Manchester average (49.8% males, 50.2% females) and the national average (49.5% males and 50.5% females)¹⁶.

According to 2011 Census data¹⁸ 92.1% of the population of Stockport are White, 0.02% are Gypsy/Traveller/Irish Traveller, 1.8% are Mixed/Multiple ethnic group, 4.9% are Asian/Asian British, 0.7% are Black/African/Caribbean/Black British, and 0.6% are Other Ethnic Group.

The majority religion within the borough is Christian at 63.2%, 0.3% are Buddhist, 0.6% are Hindu, 0.5% are Jewish, 3.3% are Muslim, 0.1% are Sikh, 0.3% are Other religion, and 25.1% are No Religion¹⁶.

Looking at the Indices of Multiple Deprivation (IMD), 2019¹⁹, Stockport contains neighbourhoods covering the entire deprivation spectrum (for overall deprivation), ranging from the 10% most deprived to 10% least deprived. Stockport contains 190 Lower Layer Super Output Areas (LSOAs), 17 of which are within the 10% most deprived neighbourhoods, 14 within the 20% most deprived, 16 within the 30% most deprived, 22 within 40% most deprived, 18 within 50% most deprived, 11 within 50% least deprived, 25 within 40% least deprived, 16 within 30% least deprived, 25 within 20% least deprived, and 26 within the 10% least deprived.

The highest levels of deprivation within Stockport are located within the centre and north of the borough, namely the Brinnington and Central ward. The south and east of the borough have generally lower rates of deprivation.

¹⁷ Office for National Statistics, Population estimates for the UK, England and Wales, Scotland and Northern Ireland: mid 2020

¹⁸ Office for National Statistics, Census 2011

¹⁹ Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation 2019, [online] available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

Future Trends

The North West as a whole is predicted to see a population increase of approximately 4% by mid-2028²⁰. In Stockport, the population is expected to increase by approximately 3.6% in the same period, slightly lower than the North West prediction. The population isn't just growing it is also becoming older and more diverse. This is likely to increase the demand for services, facilities and health and social care, putting additional strain on these existing services.

By 2043, it is predicted that 23.2% of Stockport's population will be over 65, this is an increase of 3.2% from current levels. By 2032, it is anticipated that more people will be living on their own, making up 40% of all households nationally²¹. The number of over 85s living alone is expected to more than double to 1.4 million nationally in which social isolation could become a more prevalent issue.

In 2016, 14% of the working age population in the UK were from a BAME background¹⁶. This is increasing, with the proportion expected to rise to 21% by 2051. The working population in Stockport is likely to become increasingly diverse, as indicated by this national trend.

Issues and Opportunities

Issues and opportunities for population and human health and the implications for the Local Plan have been identified in **Table C-1**.

Table C-1 – Issues and Opportunities for Population and Equalities

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families; ■ There are opportunities to improve access to facilities and services, as well as housing, for the elderly, young adults, and rural communities; 	<ul style="list-style-type: none"> ■ The SLP will need to address any necessary housing and service developments to ensure provisions to elderly and socially excluded population groups. ■ Development will need to support future demographic changes. ■ The SLP will need to ensure there are adequate provisions of services and facilities within the borough, particularly for the elderly, young adults and socially excluded groups.

²⁰ Office for National Statistics, Subnational population projections for England: 2018-based

²¹ The Kings Fund. 2012. Demography: Future Trends. [online] Available at: <https://www.kingsfund.org.uk/projects/time-think-differently/trends-demography>

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ The population of Stockport is predicted to increase both in number and age profile and ■ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce current demands but may also increase social isolation and increase reliance on alternative social interaction. 	

Human Health

Summary of Current Baseline

The average life expectancy at birth across Stockport is in line with the national average at 79.4 years for males and 83.2 years for females²². This is slightly higher than the average for the North West region at 77.9 years and 81.7 years respectively.

There are large life expectancy disparities within Stockport, with the lowest male life expectancy at 70.8 years, located in the centre of the borough, and the highest male life expectancy at 84.0 years, located in the south of the borough. Similarly, the lowest female life expectancy within Stockport is 75.1 years, located in the north of the borough, and the highest female life expectancy is 90.9 years, located in the south of the borough.

In Stockport, 70.2% of adults (aged 18+) are considered to be physically active²¹. This is higher than both the regional and national averages at 63.9% and 66.4% respectively.

The proportion of adults (aged 18+) classified as overweight or obese within Stockport is 65.1%²¹. This is similar to the regional average of 65.9%, and slightly higher than the national average of 62.8%. In reception aged (4-5 years) children, the prevalence of overweight or obesity is 23.1%, this is slightly higher than the national average of 22.6%. In year 6 children (aged 10-11 years) the prevalence of overweight and obesity in Stockport is 32.4%, lower than the national average of 34.6%.

Stockport is amongst the most deprived upper tier authorities nationally, ranked 52nd of 152 upper tier authorities (where a rank of 1 is the most deprived and 152 is the least deprived), with regards to health deprivation²³. Within Stockport, the areas of higher health deprivation

²² Stockport Local Authority Health Profile 2020. [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132701/pat/6/par/E12000002/ati/202/are/E08000007/yr/3/cid/4/tbm/1>

²³ Ministry of Housing, Communities and Local Government 2019. Upper-tier Local Authority Summaries

are located within the centre and north of the borough, with areas of lower deprivation located in the south and east.

Poor air quality is a significant public health issue²⁴ and there is clear evidence that particulate matter has a significant contributory role in mortality. Air pollution can also be linked to cardiovascular disease, diabetes and dementia. Sufferers of chronic respiratory diseases such as chronic obstructive pulmonary disease (COPD) and asthma are especially vulnerable to the effects of air pollutants. Air pollution has also been shown to have an increased health impact on those in lower socio-economic groups.

There are two AQMAs located in Stockport (see **Section 5.12** for more details) that identify areas of higher air pollution that may affect health, particularly in the vicinity of AQMAs.

The borough has a higher rate of hospital admissions for COPD when compared to the national average, at 122.5 people per 100,000 people and 100 people per 100,000 people respectively²⁵. The mortality rate (under 75 years) from all causes in Stockport is 339.3 people per 100,000 people²⁴. This is lower than the regional average of 398.8 people per 100,000 people and similar to the national average of 336.5 people per 100,000 people.

The prevalence of smoking in Stockport among adults (aged 18+) is 13.4%²⁴. This is lower than the regional average of 14.5%, and marginally lower than the national average of 13.9%.

Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. Loneliness can have a huge impact on the wellbeing of many people particularly older people, those with disabilities and new and expectant mothers. It can often result in unhappiness, lowering of self-confidence and ability to reach out for help.

According to Age UK, the south and east of Stockport are within very low and low risk areas for loneliness with areas in the UK ranked from 1 high risk to 32,844 very low risk²⁶. However, the centre and north of Stockport are within medium, high risk, and very high risk of loneliness. The LSOAs within Stockport with very high risk of loneliness include, but are not limited to, Stockport 014C (ranked 2,883 in England), Stockport 007B (ranked 4,108 in England), and Stockport 014A (ranked 3,019 in England).

The spread of COVID-19 in the UK has resulted in significant pressure upon NHS resources, particularly hospitals, and has resulted in additional wait times for routine

²⁴ Department for Environment Food and Rural Affairs, Air Quality: Public Health Impacts and Local Actions. Available online at: [https://aqm.defra.gov.uk/documents/air_quality_note_v7a-\(3\).pdf](https://aqm.defra.gov.uk/documents/air_quality_note_v7a-(3).pdf)

²⁵ Public Health England, 2021. Local Health [online] Available at: https://www.localhealth.org.uk/#bbox=377927,397127,28450,17731&c=indicator&i=t3.em_adm_copd&selcodgeo=E08000007&view=map10

²⁶ Age UK (2016). Risk of Loneliness. Available online at: <https://www.ageuk.org.uk/our-impact/policy-research/loneliness-research-and-resources/loneliness-maps/>

healthcare appointments across services. Since the start of the Covid-19 pandemic, 103,687 positive cases and 915 deaths have been recorded within the borough²⁷.

In total, 638,906 vaccinations have been given – 233,405 people have received one dose (86% of 12+ year olds), 223,742 people have received two doses (82.4% of 12+ year olds) and 181,759 (67% of 12+ year olds) have received either a booster or a third dose²⁶. The uptake of vaccinations is higher than the national (79.8% one dose, 75.6% two doses and 59.4% booster or a third dose) and regional averages (81% one dose, 76.6% two doses and 59.1% booster or a third dose)²⁶.

Future Trends

The ageing population in Stockport is expected to continue to grow in the future, which may cause a strain on services, community facilities, and transportation due to rising inequalities in healthcare.

A population with a larger proportion of older people will likely result in an increase in the number of people in Stockport with physical and sensory impairments which could result in a greater demand for access to health and social care services.

Social isolation and loneliness are also likely to become more prevalent in Stockport as more people work from home, particularly due to and following the COVID-19 pandemic, and as the population ages. This has the potential to undermine well-being, thereby impacting negatively on people's quality of life. Social isolation and loneliness are also associated with increasing the likelihood of sensory and mobility impairments and deteriorating health.

Covid-19 has also exacerbated existing inequalities in Stockport. Universal credit claims doubled across borough between November 2019 and November 2020²⁸. The borough has also seen an increase in the rates of poor wellbeing amongst communities during the pandemic, compared with pre-pandemic. Without adequate intervention, these issues may continue in the future.

Air pollution has been linked to diabetes and dementia – both chronic illnesses in the UK are expected to rise in future. Increased mortality and morbidity amongst diabetics is associated with increased nitrogen dioxide concentrations with long term exposure to traffic borne air pollution positively correlating with incidence of type two diabetes and increased mortality among diabetics²⁹.

²⁷ UK Government (2022). Coronavirus (COVID-19) in the UK – Cases in Stockport. [online] Available at: <https://coronavirus.data.gov.uk/details/cases?areaType=ltla&areaName=Stockport>

²⁸ One Stockport Borough Plan, 2022, [online] available at: <https://www.onestockport.co.uk/the-stockport-borough-plan/>

²⁹ Committee on the Medical Effects of Air Pollutants (COMEAP), The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom, 2010, [online] available at:

In 2022, the government published the Levelling Up white paper³⁰, setting out a broad approaches to rebalancing the UK economy and addressing significant regional inequalities that restrict people, places and prosperity. If the Levelling Up and Regeneration Bill come into force, there is potential to reduce inequalities within the borough, improving health outcomes.

Issues and Opportunities

Issues and opportunities for human health and the implications for the SLP have been identified in **Table C-2**.

