Stockport Metropolitan Borough Council

Local Plan Sustainability Appraisal

Interim ISA Report - Appendix E: Assessment of Spatial Approaches

July 2024

Internal

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Introduction

This appendix sets out the assessment findings for the assessment of both the housing and employment spatial approaches. Assessments have been undertaken in themes and/or sub-themes.

The assessment of policies 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).

Table E-1 - Key to the 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
Nature of effect (direct / indirect).	D / I
Magnitude	H / M / L

Effect Significance	Key
Spatial Extent (local / regional / national)	L / R / N
Reversibility of effect (reversible / irreversible)	R / I
Permeance (permeant / temporary)	P/ T
Duration (short / medium / long term).	ST / MT / LT

It should be noted that where uncertain and negligible effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, these cells have been left blank.

Housing Approaches

Introduction to Approaches

SBC has concluded that the harm that would arise as a consequence of changing the boundaries of the Green Belt to enable housing development is not outweighed by its potential benefits. In reaching that conclusion the council has explored three different possible approaches taking a broad range of factors into consideration. These are summarised in **Table E-2** below and have been assessed in further detail within this section.

Table E-2– Summary of Housing Approaches

	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%

Proposed Approach

Approach Overview

- A target of 15,761 new homes, which is 85% of the government's advisory starting-point for establishing the area's housing requirement calculated using the standard methodology.
- Around 90% of the housing supply would be provided on brownfield sites.
- The overall total of 8,000 homes in the town centre would be achieved by sensitively increasing the density of development, including a greater number of taller buildings.
- Within the baseline supply figure, an additional allowance across all of the district centres totalling 770 units has been made due to an expectation of increased delivery in those locations through sensitive increases in density.
- No changes to the boundaries of the Green Belt would need to be made to enable new housing to be developed.

Assessment Overview

Table E-3 below provides an overview of the assessment of the Proposed Housing Approach

Table E-3– Preferred Housing Approach Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	+	M	I	L	R	T	MT	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. At this stage no details are known on the type and tenure of proposed housing and whether these will be inclusive, equitable and meet the community's needs.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA2: Health	?	N/A	N/A	N/A	N/A	N/A	N/A	Compared to other approaches, this approach would provide the lowest opportunity to secure developer contributions towards expansion of existing health facilities. 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.
ISA3: Economy	++	H	D	R	R	P	LT	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 both make it more attractive to other commercial uses.
ISA4: Employment	+	M	I	R	R	P	LT	This approach is likely to increase mixed use development and town centre development which will likely provide new employment opportunities.
ISA5: Housing	-	H	D	R	I	P	LT	Although this approach will significantly increase the number of homes, 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. At this stage the types of housing and development sites that will come forward are unknown.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA6: Crime	?	N/A	N/A	N/A	N/A	N/A	N/A	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	+	M	I	L	R	P	MT	Whilst no specific transport measures are planned as part of this approach, 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 the evening peak with a corresponding increase of 35% in travel time, while average speeds are predicted to reduce by circa 3mph (from 22mph to 19mph).
ISA8: Accessibility	++	M	D	R	I	P	LT	The majority of housing under this approach will be provided within the borough's town centres, creating new housing in accessible locations, allowing residents to live their lives more locally.
ISA9: Biodiversity & Natural Capital	+/-	H	D/I	R	R/I	P/T	ST/ LT	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. At this stage site specific design is not yet known, but there is potential for incorporation of green spaces, planting and green infrastructure.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA10: Landscape & Townscape	+/-	H	D/I	R	R/I	P/T	ST/ LT	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.
ISA11: Historic Environment	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the sites that may come forward as a result of this approach. 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	?	N/A	N/A	N/A	N/A	N/A	N/A	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. 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.
ISA13: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on 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	+/-	M	D/I	R	R/I	P/T	ST/ LT	Development in town and district centres will help to ensure good access to local public transport and community facilities and could

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								(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.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Sites and development specific climate resilience measures are not known at this stage. Further development in town centres may increase the urban heat island effect.
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	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. Further design details from sites arising from this approach are required.
ISA17: Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site 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. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	++	H	D	R	R	P	LT	The intensification of existing urban areas and use of brownfield sites will also help to make the most efficient use of land