Table C-2 – Issues and Opportunities for Human Health

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ Stockport’s ageing population will present a greater need for access to services, as well as a greater pressure on healthcare and housing provisions; ■ Health inequalities are high within Stockport, life expectancy is lower in the most deprived areas of the borough; ■ Covid-19 has also exacerbated existing inequalities in the borough; and ■ Increases in loneliness are likely to be seen as a result of elderly social isolation and loneliness, as well as the impacts of Covid-19, leading to associated health impacts. 	<ul style="list-style-type: none"> ■ The SLP should ensure developments contribute positively to accessible neighbourhoods, reducing health inequalities in accessibility; ■ There will be an ongoing need to provide services and housing facilities in order to meet the needs of older residents; and ■ There is a need for the SLP address issues with inequalities and ‘level up’ the borough following the Covid-19 pandemic.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/304641/COMEAP_mortality_effects_of_long_term_exposure.pdf

³⁰ Department for Levelling Up, Housing and Communities, Levelling Up and Regeneration [online] available at: <https://www.gov.uk/government/publications/levelling-up-and-regeneration-further-information/levelling-up-and-regeneration-further-information>

Economy and Employment

Summary of Current Baseline

Stockport's close proximity to Manchester city centre and high level of connectivity to London, the North, and the South, has meant that it has a robust economy and provides a strong location for business and industry. Stockport is a successful commercial hub attracting over 13,000 businesses³¹ including but not limited to Thales UK, Adidas, The AA, Stagecoach, BT, Sky and BASF.

International connectivity can be made by the close proximity of Manchester Airport, which allows businesses and residents to benefit from opportunities provided by international trade, and investment to global markets. Stockport further benefits by the airport's associated Enterprise Zone - Airport City Manchester, which is a designated area for economic growth, launched in 2012. This Enterprise Zone aims to provide 5 million sq ft of office, logistics, hotel and manufacturing space over the next 10-15 years. The Enterprise Zone currently employs over 20,000 people³².

Stockport has a high level of productivity, with £22,074 GVA per head in 2016³³ which is higher than the Greater Manchester average of £21,713 GVA per head. However, this has only increased by 1.6% since 2011 which is significantly lower than the regional average increase of 14.8% and England average increase of 13.5%.

In 2020, the percentage of working age population (16-64) is 60.5%³², which is slightly lower than both regional and national averages (62.1 and 62.4% respectively). Like the national trend, the working age population has continued to decrease year on year since 2012. In Stockport 74.2% of the population are in employment which is in line with the national average. The percentage of the population unemployed is slightly lower than both regional (4.6%) and national averages (4.4%) at 4.3%³².

Table C-3 shows Stockport's key economic sectors compared to regional and national averages. This shows that wholesale and retail trade; repair of motor vehicles and motorcycles is the largest economic sector in Stockport, with a higher employment than the national average. This is followed by the human health and social work industry, professional, scientific and technical industries, and administration and support services. The percentage of employment in the professional, scientific and technical industries are higher than both regional and national averages.

³¹ Stockport Metropolitan Borough Council (2022) Business Stockport. Available at: <https://www.stockport.gov.uk/showcase/business-stockport>

³² Airport City Manchester (ND) Available at: <https://www.airportcity.co.uk/about-us/>

³³ Office for National Statistics (2017) Regional gross value added (balanced) by local authority in the UK. Available at: <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedbalancedbylocalauthorityintheuk>

Table C-3 – Employment in key economic sectors (%)³⁴

Industry	Stockport %	North West %	Great Britain %
Accommodation and food services	5.3	6.8	7.2
Arts, entertainment, recreation	1.5	2.2	2.2
Administration and support services	9.2	8.4	8.8
Construction	3.8	4.2	4.8
Education	7.6	8.5	9.0
Electricity, Gas, Steam and Air Conditioning Supply	4.6	0.6	0.5
Information and communication	4.6	3.1	4.5
Manufacturing	8.4	9.7	7.9
Professional, scientific and technical	9.9	8.9	8.7
Wholesale and retail trade; repair of motor vehicles and motorcycles	16.8	16.7	14.9
Human health and social work activities	13.7	14.4	13.6
Other	1.9	1.8	1.9

The high level of employment in professional, scientific and technical industries is not surprising given that Stockport’s population are highly skilled. Of the population in Stockport, 46.5% have obtained level 4 qualifications or above which is higher than both regional and national averages (38.5 and 43.5% respectively)³³. However, the percentage of the population with no qualifications is in line with the regional average (7.5%) at 7.4%, and higher than the national average of 6.6%³³.

The Covid-19 pandemic had a serious impact on the economy and employment within Stockport, with many experiencing job losses. The Greater Manchester Population Survey found that in December 2020 one in 10 respondents had lost their job or had been made redundant as a and Stockport³⁴ are starting to decrease again. The pandemic has also

³⁴ Office for National Statistics (2020) Labour Market Profile – Stockport. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157087/report.aspx?town=stockport>

changed the way people are working with many employers now allowing employees to work from home.

In early 2022, the Greater Manchester Skills Observatory³⁵ noted that the main occupational areas advertising vacancies were ICT, sales, teaching, accounting and finance, and engineering. The percentage of roles deemed ‘hard to fill’ had fallen since autumn 2021 but was still over one third of vacancies in Greater Manchester.

The Stockport Economic Development Strategy³⁶ reports that Stockport has a lower than expected proportion of high-growth businesses within the local economy and is lacking in quality office spaces. The strategy also aims to tackle the recognised skills gap within Stockport for people with low or no qualifications.

The forthcoming Stockport Economic Plan³⁷ has identified a number of opportunities and challenges that exist. Stockport has experienced rapid and sustained economic growth over the past decade, making the borough a major regional economic driver in its own right.

Since 2015, Stockport’s employment base has grown by 13%, which is stronger than the England and Greater Manchester averages. The Borough also benefits from, amongst other things, its location and its skills base. However, “it is the 8th most polarised borough in England in terms of overall deprivation (out of 317 local authorities) and borough-wide averages mask acute and highly localised challenges.” (Both quotes from the draft One Stockport Economic Plan.)

Stockport town centre provides the primary retail and leisure facilities in the borough. The town centre of Stockport is currently undergoing a thorough transformation, with over £1 billion dedicated to the regeneration of the town centre. Projects involved with this regeneration included the investment in the Market Place and Underbanks area, the development of the Redrock leisure and retail facility, and the investment in the Merseyway shopping centre.

Future Trends

The rising population in the county is accelerating the need for the delivery of additional housing, services and infrastructure. Growth in jobs is also anticipated in order to close the gap between increases in population and the need for employment. There is a need for improving accessibility to these jobs and training opportunities, particularly given that levels of workers commuting out of Stockport is significant.

³⁵ Greater Manchester Combined Authority (2022) Local Skills Report & Labour Market Plan Available at: <https://www.greatermanchester-ca.gov.uk/media/5802/gm-esap-local-skills-report-update-march-2022-final.pdf>

³⁶ Stockport Metropolitan Borough Council. The Stockport Economic Development Strategy 2012 – 2017. Available at: <https://www.stockport.gov.uk/economic-development-strategy-2012-2017/economic-development-strategy-and-plans>

³⁷ Stockport Metropolitan Borough Council, Economic Plan (draft) 2022

Population is aging and the working age is declining. The decline in the percentage of the population that is of working age will exert pressure on the labour market and economic issues could occur in terms of reduced local economic activity levels and supply of labour.

During the COVID-19 pandemic, homeworking has been encouraged for those who are able, changing the way people work. This trend will likely continue as employers look to maintain flexible working conditions in future.

Maintaining the vitality and attractiveness of town centres and high streets will be an ongoing challenge as shopping patterns and service delivery models change, especially with the growth of online shopping.

Greater Manchester’s Levelling Up Deal is an offer to government which will hope to deliver a London-style transport network with affordable London-level fares, accelerating plans for a net zero future with better, greener homes and communities: and better jobs and skills. If the government approves plans there is potential for Greater Manchester to:

- Create attractive places to live, work and set up a business;
- Create opportunities for people to retrain, get the skills they need and create jobs right across Greater Manchester; and
- Create a ‘Golden Triangle’ of innovation excellence within the towns and cities of the North, to drive UK growth.

Issues and Opportunities

Issues and opportunities for economy and employment and the implications for the SLP have been identified in **Table C-4**.

Table C-4 – Issues and Opportunities for Economy and Employment

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ The borough is a prime location for new and existing business, benefiting from being well-located, well-connected and from having a well-educated and skilled workforce; ■ Some jobs in the borough are facing skill shortage vacancies; ■ The impact of factors such as Brexit, Covid-19, changing working patterns and preferences and extreme climactic events will play a part in determining the types of investment which will most benefit the economy; ■ There is a lack of quality employment space for some industries; and 	<ul style="list-style-type: none"> ■ The SLP should improve connectivity between business clusters and housing markets (both planned and existing) in the borough, which will help to improve access to the skills pool as well supporting improvements in productivity. ■ The SLP should support the development of new employment sites and maintain vitality in key centres.

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ▪ Maintaining the vitality and attractiveness of town centres and high streets will be an ongoing challenge as shopping patterns and service delivery models change, especially with the growth of online shopping. 	

Housing

Summary of Current Baseline

The borough’s proximity to Manchester and its good transport links make it attractive to Manchester commuters. However, this puts pressure on house prices. People from outside the area buying houses closer to work to shorten commuting time, limits the availability of housing that is affordable for younger buyers and/or those on lower incomes. This has resulted in the local housing prices exceeding the Greater Manchester, regional and national averages³⁸.

House prices in Stockport have risen by around 39% since 2017 with the average house price of £279,483³⁹. This exceeds the average house prices in Greater Manchester (£214,953) and the UK (£276,755)³⁷. Overall, average house prices have increased from £180,000 in 2015 to over £279,000 in 2022, an increase of 55%. Stockport is the 2nd least affordable Borough in Greater Manchester with a house price to income ratio of 10.01⁴⁰. Private rents are also increasing, with the average cost of renting flats increased by 26% and terraced houses increased by 31% since 2016. (From draft One Stockport Housing Plan)

Table C-5 compares the average house prices (as of February 2022) of the surrounding local authorities and the percentage increase from January 2017. This shows that of the ten local authorities that make up Greater Manchester, Bolton has the lowest average house prices, and the lowest percentage increase which is also lower than the national average. Trafford have significantly higher average house prices compared to the other local authorities in Greater Manchester, and Oldham had the highest percentage increase in house prices since 2017.

³⁸ Stockport Metropolitan Borough Council, Stockport Housing Strategy 2016 – 2021. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/67dJPgjlw10u4o0sue0A0sM/61c42ce72a29835734dca06df4918fd1/Stockport_Council_Housing_Strategy_-2016_-_2021.pdf

³⁹ UK House Price Index – House Price Statistics. Available at: <https://landregistry.data.gov.uk/app/ukhpi>

⁴⁰ Stockport Metropolitan Borough Council, Housing Plan, draft, 2022

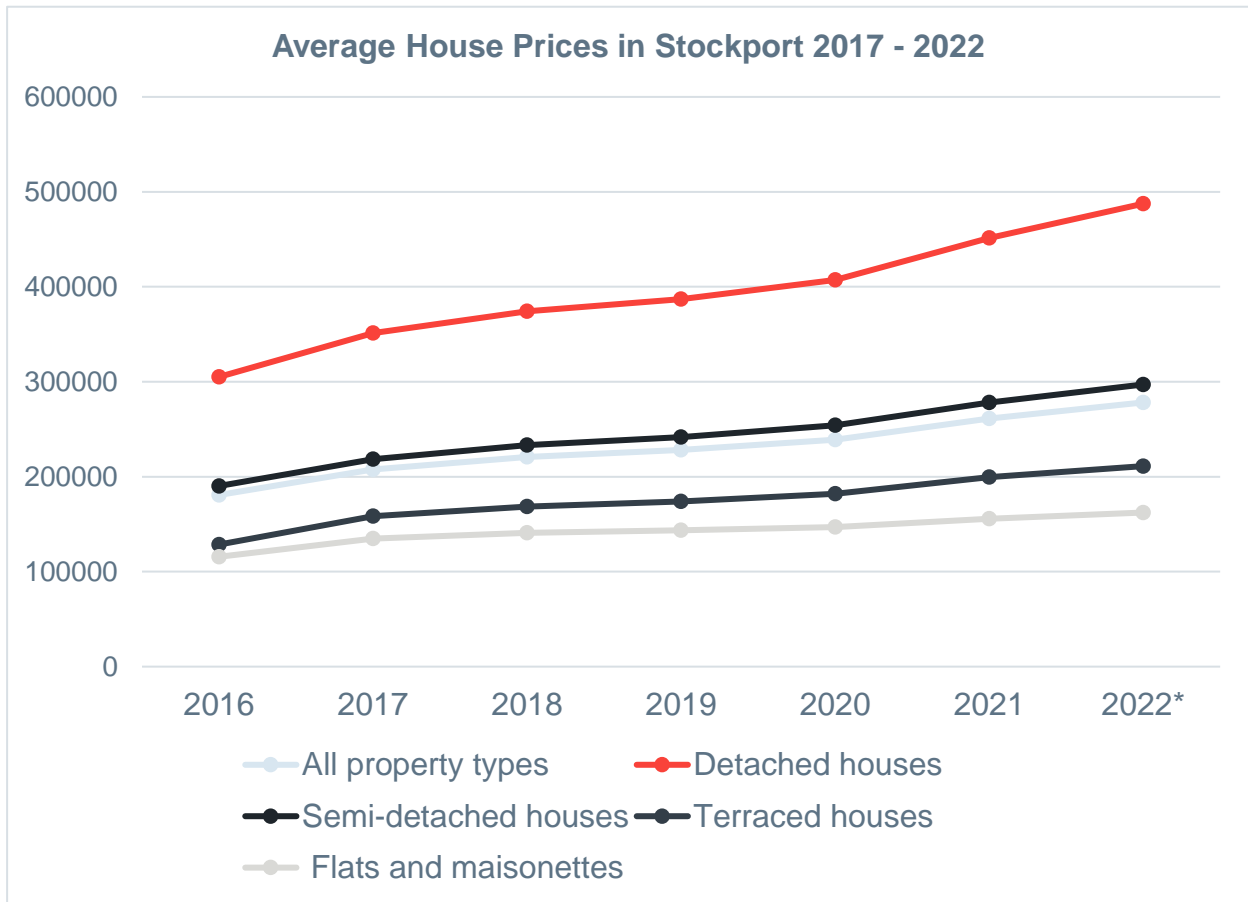
The five year house price trend in the borough (39%) is higher than the national average of 28.6% but is slightly lower than then Greater Manchester average of 39.7%. Out of the ten local authorities in Greater Manchester, Stockport has seen the fourth highest amount of growth.

Table C-5 – House Prices by Local Authority Area

Local Authority Area	Average House Prices (£)	Five - Year Trend (%)
Stockport	279,483	39
Manchester	214,886	35.8
Tameside	197,494	47.6
Bolton	£170,280	26.7
Bury	£221,378	44.2
Oldham	£181,225	48.8
Rochdale	£175,185	44.6
Salford	£203,306	37.4
Trafford	£352,111	37.1
Wigan	£171,227	36.2
Greater Manchester	214,953	39.7
UK	276,755	28.6

13.1.4 **Figure C-1** shows the continued increase in property prices across the different housing types since 2017. Overall, prices have increased across all house types with detached housing seeing the largest increase, especially during and after the Covid-19 pandemic hit in 2020, where homes with more space and a garden become more of a priority.

Figure C-1 - Average House Prices in Stockport (2017-2022)²⁴



**Average house prices include up to February 2022*

The average salary in Stockport is £29,694⁴¹, therefore, house prices are approximately 9.4 times higher than the average salary. This is resulting in difficulties for residents trying to obtain a mortgage and get on the property ladder. Unaffordable housing can also lead to reduced health; it increases homelessness and reduces income available for essential services and food.

The primary underlying reason for homelessness within Stockport is the lack of affordable accommodation. Stockport Homes Group (SHG)⁴² reported 1,782 households in Stockport were at risk of losing accommodation during 2019/20. Of these, 476 were eventually found

⁴¹ Adzuna, Stockport Salary Statistics, 2022. Available at: <https://www.adzuna.co.uk/jobs/salaries/stockport>

⁴² Stockport Homes, 2021. Homelessness and Rough Sleeping Strategy 2021-2024. Available at: <https://www.stockporthomes.org/find-a-home/homelessness/homelessness-strategy/#HomelessStrategy>



to be homeless which is similar to the five-year average of 448 households. Over half of those becoming homeless were single males.

Demand for social housing far exceeds supply, with 6,500 households on the housing register and up to 450 applications for each available council or housing association tenancy⁴³. To reduce the number of households on the waiting list, the Council have committed to support developments which provide a range of tenures and are affordable. The Council is seeking to provide more affordable housing and their Housing Strategy states that the proportion of affordable housing should take account of property prices and economic viability across the borough, such as 40% in areas with the highest property prices (Bramhall, Cheadle Hulme, and Woodford) and 5-15% in the Town Centre.

The 2019 Greater Manchester Housing Strategy stated that the quality of housing stock needed improving, with '*substantial concerns in terms of their condition, with common issues of damp, cold and other health, and safety hazards, including their accessibility for those with mobility challenges*'⁴⁴. The 2019 Stockport Household Survey reported 81.4% of respondents expressing satisfaction with the state of repair of their accommodation, however levels of dissatisfaction are three times higher for those living in private rented accommodation compared to owner occupiers⁴⁵.

Future Trends

To tackle the demand for housing in the UK, the Government have set a target of building 300,000 new homes each year by the mid-2020s⁴⁶. In Stockport the target is to deliver approximately 18,500 homes between 2021 and 2028.

The ageing population in Stockport is ageing at a higher rate than regional and national averages. Projections show that nearly a third of residents in Stockport will be aged 65 or above in 2030. Therefore, the demand on age friendly housing will increase.

There is also an increased risk of homelessness due to the effects of the decline in incomes that have resulted from the pandemic and the increased cost of living. There were 2,690 people estimated to be sleeping rough on a single night in autumn in 2020 (during the

⁴³ Stockport Metropolitan Borough Council. Stockport Housing Strategy 2016-2021. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/67dJPgjl0u4o0sue0A0sM/61c42ce72a29835734dca06df4918fd1/Stockport_Council_Housing_Strategy_2016_-_2021.pdf

⁴⁴ Institute of Health Equity Build Back Fairer in Greater Manchester: Health Equity and Dignified Lives Available at: <https://www.instituteoftheequity.org/resources-reports/build-back-fairer-in-greater-manchester-health-equity-and-dignified-lives/build-back-fairer-in-greater-manchester-main-report.pdf>

⁴⁵ Stockport Council (2019) Stockport Housing Needs Assessment 2019. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/1VLMxJ8L8UqyOGMaEqNVbB/4249eb97ac699aa2c9a00bc177153ac1/Housing_Needs_Assessment_2019.pdf

⁴⁶ House of Commons Library (2022) Tackling the under-supply of housing in England

pandemic)⁴⁷. This declined by 9% in 2021, however, the levels of homelessness in England are still 38% higher than 2010 levels. Alongside this, the shortfall of affordable homes in Stockport is expected to increase by approximately 500 units per year over the next 4 years⁴⁶, exacerbating the need for more housing in the borough.

The current cost of living crisis in the UK is set to continue, which is likely to reduce residents' disposable income, particularly if inflation continues to outstrip increases in nominal wages. The Bank of England has forecasted that real household disposable income per will fall by 1.75% in 2022⁴⁸. Wage growth in the last year has not been sufficient to keep pace with inflation, with underlying pay growth of only 4% in February 2022. The Bank of England forecasts wage growth of 4.75% in 2022⁴⁸.

Rising costs of living is likely to widen levels of inequality in the borough. However, if the Levelling Up and Regeneration Bill come into force, there is potential to reduce inequalities within the borough, although, this will be highly dependent upon the schemes and initiatives that come forward.

Issues and Opportunities

13.1.5 Issues and opportunities for housing and the implications for the SLP have been identified in **Table C-6**.

Table C-6 – Issues and Opportunities for Housing

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ The average house price is over nine times higher than the average salary in the borough; ■ The population is increasing and ageing, with more residents requiring specialist housing; ■ Rising costs of living are affecting the number of residents able to afford to buy; ■ The Covid-19 pandemic and rising cost of living is increasing levels of homelessness; and 	<ul style="list-style-type: none"> ■ The SLP will need to ensure housing requirements are being worked towards, especially with expanding the availability of Affordable Housing. ■ The SLP will need to consider differing population needs to meet the demands of an aging population.

⁴⁷ Department for Levelling UP, Housing & Communities (2022) Official Statistics – Rough sleeping snapshot in England: autumn 2021. Available at: <https://www.gov.uk/government/statistics/rough-sleeping-snapshot-in-england-autumn-2021/rough-sleeping-snapshot-in-england-autumn-2021>

⁴⁸ Institute for Government, Cost of Living Crisis, [online] available at: <https://www.instituteforgovernment.org.uk/explainers/cost-living-crisis>

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> There is a lack of affordable housing, meaning young people and/or lower income groups are missing out. 	

Crime and Safety

Summary of Current Baseline

Ensuring community safety is key for achieving a positive state of well-being among people within social and physical environments. It is as much about reducing and preventing crime as it is to build strong and vibrant communities. This means the perception of safety within Stockport’s communities is as important as measuring crime rates.