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA1/5:** Housing should deliver at least 50% affordable homes and include provision of housing to meet the needs of all population groups as set out in the Our Homes policies. **ISA2:** A scheme level health impact assessment 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. **ISA1/2:** 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. **ISA3/ ISA4:** Mixed used development should be encouraged to help bring further job opportunities within town centres. **ISA6:** Development should incorporate designing out crime principles as identified in policy ENV14. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species. **ISA10/11:** As per Policy ENV20, sites that come forward should be designed to respond to the heritage, local character and sense of place in order to create locally distinctive places. **ISA11:** Development should consider Stockport's Town Centre Character Area guide as well as relevant character appraisals. **ISA12:** Development should accord with any flood mitigation and adaptation measures stated within the borough's SFRA in line with Policy INF3, including a sequential test. The application of SuDS techniques (in line with Policy INF5) should be demonstrated by developments to reduce the risk of run-off and surface water flooding. **ISA13:** As per ENV8 any sites coming forward should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance both chemical and ecological water quality.							

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
	ISA14: A Dust Management Plan should be prepared as part of a Construction Environmental Management Plan (CEMP) to minimise the construction effects on air quality. **ISA15:** Development should incorporate design measures which will reduce the effects of climate change to infrastructure, residents and visitors. This could include measures such as zonal heating systems, water saving initiatives and energy monitoring devices. **ISA15/16:** Development should look to incorporate renewable energy generation methods (in line with Policy CR2), such as solar panels and use of low carbon heat networks, to reduce operational GHG emissions. The site should consider undertaking BREEAM Infrastructure to ensure that sustainability is integral to development.							

Housing Alternative Approach 1

Approach Overview

- A target of 17,746 homes, which is 95% of the government's advisory starting-point for establishing the area's housing requirement calculated using the standard methodology.
- The baseline supply of housing, which is primarily within the existing urban area would provide 15,761 homes, of which approximately 90% are on brownfield sites.
- The gross total of 8,000 homes in the town centre would be achieved by sensitively increasing the density of development, including a greater number of taller buildings.
- In addition to those sites in district centres already permissioned or identified in the SHLAA, an additional 770 new homes would need to be provided through sensitive increases in density.
- Changes to the boundaries of the Green Belt would be required, releasing four parcels of land to enable the development of 1,985 homes.

Assessment Overview

Table E-4 below provides an overview of the assessment of Housing Alternative Approach 1.

Table E-4– Housing Alternative Approach 1 Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	?	N/A	N/A	N/A	N/A	N/A	N/A	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, however, development outside of town centres may not offer as many services. At this stage no details are known on the type and tenure of proposed housing and whether these will be inclusive, equitable and meet the community's needs. A larger supply of housing may also put additional pressure on existing community facilities.
ISA2: Health	?	N/A	N/A	N/A	N/A	N/A	N/A	This approach would 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	++	H	D	R	R	P	LT	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.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								This will provide an additional market to both make it more attractive to other commercial uses. Developments within the Green Belt may not have as good as access to retail services and public transport
ISA4: Employment	+	M	I	R	R	P	LT	This approach is likely to increase mixed use development and town centre development which will likely provide new employment opportunities. Developments within the Green Belt are unlikely to provide as good access to employment opportunities compared to town entre developments.
ISA5: Housing	-	H	D	R	I	P	LT	Although this approach will significantly increase the number of homes, this approach doesn't quite meet the government's advisory housing requirement of 18,649 over the plan period. Development within the Green Belt could help to provide different sizes and types of sites which may appeal to a greater number of house builders who operate in different segments of the market. However, there is a risk that including an element of development on land that would need to be removed from the Green Belt might detract from, and potentially divert resources from, the critically important focus on urban regeneration and making optimal use of available brownfield land.
ISA6: Crime	?	N/A	N/A	N/A	N/A	N/A	N/A	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