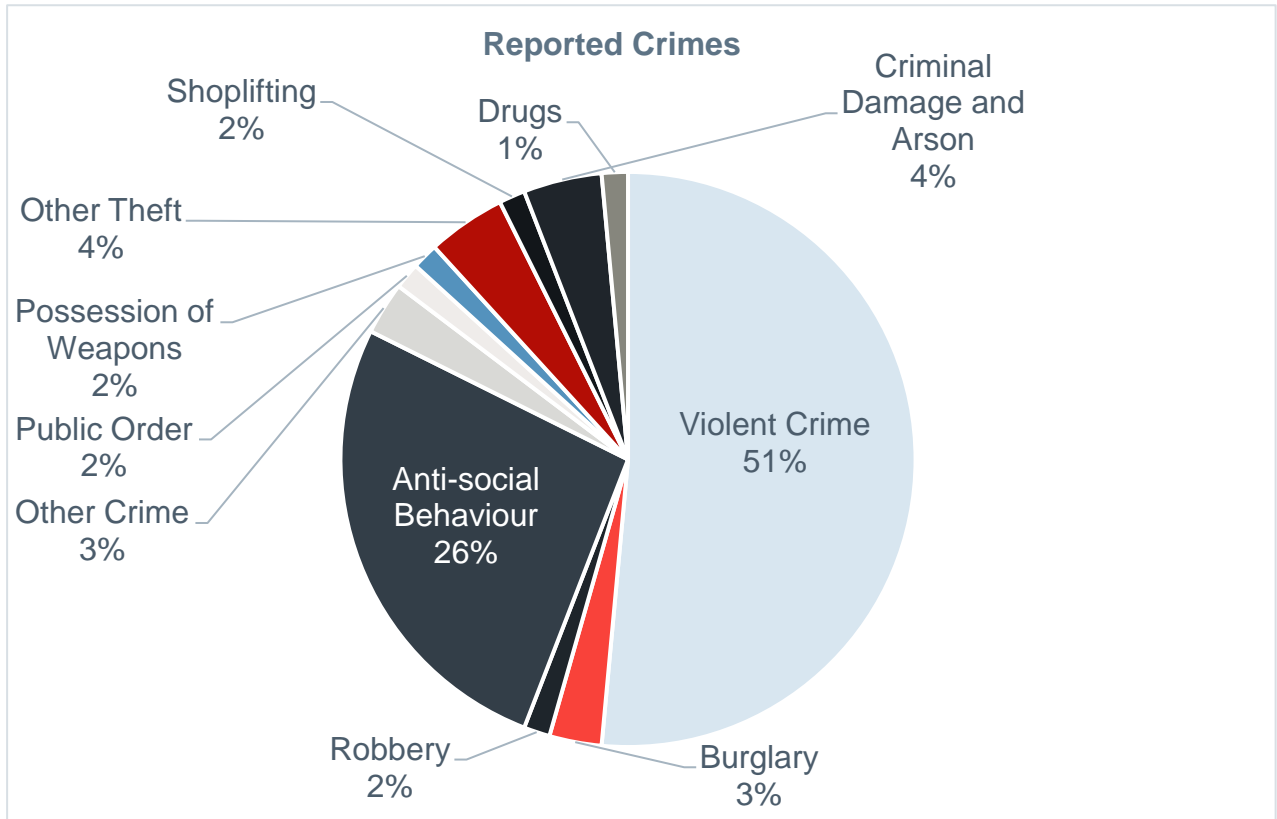
The number of people in Stockport killed and seriously injured (KSI) on roads is 21.8 people per 100,000 people⁴⁹. This is lower than both the regional (38.4 people per 100,000 people) and national (42.6 people per 100,000 people) average.

Crime rates within Stockport have been fluctuating in recent years, depending on crime types. In the year between March 2021 to February 2022 the most dominant crime in Stockport was violent crime, making up 51% of all reported crimes⁵⁰. Antisocial behaviour was the second highest reported crime at 26%. **Figure C-2** overleaf shows the crime breakdown for Stockport during this time.

⁴⁹ Stockport Local Authority Health Profile 2020. [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132695/pat/6/par/E12000002/ati/202/are/E08000007/yr/3/cid/4/tbm/1>

⁵⁰ In the UK, violent crime covers a variety of offences ranging from common assault to murder. It also encompasses the use of weapons such as firearms, knives and corrosive substances like acid. It is generally described as when someone physically hurts, or threatens to hurt, someone else.

Figure C-2 - Crime Breakdown for Stockport between March 2021 - February 2022⁵¹



With regards to crime deprivation, Stockport is ranked 65th⁵² out of 317 local authorities within the UK (an indicator of 1st being the most deprived neighbourhood, and 317 being the least deprived neighbourhood). However, Stockport has the second lowest levels of crime deprivation out of all Greater Manchester authorities.

Future Trends

Crime rates in Stockport have fluctuated in recent years depending on crime type. However, the UK as a whole has seen Covid-19 restrictions contribute to lowering crime rates⁵³. It is predicted that crime rates will likely increase post Covid-19⁵⁴, with increases in anti-social behaviour and violent crime rates, including sexual assault and domestic abuse, seeing the largest increases.

⁵¹ UK Crime Stats – Stockport 2022 [online] Available at: <https://www.ukcrimestats.com/Subdivisions/MTD/18757/#Crime>

⁵² Manchester City Council, 2020. Indices of Deprivation 2019

⁵³ Office for National Statistics, 2021. Crime in England and Wales: Year ending September 2021

⁵⁴ Centre for Economic Performance, 2020. Covid-19 and changing crime trends in England and Wales

Additionally as the population of Stockport increases, there are expected to be a greater number of vehicles on the borough’s roads, which may result in an increase in the number of accidents and those KSI on roads.

Issues and Opportunities

Issues and opportunities for crime and safety and the implications for the SLP have been identified in **Table C-7**.

Table C-7 – Issues and Opportunities for Crime and Safety

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ Crime rates are on the rise nationally, with the borough experiencing high levels of violent crime; ■ There is potential to increase engagement within communities to encourage the reporting of crimes; ■ There are opportunities to improve neighbourhoods and reduce the prevalence of antisocial behaviours; ■ There are opportunities to increase the safety of active transport modes such as cycling and walking; ■ Children in the 10% most deprived wards in England are four times more likely to be hit by a car than children in the 10% least deprived wards⁵⁵; ■ Vulnerable road users such as cyclists and pedestrians are more likely to be casualties; and ■ There is potential to increase the standards and safety of housing within the borough 	<ul style="list-style-type: none"> ■ The SLP will need to ensure improvements to community areas, such as parks, to aid in reducing crime and anti-social behaviour ■ The SLP will need to ensure improvements to transport networks, including improving lighting, to ensure safety on networks

⁵⁵ Department for Transport (2009) A Safer Way: Consultation on Making Britain’s Roads the Safest in the World. Available online at: <https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/consultations/closed/roadsafetyconsultation/roadsafetyconsultation.pdf>



Transport and Accessibility

Summary of Current Baseline

Stockport has excellent transport links. It sits on the M60, A6 and the West Coast Mainline which provides train links to London, the Midlands, and the South East. Stockport is also adjacent to Manchester Airport, which is one of the busiest airports in the UK and serves a large part of the north of England. The number of passengers has decreased over the past couple of years due to the Covid-19 pandemic, however this is slowly increasing to pre-pandemic levels. In February 2022 1,137,043 passengers flew from Manchester airport compared to 79,439 in February 2021⁵⁶

There are approximately 346,000⁵⁷ registered cars in Stockport⁵⁸, which is a significant increase of 135% since 2019.

In total, 46.5% of Stockport's workforce commute from surrounding areas⁵⁹, mainly from Tameside, and almost 50% of residents commute out of the borough. This causes a major problem with congestion through Stockport. Excessive road traffic leads to congestion, air and noise pollution and contributes further to climate change. Provisional estimates show motor vehicles travelled 299.3 billion vehicle miles in Great Britain in 2021 which was 16.1% lower than pre Covid-19 levels (the year ending December 2019)⁶⁰. Government policy is focusing on promoting sustainable transport and encouraging walking and cycling for those journeys where these are realistic alternatives.

Reliability of services are generally better in Stockport compared to other areas within Greater Manchester⁶¹, however the railway network is currently operating at a very high level of capacity which has resulted in poor reliability. This capacity issue is hoping to be alleviated by the introduction of HS2, with Stockport being considered as a critically important location. Research into transport poverty in Greater Manchester found those with

⁵⁶ Manchester Airport 2022. Traffic Statistics. Available at: <https://www.manchesterairport.co.uk/about-us/publications/traffic-statistics/>

⁵⁷ Vehicles are allocated to a local authority according to the postcode of the registered keeper. This is the keeper's address for privately owned vehicles or the company's registered address for company owned vehicles. The address does not necessarily reflect where the vehicle is located. This is especially true for large fleets kept by companies involved with vehicle management, leasing or rentals.

⁵⁸ Department for Transport Statistics 2020. Vehicle Licensing Statistics. Available at: <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

⁵⁹ Stockport Metropolitan Borough Council (2019) Economic Overview. Available at: <https://www.stockport.gov.uk/economic-information>

⁶⁰ Department for Transport (2021) Provisional road traffic estimates, Great Britain: October 2020 to September 2021 Available at: [https://www.gov.uk/government/statistics/provisional-road-traffic-estimates-great-britain-october-2020-to-september-](https://www.gov.uk/government/statistics/provisional-road-traffic-estimates-great-britain-october-2020-to-september-2021#:~:text=Provisional%20estimates%20show%20motor%20vehicles,%2C%20an%20increase%20of%200.4%25.)

2021#:~:text=Provisional%20estimates%20show%20motor%20vehicles,%2C%20an%20increase%20of%200.4%25.

⁶¹ Greater Manchester Transport Strategy 2040. Available at:

https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf

low incomes felt local transport was too expensive, unreliable and slow, resulting in a significant barrier to employment^{Error! Bookmark not defined.}.

Since the Covid-19 pandemic the way people travel has changed, especially with more people now working from home. However, private car use has increased due to concerns of infection on public transport. In March 2021, a year after the start of the pandemic, the number of passenger journeys across all types of public transport in Greater Manchester remained more than 20% below the number of journeys made at the beginning of the pandemic.

There is an extensive highways network throughout Stockport. The borough is traversed by motorways and trunk roads such as the M60, A6, A34 and A555. A mixture of inter-city, Avanti West Coast, Cross Country, East Midlands Railway, TransPennine Express and Transport for Wales serves Stockport, providing access to the wider region⁶². There are five rail stations serving Stockport; Stockport, Cheadle Hulme, Davenport, Woodsmoor, and Hazel Grove.

There are five National Cycle Network routes within Stockport, with around half of these routes consisting of traffic free routes:

- 55 – Middlewood Way. Ironbridge - Preston;
- 68 – Derbyshire - Northumberland;
- 62 – Trans Pennine Trail. Fleetwood - Selby;
- 558 – Stockport – Heald Green; and
- 6 – London – Threlkeld.

Future Trends

During the COVID-19 pandemic home-working has been encouraged for those who are able, leading to a short-term reduction in travel demand and increased financial pressure on the operators. This trend will likely continue as employers look to maintain flexible working conditions in future. In addition, peak periods for traffic congestion are likely to change with less people commuting for work. Public transport will need to adapt to these altered working and lifestyle patterns and encourage more passengers.

As the population in Stockport is ageing, there is likely to be additional strain on the borough's services and transport infrastructure. By 2032, it is anticipated that more people will be living on their own, making up 40% of all households nationally. The number of over 85s living alone is expected to more than double to 1.4 million nationally in which social isolation could become a more prevalent issue. This risk is also often heightened by digital

⁶² Transport for Greater Manchester, Greater Manchester Train Network Map [online] Available at: <https://tfgm.com/public-transport/train/network-map>



exclusion, with poor access and digital literacy being contributing factors. The Manchester Urban Ageing Research group stated that nearly half of those aged over 75 do not have access to the Internet. Therefore, the transport industry will need to adapt meet the differing needs of this demographic change.

Greater Manchester Combined Authority has a commitment to reach net-zero GHG emissions by 2038 which will require modal shifts to active and public transport. As part of this commitment a Clean Air Zone is also being introduced in Greater Manchester, including Stockport, in summer 2022 as part of the Greater Manchester Clean Air Plan, which will involve daily penalties for non-compliant vehicles.

To help meet this target, electric and hybrid vehicles are expected to become dominant (with the ban on hybrid vehicle sales in the UK by 2035), requiring provisions such as electric charging points to be made for these vehicles across Stockport.

Greater Manchester Combined Authority are also implementing the UK's largest walking and cycling network, Greater Manchester's Bee Network, which is planned to be delivered by 2028 and involves many improvements within Stockport⁶³. This will help to facilitate the modal shift to sustainable transport and relieve pressure on the road network, especially for shorter journeys.

⁶³ Transport for Greater Manchester – The Bee Network. Available at: <https://beeactive.tfgm.com/schemes/stockport/>

Issues and Opportunities

Issues and opportunities for transport and accessibility and the implications for the SLP have been identified in **Table C-8**.

Table C-8 – Issues and Opportunities for Transport and Accessibility

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ There is a need to improve sustainable transport modes (public and active) in line with Greater Manchester Combined Authority’s commitment to reach net-zero GHG emissions by 2038; ■ Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender; and ■ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand. 	<ul style="list-style-type: none"> ■ Requirement to reduce GHG emissions within the transport industry towards net-zero ■ Encourage public transport use following the pandemic ■ Improving availability, reliability and affordability of public transport ■ There is a need for adequate support greater access to services and facilities for the elderly population, families with young children and single parent families.

Biodiversity and Natural Capital

Summary of Current Baseline

Stockport is a predominantly urban area and contains no international or European sites. There are two nationally designated sites within the Stockport council district; Compstall Nature Reserve Site of Special Scientific Interest (SSSI) and Ludworth Intake SSSI. Stockport’s proximity to the Peak District National Park means that many protected sites are within 10km of the borough boundary. The Council boundary is adjacent to the western boundary of the Peak District National Park.

Table C-9 overleaf lists designated sites that are located within 10km of the borough boundary.

Table C-9 - Designated Sites within 10km of the Borough Boundary

National Parks	Ramsar Sites	Special Areas of Conservation (SACs)	Special Protection Areas (SPAs)	Sites of Special Scientific Interest (SSSIs)
Peak District	Rostherne Mere	South Pennine Moors Rochdale Canal	Peak District Moors	Alderley Edge Combs Reservoir Cotteril Clough Dunham Park Ludworth Intake Goyt Valley Hollinwood Branch Canal Rostherne Mere Matley Moor Meadows Compstall Nature Reserve Huddersfield Narrow Canal Lindow Common Toddbrook Reservoir Rochdale Canal Dark Peak



Stockport has an abundance of parks and open spaces which provide important habitat for wildlife, many of which are designated as Local Nature Reserves. These include Etherow Country Park, Happy Valley, Heaton Mersey Common, Woodbank Park, and Mersey Vale Nature Park.

The habitat of Stockport is predominantly urban development, with patches of woodland and grassland. There are small areas of deciduous woodland Priority Habitat within Stockport, notably along the River Goyt centred around Woodbank Park. This includes areas of ancient, replanted woodland. The eastern edge of the council district borders the Peak District and has large areas of lowland meadows and purple moor grass and rush pasture grassland Priority Habitat.

The UK National Ecosystem Assessment (UK NEA)⁶⁴ revealed that the loss, fragmentation and deterioration of natural habitats in the UK since the 1940s has caused a decline in the provision of many ecosystem services.

According to the Natural Environment Valuation Online (NEVO) tool species richness data⁶⁵, Stockport has 46 species present in the current decade, out of 100 priority species chosen by the Joint Nature Conservation Committee (JNCC). These are broken down as follows:

- Plants – 16 out of 38 species;
- Invertebrates – 7 out of 25 species;
- Birds – 13 out of 17 species;
- Mammals – 9 out of 14 species;
- Lichen – 0 out 5 species; and
- Herptiles – 1 out of 1 species.

Natural capital is a key theme in the Government's 25-year Environment Plan: A Green Future. The UK's natural capital accounts show that approximately 20-25 million tonnes of carbon have been sequestered by vegetation in the UK each year between 2007 and 2015, while around 1.5 million tonnes of air pollutants have been removed each year. This equates to a monetary value of approximately £1.5 billion for carbon sequestration and £1 billion for pollution removal in 2015. Natural capital therefore has a mitigating effect on the emissions of carbon and air pollutants associated with transport.

⁶⁴ UK National Ecosystem Assessment (2011). The UK National Ecosystem Assessment Technical Report. UNEP-WCMC, Cambridge.

⁶⁵ University of Exeter, NEVO, [online] available at: <https://www.exeter.ac.uk/research/leep/research/nevo/>

Future Trends

The 2019 State of Nature Report⁶⁶ highlights the general decrease in biodiversity in the UK. Since 1970, species abundance has decreased by 13% and species distribution has decreased by 5%. Of the 8,431 species that have been assessed using the International Union for Conservation of Nature (IUCN) Regional Red List criteria, 15% are currently threatened with extinction from Great Britain and 2% are already extinct.

Rising population and urbanisation of natural areas can further exacerbate decreases in biodiversity. This is particularly the case for the woodland along the River Goyt and the grassland in the western edge of the Council boundary approaching the Peak District.

Habitat fragmentation can lead to decreases in biodiversity. Species distribution may shrink in the Stockport area if developments separate the woodland habitat corridor connecting the Peak District and the woodland along the river.

Climate change presents another threat to ecosystem services and biodiversity. Current IPCC⁶⁷ predictions for temperature increases are expected to be 2°C by the middle of the 21st century. This increase in temperature is expected to lead to increases in flooding events and northward colonisation of species in the UK. Increased flooding will need to be mitigated. In order to preserve biodiversity and natural habitats, soft engineering and nature-based solutions will need to be used over traditional hard engineering. Northward migration of species is likely to lead to changes in local and regional ecology.

The Environment Act⁶⁸ specifies a mandatory 10% increase in biodiversity net gain for new developments. This is expected to become law in 2023. Biodiversity on development sites will need to be preserved, with additional mitigation put in to increase biodiversity. This increase in biodiversity may be provided on site, or through off-site compensation.

As part of the Council's Climate strategy in response to declaring a climate emergency, the following ambitions were identified:

- Plant at least 11,500 standard trees in parks and along the highway network by 2030;
- Create ten new woodlands each year, an average of one per year, using young trees;
- Make sure that all developers are encouraged to include sustainable drainage and biodiversity net gain wherever possible as part of our planning policy;

⁶⁶ RSPB. (2019). State of Nature Report. Available at: <https://www.rspb.org.uk/our-work/state-of-nature-report/>

⁶⁷ IPCC, 2022: Climate Change 2022: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [H.-O. Pörtner, D.C. Roberts, M. Tignor, E.S. Poloczanska, K. Mintenbeck, A. Alegría, M. Craig, S. Langsdorf, S. Lösschke, V. Möller, A. Okem, B. Rama (eds.)]. Cambridge University Press. In Press.

⁶⁸ Environment Act.(2021). Available at: <https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>

- Create areas managed for long grass in every ward across the borough by 2025/26; and
- Make sure every ward across the borough has an orchard by 2025/26.

Issues and Opportunities

13.1.6 Issues and opportunities for biodiversity and natural capital and the implications for the SLP have been identified in **Table C-10**.

Table C-10 – Issues and Opportunities for Biodiversity and Natural Capital

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ▪ Light, air, and noise pollution from increasing urban development in Stockport may put strains on nearby protected areas, notably the Peak District National Park; ▪ Increasing population and associated developments may lead to fragmentation and urbanisation of natural habitats; and ▪ New legislation regarding biodiversity net gain will require developments to implement demonstratable increases in biodiversity. 	<ul style="list-style-type: none"> ▪ Developments in close proximity to the Peak District National Park may need particular attention to potential environmental impacts. ▪ Development of the new SLP can include stringent standards for the protection of biodiversity and natural capital. ▪ The SLP will need to address plans for flood mitigation. Creation and use of nature-based solutions and ecosystems services for flooding can be included. ▪ The SLP should establish guidelines for biodiversity net gain to support developers.

Landscape and Townscape

Summary of Current Baseline

Stockport is predominantly urban; however, there are a number of greenspaces within the borough which includes Woodbank Park, Reddish Vale Country Park, Abney Hall Park, and Bruntwood Park.

Most notably, the Peak District National Park borders its eastern edge of the borough. The Park wraps around the borough boundary to form a distinctive upland landscape setting to the eastern and south-eastern parts of Stockport.

Stockport falls within four of Natural England’s National Character Areas (NCAs)⁶⁹. These are defined in **Table C-11** below.

Table C-11 - National Character Areas within Stockport

NCA	Description
55: Manchester Conurbation	Characterised by dense urban and industrial development. The conurbation is centred on low hills, crossed by several river valleys that thread through the urban fabric. The geology is dominated by sandstones, overlain by thick deposits of glacial till. The underlying Permo-Triassic sandstones provide an extensive aquifer, contributing groundwater supply. River valleys form important corridors of semi-natural habitats and natural greenspace – with open grassland, woodland and wetland – linking urban centres with open countryside.
54: Manchester Pennine Fringe	This transitional area runs along the edge of the Millstone Grit of the Pennine uplands and is underlain by Carboniferous Millstone Grit and the Pennine Coal Measures, which broadly dip to the south-west. The area owes much of its character to its proximity to the adjacent Pennine moors, and the deeply incised, steep valleys that characterise the transition from moorland to urban area. The elevation of the area is generally between 100 m and 300 m, between the lower plains and higher Pennine moors.
51: Dark Peak	The Dark Peak is a landscape of large-scale sweeping moorlands, in-bye pastures enclosed by drystone walls, and gritstone settlements, within the Pennine chain.

⁶⁹ Natural England (2014). Corporate report: National Character Area profiles. Available online at: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles#ncas-in-north-west-england>

NCA	Description
61: Shropshire, Cheshire and Staffordshire Plain	This NCA is an expanse of flat or gently undulating, lush, pastoral farmland. A series of small sandstone ridges cut across the plain and are very prominent features within this open landscape. The Mid-Cheshire Ridge, the Maer and the Hanchurch Hills are the most significant. They are characterised by steep sides and woodland is often ancient semi-natural woodland which is notably absent from the plain, except around Northwich.