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								improvements is likely to help to reduce crime and create a safer community.
ISA7: Transport	?	N/A	N/A	N/A	N/A	N/A	N/A	Whilst no specific transport measures are planned as part of this approach, providing development within town centres will give greater accessibility to public transport. Developments outside of town centres are likely to have a lower transport offering and it may increase the reliance upon private vehicles. More detail on how these sites may be served by public transport is required. Compared to base year conditions, this approach is predicted to result in an increase of 22% in the total distance travelled on all roads across the borough in the evening peak with a corresponding increase of 38% in travel time, while average speeds are predicted to reduce by circa 3mph (from 22mph to 19mph).
ISA8: Accessibility	+/-	M	D	R	I	P	LT	The majority of housing under this approach 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 vehicles. This may not suit all groups inclusively.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA9: Biodiversity & Natural Capital	?	N/A	N/A	N/A	N/A	N/A	N/A	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. The quality of the Green Belt land and proposed sites is not yet known nor are specific design measures. Biodiversity net gain is assumed.
ISA10: Landscape & Townscape	--	H	D/I	R	R/I	P/T	ST/ LT	The development of some Green Belt land works against this objective by encouraging urban sprawl and loss of valuable green space. All of the possible parcels of land included within this approach perform important functions against one or more of the purposes of Green Belt. The intensification of some of these sites may also encourage taller buildings which could impact key views and detract from the unique landscape setting. However, developments within town centres do have the potential to improve the townscape setting.
ISA11: Historic Environment	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the sites that may come forward as a result of this approach. There is potential for new development to detract from the historic

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								environment if designed insensitively, conversely good design may improve the setting of historic assets.
ISA12: Flood Risk	?	N/A	N/A	N/A	N/A	N/A	N/A	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. 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.
ISA13: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on 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	?	N/A	N/A	N/A	N/A	N/A	N/A	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, development within the Green Belt, may mean residents are less well connected and there may be increased reliance upon private vehicles. More detail on how these sites may be served by public transport is required.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								In addition, there will be temporary negative effects on air quality due to dust generation and emissions from construction.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Sites and development specific climate resilience measures are not known at this stage. Further development in Stockport town centre may increase the urban heat island effect.
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	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. Further design details from sites arising from this approach are required.
ISA17: Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site 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. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	+/-	H	D	R	R	P	LT	The intensification of existing urban areas and use of brownfield sites will also help to make the most efficient use of land. However, the release of some Green Belt land contradicts this.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA1/5:** Housing should deliver at least 50% affordable homes and include provision of housing to meet the needs of all population groups as set out in the Our Homes policies. **ISA2:** A scheme level health impact assessment 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. **ISA1/2:** 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. **ISA3/ ISA4:** Mixed used development should be encouraged to help bring further job opportunities within town centres. **ISA6:** Development should incorporate designing out crime principles as identified in policy ENV14. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species. **ISA10/11:** As per Policy ENV20, sites that come forward should be designed to respond to the heritage, local character and sense of place in order to create locally distinctive places. **ISA11:** Development should consider Stockport's Town Centre Character Area guide as well as relevant character appraisals. **ISA12:** Development should accord with any flood mitigation and adaptation measures stated within the borough's SFRA in line with Policy INF3, including a sequential test. The application of SuDS techniques (in line with Policy INF5) should be demonstrated by developments to reduce the risk of run-off and surface water flooding. **ISA13:** As per ENV8 any sites coming forward should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance both chemical and ecological water quality.							

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
	ISA14: A Dust Management Plan should be prepared as part of a Construction Environmental Management Plan (CEMP) to minimise the construction effects on air quality. **ISA15:** Development should incorporate design measures which will reduce the effects of climate change to infrastructure, residents and visitors. This could include measures such as zonal heating systems, water saving initiatives and energy monitoring devices. **ISA15/16:** Development should look to incorporate renewable energy generation methods (in line with Policy CR2), such as solar panels and use of low carbon heat networks, to reduce operational GHG emissions. The site should consider undertaking BREEAM Infrastructure to ensure that sustainability is integral to development.							

Housing Alternative Approach 2

Approach Overview

- A target of 19,671 homes delivering 105% of the government's advisory starting-point for establishing the area's housing requirement calculated using the standard methodology. This target includes a 5% buffer added to the land housing need (LHN) figure of 18,649, to ensure choice and competition in the market for land.
- The baseline supply of housing within the existing urban area would provide 15,761 homes, of which approximately 90% are on brownfield sites.
- The gross total of 8,000 homes in the town centre would be achieved by sensitively increasing the density of development, including a greater number of taller buildings.
- In addition to those sites in district centres already permissioned or identified in the Strategic Housing Land Availability Assessment (SHLAA), an additional 770 new homes would need to be provided through sensitive increases in density.
- Changes to the boundaries of the Green Belt would be required, releasing nine parcels of land to enable the development of 3,910 homes.

Assessment Overview

Table E-5 below provides an overview of the assessment of Housing Approach Alternative 2.