According to Stockport’s Landscape Character Assessment⁷⁰, There are five main landscape character types located within Stockport, these are Pennine Foothills (Dark Peak) located in the east, Open Moorlands and Enclosed Upland Fringes (Dark Peak) also located in the East, Incised Urban Fringe Valleys located across central corridors, Urban Fringe Farmland located in the south of the borough, and Broad Urban Fringe Valleys located in the west of the borough⁷¹.

Stockport is bordered by large areas of the Liverpool, Manchester and West Yorks greenbelt. The majority of these greenbelt areas are located within the east, North-East and South of the borough. There are also areas of greenbelt land extending into the east of the borough.

Key settlements in the borough include:

- Stockport;
- Bredbury;
- Marple;
- Marple Bridge
- Hazel Grove
- Cheadle;
- Reddish; and
- High Lane.

Major tourist attractions within Stockport include:

- Reddish Vale Country Park;
- Etherow Country Park;
- Staircase House;

⁷⁰ Stockport Landscape Character Assessment and Landscape Sensitivity Study, 2018, [online] available at: <https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/Evidence/Stockport+Landscape+Character+Assessment+2018.pdf>

⁷¹ Stockport Metropolitan Borough Council (2018) Stockport Landscape Character Assessment and Landscape Sensitivity Study

- Stockport Market and Underbanks area;
- Stockport’s Air Raid Shelters;
- Tudor Bramall Hall;
- Chadkirk Chapel; and
- Bruntwood Park

Future Trends

Landscape and townscape character and quality are under particular threat from future development (including the construction and operation of transport infrastructure) through, for example, loss of tranquillity, increased lighting, visual intrusion, and the incremental loss of landscape features and characteristic elements.

Similarly, pressures from expanding populations put more strain on existing systems, and more pressure on recreational landscapes and tourist attractions.

Designated landscapes, such as National Parks, are given protection against development within their boundaries to conserve their landscape and scenic beauty. However, they may still be impacted indirectly through changes to their setting and tranquillity due to increased traffic flows, change in land use, visitor pressure and light and noise pollution. Therefore, there are increased developmental pressures around these boundaries.

The presence of greenbelt land surrounding Stockport puts pressure on the existing land within the borough as expansion is limited within these areas, putting strain on current land uses.

Issues and Opportunities

Issues and opportunities for landscape and townscape and the implications for the SLP have been identified in **Table C-12**.

Table C-12 – Issues and Opportunities for Landscape and Townscape

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ▪ Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes; ▪ Future growth in some locations could risk compromising landscape and townscape character and features. However, a landscape-led design with green infrastructure principles in place could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people; 	<ul style="list-style-type: none"> ▪ The SLP must consider the setting of landscape and townscape assets such as the Peak District National Park, and tourist destinations, ensuring schemes enhance setting. ▪ The SLP may seek to enhance the setting of its landscape and townscape assets. ▪ The SLP may consider encouraging public use of countryside and urban assets and encourage preservation of assets.

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ The design of new developments requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations. Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise); ■ The presence of greenbelt land surrounding Stockport puts pressure on the existing land within the borough as expansion is limited within these areas, putting strain on current land uses; ■ There is potential to improve access to the countryside (particularly the Peak District), to promote sustainable tourism and to provide greater awareness for designated areas; ■ There is opportunity to increase countryside access and subsequently, improve health and wellbeing, help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity through urban built form to the countryside for wildlife. It can also bring new audiences to tourist attractions and enable better appreciation of historic landscape assets through creating new views and vistas, providing information and enhancing access; and ■ The incorporation of landscape principles that are suitable for future challenges and landscape-led designs would help ensure infrastructure is designed for longevity in the 21st century, for 	<ul style="list-style-type: none"> ■ The SLP should encourage a landscape led design approach to new developments.

Key Risks/Opportunities	Implications for the SLP
both its people and its natural environment.	

Historic Environment

Summary of Current Baseline

Heritage assets make a significant contribution to the quality of life for those living, working or visiting Stockport. There are a number of designated assets throughout Stockport⁷², including:

- Six Scheduled Monuments;
- Four Listed Buildings;
- 464 Locally Listed Buildings and
- Two Registered Parks and Gardens.

In addition there the borough contains a number of non-designated heritage assets, including buildings on the local list and sites on the Greater Manchester Historic Environment Record (HER). Although not designated, these assets are material planning considerations and the NPPF and draft policies contain references to them.

HER: The Greater Manchester Historic Environment Record (HER) formerly known as the Sites and Monuments Record (SMR) is a database of known sites of archaeological significance held and maintained by the Greater Manchester Archaeological Advisory Service at the University of Salford on behalf of the ten Greater Manchester authorities. The number of entries continues to grow as each year new finds and new research are added to the record. The inclusion of a site on the HER gives it formal recognition in the planning system. There are currently over 3600 entries on the HER within Stockport.

Local authorities are obliged to designate conservation areas in their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. There are 37 conservation areas within Stockport⁷³.

Historic England's Heritage at Risk (HAR) programme helps to understand the overall state of England's historic sites. It identifies those sites that are most at risk of being lost as a

⁷² Historic England- Search the List. Available online at: <https://historicengland.org.uk/listing/the-list/>

⁷³ Stockport Metropolitan Borough Council 2021. Heritage Assets [online] Available at: <https://www.stockport.gov.uk/heritage-assets/conservation-areas>



result of neglect, decay or inappropriate development. In Stockport, there are 13 heritage assets on the HAR register, out of the 103 assets on the HAR register within the Greater Manchester area⁷⁴.

Stockport possesses a great diversity of heritage assets including medieval buildings and settlements, early industrial sites, and striking examples of late 19th and early 20th century civic architecture and residential suburbs. The council has a comprehensive strategy for regeneration and enhancement of these heritage assets.

In 2017, Stockport were awarded a Stage 1 of a Townscape Heritage Grant for their 'Rediscovering the Underbanks' project, with a further Stage 2 grant awarded in 2018⁷⁵. This project aims to transform Stockport's historic high street into a vibrant destination for businesses and visitors, whilst also telling the area's historic stories to new audiences. The scheme will focus on refurbishing historic buildings located within the Underbanks.

Future Trends

Protection of the historic environment is firmly embedded in national and local policy, and this has been the case since 1990. This policy has developed independently of the European Union and is unlikely to change in the near future. However, whilst direct (physical) impacts on designated historical sites are strongly restricted, adverse effects on the setting of designated heritage assets do still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise. This can be a sensitive planning issue.

Historic England provides specific guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, set against the background of the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guide (PPG). In addition to the visual setting, 'setting' can also include intangible characteristics such as sound, smells and historic associations / relationship.

One trend over the last few years which may well continue, is the reduction in funding for Historic England and county and local authorities, with increased pressure on the case workload of Archaeological Officers, Conservation Officers and Historic England advisors. This can have an impact on the response times for the provision of planning advice.

⁷⁴ Historic England 2021 Search the Heritage at Risk Register [online] Available at: <https://historicengland.org.uk/advice/heritage-at-risk/search-register/>

⁷⁵ Stockport Metropolitan Borough Council (2021) Rediscovering the Underbanks [online] Available at: <https://www.stockport.gov.uk/rediscovering-the-underbanks/overview-digital-heritage>

The number of vehicles on the roads is likely to increase as Stockport’s population rises, increasing air pollution and road traffic. This has the potential to impact and degrade the settings of listed buildings, scheduled monuments and parks and gardens.

Expansion of roads and the development of new residential and commercial areas, to accommodate the increased number of private vehicles, road traffic, and population increase, will put pressure on land space and could result in land take from historical assets.

Issues and Opportunities

Issues and opportunities for the historic environment and the implications for the SLP have been identified in **Table C-13**.

Table C-13 – Issues and Opportunities for Historic Environment

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through active modes and asset settings; ■ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased noise and visual effects; ■ Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This clearly has implications and can represent a significant constraint to future scheme design, which should respect, retain and protect the remains (e.g. through avoidance and redesign); and ■ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address. 	<ul style="list-style-type: none"> ■ The SLP should preserve and enhance the current settings of above ground heritage assets

Water Environment

Summary of Current Baseline

The borough of Stockport falls within the North West river basin district. This river basin covers the Mersey Upper Catchment which encompass 83 waterbodies in two operational catchments that fall within Stockport: Bollin Dean Mersey Upper and Goyt Etherow Tame.

The Water Framework Directive (WFD)⁷⁶ sets an objective of aiming to achieve at least ‘good’ status for all waterbodies by a set deadline specific for each waterbody. Most of the monitored waterbodies are ‘main rivers’ that are under the jurisdiction of the Environment Agency. **Table C-14** below shows the water quality of the 83 waterbodies in Stockport for the 2019 cycle.

Table C-14 – Water Framework Classifications, 2019⁷⁷

Operational Catchments	Total Water Bodies	Classification						
		Ecological Status					Chemical Status	
		Bad	Poor	Moderate	Good	High	Fail	Good
Bollin Dean Mersey Upper	36	2	6	28	0	0	36	0
Goyt Etherow Tame	47	0	3	39	5	0	9	0
Total	83	2	9	67	5	0	83	0

Of the 83 waterbodies, only five are achieving ‘good’ ecological status, falling far short of the WFD target of 100%. The percentage of the waterbodies achieving moderate’ status was 81%, whilst 13% achieved ‘poor’ or ‘bad’ status. All water bodies failed based on their chemical status. The main reason for the failure is predominantly due to due to agriculture and land management issues, where there is pollution from rural areas, mainly phosphate, and physical modifications which change the natural flow of the river. The water bodies within the Bollin Dean Mersey Upper catchment also have issues with pollution from towns, cities and transport.

⁷⁶ Department for Environment Food & Rural Affairs (2014) Water Framework Directive implementation in England and Wales: new and updated standards to protect the water environment.

⁷⁷ Environment Agency 2022. Catchment Data Explorer - North West River Basin District. Available at: <https://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/12>



The North West River Basin Management Plan, developed in 2009 and updated in 2015, states that 87% of waterbodies should be of 'good' ecological status by 2027⁷⁸.

National flood zone data correlates with the location of main rivers and ordinary watercourses as areas with the greatest risk of flooding. The government's flood map⁷⁹ for planning shows that the majority of Stockport lie within Flood Zone 1, where the risk of flooding is low. However, there are areas of Flood Zone 2 and 3 within the floodplains of the associated rivers, predominately in Cheadle.

The Stockport Local Flood Risk Management Strategy⁸⁰ states that due to large parts of Stockport being urbanised and well developed, surface water flooding is the greatest risk. The potential for surface water flooding is predicted mainly in Cheadle and Gatley settlements, where over 29,200 properties are predicted to be at risk of deep flooding up to 0.3m in a high risk (1 in 200 chance in any year) event. In the east of the borough ground water problems present more of an issue due to the heavier clay content in the soils and underlying strata. This is more prevalent in Romiley, High Lane and Marple Bridge.

Future Trends

In terms of water quality, the requirements of the WFD should lead to continued improvements to water quality in watercourses. However, water quality is also likely to continue to be affected by pollution incidents in the area; runoff from urban, transport and agricultural areas; the presence of non-native species; and physical modifications to water bodies.

Meeting water supply demand over the next 25 years will be challenging in the North West. Deficits may develop across England by the 2050s due to climate change alone; these would be exacerbated by population growth.

At a regional level, the future implications of climate change projections include: increased surface water and fluvial flooding leading to damage to property and disruption to economic activity; water shortages; and higher incidence of damage to transportation, utilities, property and communications infrastructure caused by an increase in the number of extreme weather events (e.g. heat, high winds and flooding).

⁷⁸ Environment Agency 2015. North West river basin district - River basin management plan. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718335/North_West_RB_D_Part_1_river_basin_management_plan.pdf

⁷⁹ Environment Agency, Flood Map for Planning. Available at: <https://flood-map-for-planning.service.gov.uk/>

⁸⁰ Stockport Metropolitan Borough Council 2016. Local Flood Risk Management Strategy. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/5Ct7X3Bdtu44ggWgQcC2uC/d8873a549f179976b336cf24c5b1664a/Local_Floodi ng_Risk_Management_Strategy.pdf

Issues and Opportunities

13.1.7 Issues and opportunities for the water environment and the implications for the SLP have been identified in **Table C-15**.

Table C-15 – Issues and Opportunities for the Water Environment

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat; ■ Of the 83 waterbodies, just 6% are achieving 'good' status, falling far short of the WFD target; ■ Upgrading existing infrastructure provides the opportunity to improve pollution control; ■ Increased development (including transport, housing and other infrastructure) can increase flood risk on a local and catchment scale; and ■ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk in Stockport. 	<ul style="list-style-type: none"> ■ The SLP should seek to incorporate sustainable urban drainage (SuDs) within new developments. ■ Upgrading existing infrastructure provides the opportunity to improve pollution control on older drainage systems

Air Quality

Summary of Current Baseline

Air quality plays an important role in human health. Poor air quality can have large impacts on health through short term exposure, but particularly through long term exposure. According to the World Health Organization (WHO), air quality is one of the greatest environmental risks to human health. Reducing air pollution can result in reductions in stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma⁸¹. WHO estimates that ambient air pollution caused 4.2 million premature deaths worldwide in 2016. Major pollutants include NO_x, NO₂, and particulate matter⁸⁵.

Particulate matter (PM) is a particularly harmful pollutant that the UK has made efforts to reduce⁸². PM is measured in micrometres as PM₁₀ and PM_{2.5}. Current PM₁₀ emissions come predominantly from industrial processes and solvent use, followed by manufacturing and construction, domestic combustion and road transport⁸⁶. Emissions of PM₁₀ have been reduced by 80% since 1970 and it is likely that this will continue based on this trend⁸⁶. Air quality standards in the UK follow EU guidance and were written into law through the Air Quality Standards Regulations⁸³.

Stockport has slightly higher levels of air pollution compared to the UK overall. In Stockport, the annual mean for nitrogen dioxide is 10-20 µg m⁻³, 20-30 µg m⁻³ for NO₂ and 0.5-5 days of ozone greater than 120 µg m⁻³ ⁸⁴.

Local authorities must declare areas that are not likely to achieve national air quality objectives as Air Quality Management Areas (AQMAs). The borough contains two AQMAs⁸⁵: the Greater Manchester Combined Authority AQMA and the Stockport AQMA No. 2. Both AQMAs are designated for NO₂, predominantly from vehicle emissions.

The borough of Stockport is within one mile of Manchester Airport. The adverse impact of airports on air quality is principally from surface access via road transport and the biggest domestic impact of an aircraft is during take-off and landing (1% of total NO_x and sulphur

⁸¹WHO. (2021). *Ambient (outdoor) air pollution*. Available at: [https://www.who.int/en/news-room/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/en/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health)

⁸² Defra. (2022). *Emissions of air pollutants in the UK – Particulate matter (PM₁₀ and PM_{2.5})*. Available at: <https://www.gov.uk/government/statistics/emissions-of-air-pollutants/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25?msclkid=48a13124d06c11ecbc3e294171ec5251>

⁸³ *The Air Quality Standards Regulations*. (2010). Available at: <https://www.legislation.gov.uk/uksi/2010/1001/contents/made>

⁸⁴ Defra. (2022). UK Air Information Resource. Available at: <https://uk-air.defra.gov.uk/data/gis-mapping/>

⁸⁵ Defra. (2022). Available at: https://uk-air.defra.gov.uk/aqma/details?aqma_ref=380#1169



dioxide (SO₂) national emissions)⁸⁴. Manchester Airport is responsible for 3% of NO_x emissions within the Greater Manchester area⁸⁶.

Future Trends

The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030⁸⁷. This will include reductions in public exposure to particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile organic compounds. However, the 29% increase in road traffic from 1990 and 2018 and 6% increase in GHG emission from 1990 to 2017 is likely to continue.

Additionally, as Stockport is part of the Greater Manchester urban area, it is likely that increases in population and urbanisation will contribute to increased air pollution. More severe and frequent heat episodes (associated with the changing climate) can also worsen air quality and therefore asthma, respiratory diseases and allergic reactions, without further intervention.

A ban on new petrol and diesel vehicle sales in the UK by 2030 is expected to further reduce NO_x and SO₂ emissions. This will improve air quality, particularly across urban areas, and further the improvements to emissions reductions. Electric and hybrid vehicles are expected to become dominant (with the ban on hybrid vehicle sales in the UK by 2035).

The UK wide ban on the new petrol and diesel vehicle sales by 2030 is expected to lead to a reduction in emissions from vehicles⁸⁸. This will improve air quality in urban areas, which will have a positive impact on health problems associated with air pollution. Because the AQMAs in Stockport are associated with vehicle emissions, the transition to electric vehicles has the potential to bring air pollution to acceptable levels in the Stockport AQMAs, as well as reduce the possibility of new AQMAs being instituted.

Overall, increases in population and urbanisation have the possibility to degrade air quality, while higher standards for air pollutants and vehicle emissions have the potential to improve air quality. These opposing trends may balance each other out in future.

⁸⁶ Manchester Airport. (2017). Manchester Airport Emission Information Pack. Available at: <https://live-webadmin-media.s3.amazonaws.com/media/2832/emissions-information-pack-final.pdf>.

⁸⁷ Defra. (2019). *Clean Air Strategy*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

⁸⁸ HM Government (2020). Available online at: <https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030>

Issues and Opportunities

13.1.8 Issues and opportunities for air quality and the implications for the SLP have been identified in **Table C-16**.

Table C-16 – Issues and Opportunities for Air Quality

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation; ■ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality; ■ The UK Government’s plan to end the sale of all new conventional petrol and diesel cars and vans by 2030 and support for work and home-based electric charging facilities, will promote use of hybrid and electric vehicles, with positive effects for air quality; ■ Air quality issues across Stockport can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality. 	<ul style="list-style-type: none"> ■ The SLP must consider the implications of Government plans, facilitating the transition to electric vehicles. ■ Consideration should be given to methods of modal shift to sustainable transport modes (public transport and active transport)active, to aid in reducing emissions. ■ The SLP should aim to improve congested areas of Stockport, minimising excess emissions where possible and aiding in improving air quality.



Climate Change and Greenhouse Gases

Summary of Current Baseline

In 2021, an estimated 24% of national greenhouse gas emissions (GHGs) were from the transport sector, 21% energy supply, 18% business and 16% residential, with carbon dioxide (CO₂) being the most prominent gas from these sectors⁸⁹. In 2020, transport accounted for 98.8 MtCO₂e of GHG emissions, which represents a reduction of 26% compared with 2018 figures⁹⁰. Transport emissions fell by 19% between 2019 and 2020, attributable to the impact of the COVID-19 pandemic as people were instructed to stay at home as much as possible for large periods of 2020⁸⁹.

In 2018, a total of 1031.3kt CO₂ emissions were generated in Stockport⁹¹, with the greatest number of emissions arising from domestic uses, followed by transport and industry and commercial uses. The total CO₂ emissions in Stockport make up 0.4% of the total emissions in England.

During the same period, the average per capita emissions across Stockport is 3.5 tonnes of CO₂ emissions per person, which is slightly lower than the national average of 5.2 tonnes per person⁹⁰.

During the most recent decade (2009-2018) the UK has been on average 0.3°C warmer than the 1981-2010 average and 0.9°C warmer than 1961-1990. All of the top ten warmest years have occurred since 2002. In the past few decades there has been an increase in annual average rainfall over the UK, for which the most recent decade (2009–2018) has been on average 5% wetter than 1961–1990 and 1% wetter than 1981-2010⁹².

Future Trends

The UK is committed to legally binding GHG emissions reduction targets of 80% by 2050, compared to 1990 levels, as set out in the Climate Change Act 2008⁹³. The UK ratified the 2015 Paris Agreement, which set out a GHG emission reduction target of at least 40% by 2030, compared to 1990 with a long-term strategy for net zero emissions by 2050⁹⁴.

⁸⁹ Department for Business, Energy and Industrial Strategy 2020 UK Greenhouse Gas Emissions, Final Figures. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1051408/2020-final-greenhouse-gas-emissions-statistical-release.pdf

⁹⁰ Department for Business, Energy and Industrial Strategy 2020 UK greenhouse gas emissions: final figures - data tables. Available at: <https://www.gov.uk/government/statistics/final-uk-greenhouse-gas-emissions-national-statistics-1990-to-2020>

⁹¹ Department for Business, Energy and Industrial Strategy, 2005 to 2018 UK Local and Regional CO₂ Emissions, Data Tables, 2020 Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/894787/2005-18-uk-local-regional-co2-emissions.xlsx

⁹² Met Office, UK Climate Projections: Headline Findings, 2019 Available at: <https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf>

⁹³ Climate Change Act 2008, Available at: <https://www.legislation.gov.uk/ukpga/2008/27/contents>

⁹⁴ Paris Agreement, Available at: https://ec.europa.eu/clima/policies/international/negotiations/paris_en



However, a more ambitious target was set by the UK in 2020 to reduce greenhouse gas emissions by at least 68% by 2030, compared to 1990 levels⁹⁵. This means changes to technology as well as ways in which people travel.

For example, ahead of 26th Conference of the Parties (COP26) Summit, the UK has brought forward its ban on the selling of new petrol, diesel or hybrid cars from 2040 to 2030. The last decade has seen a remarkable surge in demand for electric vehicles in the UK. The number of licensed ultra-low emission vehicles (ULEVs) in the UK has increased by 3,427% between the end of March 2010 to the end of June 2020, a jump from just under 9,000 ULEVs to 317,000 ULEVs⁹⁶.

Stockport declared a Climate Emergency in March 2019 and agreed to become carbon neutral by 2038. The Stockport Climate Strategy⁹⁷ has seven priorities including low carbon buildings, renewable energy, and sustainable transport.

By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter. This projected temperature rise in the UK is consistent with future warming globally. Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future, with significant increases in hourly precipitation extremes⁹⁶. Both temperature and rainfall changes will be much larger if greenhouse gas emissions continue to increase.

Despite this, the current estimate for temperature increases and changes to rainfall patterns are unlikely to alter significantly in the near future, given the timescales associated with climate change. This being the case, there will be an increasing need to implement climate change mitigation and adaptation measures in light of changing environmental conditions.

⁹⁵ Department for Business, Energy and Industrial Strategy, Press Release: UK Sets Ambitious New Climate Target Ahead of UN Summit, 2020, Available at: <https://www.gov.uk/government/news/uk-sets-ambitious-new-climate-target-ahead-of-un-summit>

⁹⁶ House of Commons, Briefing Paper: Electric Vehicles and Infrastructure, 2020 Available at: <file:///C:/Users/UKELL002/Downloads/CBP-7480.pdf>

⁹⁷ Stockport Metropolitan Borough Council (2022) Stockport Climate Change Strategy. Available at: <https://www.stockport.gov.uk/can-climate-strategy-stockport/can-the-strategy-and-action-plan>

Issues and Opportunities

Issues and opportunities for climate change and greenhouse gases and the implications for the SLP have been identified in **Table C-17**.

Table C-17 – Issues and Opportunities for Climate Change and Greenhouse Gases

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none"> ■ Transport is the largest contributor to GHG emissions in the UK. In Stockport the largest contributor is from domestic uses; ■ Since the covid-19 pandemic, private car use has increased which contributes to GHG emissions; ■ There is a need to reduce GHG emissions of new infrastructure and housing that is required to accommodate prosperity and population growth within Stockport; and ■ There is a need to ensure climate resilience of the infrastructure in Stockport. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit. 	<ul style="list-style-type: none"> ■ There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding. ■ There is a need to support the continued increase in infrastructure to support the demand in electric cars. ■ There is a need for low carbon buildings to support the Greater Manchester’s and Stockport’s commitment to reach net-zero GHG emissions by 2038

Material Assets (including Soil Resources)

Summary of Current Baseline

Soils and Minerals

Government policy promotes development on previously developed land, rather than on greenfield land, to make the most efficient use of a finite resource. Development within Stockport is constrained by designated greenbelt land and therefore most new development in Stockport occurs on previously developed land.

Most of Stockport's land is of either Agricultural Land Value (ALC) Grade 3 (Good to Moderate) or Urban⁹⁸. The location of Stockport's ALC Grade 3 land is predominantly located within the greenbelt land surrounding the borough.

The majority of Stockport is underlain by a Principal Aquifer, however a large portion in the east of the borough is underlain by a Secondary Aquifer. A Principal Aquifer usually provides a high level of water storage. It may support water supply and/or river base flow on a strategic scale, however these have high vulnerability to pollution.

The Ludworth Intake SSSI (located North east of Marple Bridge) is a site designated for its geological importance. It has been described as an 'exceptional and nationally important example of an isolated col channel cut by glacial meltwater'⁹⁹. This is the only site of geological interest in the borough.

The main minerals worked within the Greater Manchester area are:

- construction aggregates;
- natural building stone;
- brick clay;
- coal and unconventional gas resources; and
- peat.

There are multiple aggregate quarries located across Greater Manchester, with one located within Stockport. The Offerton Sand and Gravel quarry located in the east of the borough contributes to the 52 million tonnes of sand and gravel aggregate apportioned from the region¹⁰⁰.

However, the quality of sand and gravel and crushed rock produced in Greater Manchester is relatively low and where a higher quality of construction material is required this must be

⁹⁸ Natural England 2018. Agricultural Land Classification map North West Region (ALC002) [online] Available at: <http://publications.naturalengland.org.uk/publication/144015?category=5954148537204736> (Accessed: 03/05/2022)

⁹⁹ Natural England, Ludworth Intake SSSI Intake Designation Citation, 1998, [online] available at: <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/2000211.pdf>

¹⁰⁰ Greater Manchester Combined Authority (2013) The Greater Manchester Joint Minerals Plan 2013

imported. Greater Manchester relies on imports from quarries in North Wales, Derbyshire, Lancashire, Cumbria, Staffordshire and Cheshire¹⁰⁸. Greater Manchester currently has four rail linked depots, one of which is located in Stockport. These depots provide links for material transportation both into and out of the region.

Energy

SMBC and the Greater Manchester authority have committed to increasing the supply of renewable energy within the borough, and the whole Greater Manchester area, with a commitment by Stockport to use 100% renewable energy by 2050. Throughout Stockport, the following renewable energies are currently utilised, with their approximate energy productions¹⁰¹:

- Solar photovoltaic (PV) – 28 systems installed on corporate estate (9 of which are over 30kW), 2,300 solar PV systems installed on homes;
- Hydro-electricity – currently generates enough power for 60 homes, or approximately 130kW; and
- Biomass – 2,100 homes currently being supplied with biomass heating, as well as heat pumps and biofuels installed in schools, churches and businesses.

Waste

In Greater Manchester, including Stockport, collect approximately 1.1 million tonnes of domestic waste from households per year¹⁰². In 2020/21 the recycling rate for waste from households was 47.7%, with a landfill diversion rate of 98.1% in the same year. The Greater Manchester authority also utilises Energy from Waste (EfW) facilities.

In the Greater Manchester area there are nine landfill sites, four of which have remaining capacity¹⁰³. In Stockport specifically, there is only one landfill site however, this site has no remaining capacity. There are three household waste recycling centres in the borough that provide recycling facilities for most materials.

General waste in Greater Manchester gets taken to the Energy Recovery Facility in Runcorn to make electricity. The facility treats approximately 1.1 million tonnes of refuse-derived fuel each year which would otherwise be sent to landfill, and generates up to 564 GWh of electricity, enough to power the site itself and the equivalent to around 150,000+ homes¹⁰⁴.

¹⁰¹ Stockport Metropolitan Borough Council, 2022. Climate Strategy – Stockport CAN, Renewable Energy [online] Available at: <https://www.stockport.gov.uk/can-climate-strategy-stockport/can-renewable-energy>

¹⁰² Greater Manchester Combined Authority, 2021. Waste Levy. [online] Available at: <https://www.greatermanchester-ca.gov.uk/who-we-are/accounts-transparency-and-governance/council-tax/waste-levy/>

¹⁰³ Environment Agency, 2020. Remaining Landfill Capacity

¹⁰⁴ Viridor (n.d) Runcorn 1&2 ERFs. Available at: <https://www.viridor.co.uk/energy/energy-recovery-facilities/runcorn-erf/>



Future Trends

SMBC aims to increase its renewable energy supply, with the development of three large scale solar infrastructure sites within the borough, as well as potential additional hydro-electricity sites¹⁰².

Renewable energies are likely to become more prevalent, requiring further land for development and subsequent infrastructure. The projected population will increase Stockport's energy needs and renewables will be required to meet this demand. It will therefore be necessary to ensure these sites and infrastructure developments do not negatively impact the borough's agricultural land.

Due to projected population trends, there will be a need for development to support this growth. This development is likely to increase pressure upon agricultural land, which could potentially result in the loss of some of the borough's best and most versatile land.

Agricultural areas are also at risk from climate change. Projections of increased flooding and drought may lead to the loss of important agricultural areas, through compaction, waterlogging and erosion of soil.

The growing population and associated need for development are also likely to increase use of mineral resources and waste generation. As such, it will be necessary to apply resource efficiency and waste management measures, including the re-use and recycling of materials.

Issues and Opportunities

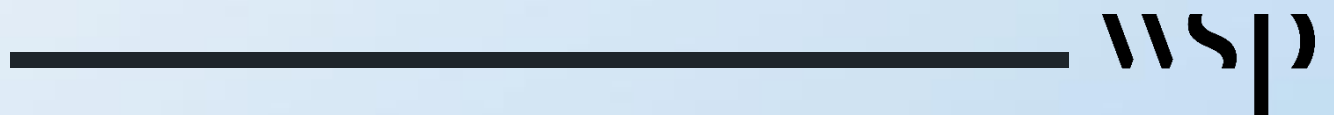
Issues and opportunities for material assets and the implications for the SLP have been identified in **Table C-18**.

Table C-18 – Issues and Opportunities for Material Assets

Key Risks/Opportunities	Implications for the SLP
<ul style="list-style-type: none">■ The growing population and associated need for development is likely to increase the use of mineral resources and waste generation;■ The borough's soil resources are likely to be negatively impacted by climate change, which could lead to reduced levels of productivity; and■ There's a continued increase in renewable energy supplies across Stockport.	<ul style="list-style-type: none">■ The Strategy should promote actions to protect natural resources, buildings and infrastructure from the impacts of climate change.■ The SLP should protect the borough's best and Most Valuable land from development where possible.

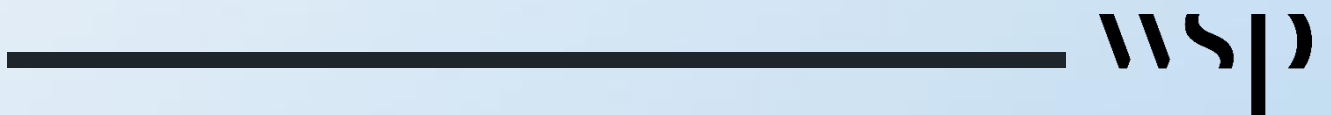
Appendix D

Assessment of Draft Policies



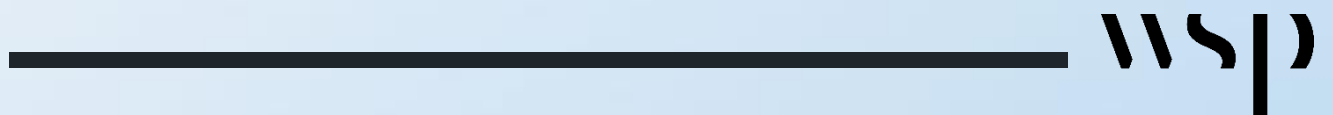
Appendix E

Assessment of Spatial Approaches



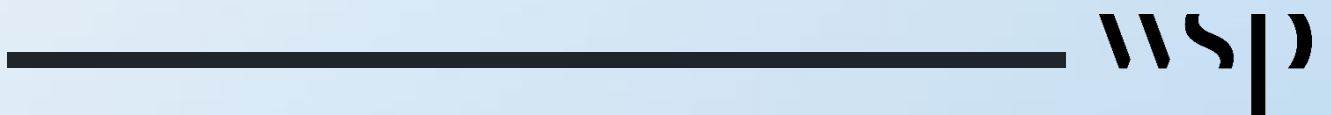
Appendix F

Equalities Impact Assessment



Appendix G

Health Impact Assessment





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