Table E-5– Housing Approach Alternative 2 Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	?	N/A	N/A	N/A	N/A	N/A	N/A	The provision of new homes will work towards reducing housing deprivation. Town centre and district developments will help to bring communities closer together and improve access to services and facilities, however, development outside of town centres may not offer as many services. At this stage no details are known on the type and tenure of proposed housing and whether these will be inclusive, equitable and meet the community's needs. A larger supply of housing may also put additional pressure on existing community facilities.
ISA2: Health	?	N/A	N/A	N/A	N/A	N/A	N/A	Compared to other approaches, this approach would provide the greatest opportunity to secure developer contributions towards expansion of existing facilities. This approach would, however, 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 whether existing healthcare provision will meet the new community's needs
ISA3: Economy	++	H	D	R	R	P	LT	Town centre developments will help to revitalise these centres and access to retail services and public transport links will be a

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								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 both make it more attractive to other commercial uses. Developments within the Green Belt may not have as good as access to retail services and public transport
ISA4: Employment	+	M	I	R	R	P	LT	This approach is likely to increase mixed use development and town centre development which will likely provide new employment opportunities. Developments within the Green Belt are unlikely to provide as good access to employment opportunities compared to town entre developments.
ISA5: Housing	++	H	D	R	I	P	LT	This approach will exceed the borough's housing target by 5%, providing 19,671 new homes. Development of sites in the Green Belt will allow a greater number of affordable and adaptable houses to be built.
ISA6: Crime	?	N/A	N/A	N/A	N/A	N/A	N/A	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	?	N/A	N/A	N/A	N/A	N/A	N/A	Whilst no specific transport measures are planned as part of this approach, providing development within town centres will give greater accessibility to public transport. Developments outside of town centres are likely to have a lower transport offering and it may

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								increase the reliance upon private vehicles. More detail on how these sites may be served by public transport is required. Compared to base year conditions, this approach is predicted to result in an increase of 22% in the total distance travelled on all roads across the borough in the evening peak with a corresponding increase of 39% in travel time, while average speeds are predicted to reduce by circa 3mph (from 22mph to 19mph).
ISA8: Accessibility	+/-	M	D	R	I	P	LT	The majority of housing under this approach 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 vehicles. This may not suit all groups inclusively.
ISA9: Biodiversity & Natural Capital	?	N/A	N/A	N/A	N/A	N/A	N/A	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.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								The quality of the Green Belt land and proposed sites is not yet known nor are specific design measures. Biodiversity net gain is assumed.
ISA10: Landscape & Townscape	--	H	D/I	R	R/I	P/T	ST/ LT	The development of some Green Belt land works against this objective by encouraging urban sprawl and loss of valuable green space. All of the possible parcels of land included within this approach perform important functions against one or more of the purposes of Green Belt. The intensification of some of these sites may also encourage taller buildings which could impact key views and detract from the unique landscape setting. However, developments within town centres do have the potential to improve the townscape setting.
ISA11: Historic Environment	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the sites that may come forward as a result of this approach. 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. Development of Green Belt land may result in the loss of buried archaeology.
ISA12: Flood Risk	?	N/A	N/A	N/A	N/A	N/A	N/A	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. This results in an

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								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.
ISA13: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on 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	?	N/A	N/A	N/A	N/A	N/A	N/A	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, development within the Green Belt, may mean residents are less well connected and there may be increased reliance upon private vehicles. More detail on how these sites may be served by public transport is required. In addition, there will be temporary negative effects on air quality due to dust generation and emissions from construction.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Sites and development specific climate resilience measures are not known at this stage. Further development in town centres may increase the urban heat island effect, whilst loss of Green Belt land could mean that there is less resilience to the effects of climate change e.g. drainage, carbon sequestration.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	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. Further design details from sites arising from this approach are required.
ISA17: Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site 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. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	+/-	H	D	R	R	P	LT	The intensification of existing urban areas and use of brownfield sites will also help to make the most efficient use of land. However, the release of some Green Belt land contradicts this.
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA1/5:** Housing should deliver at least 50% affordable homes and include provision of housing to meet the needs of all population groups as set out in the Our Homes policies. **ISA2:** A scheme level health impact assessment 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.							

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								ISA1/2: 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. **ISA3/ ISA4:** Mixed used development should be encouraged to help bring further job opportunities within town centres. **ISA6:** Development should incorporate designing out crime principles as identified in policy ENV14. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species. **ISA10:** Development within the Green Belt should be avoided. **ISA10/11:** As per Policy ENV20, sites that come forward should be designed to respond to the heritage, local character and sense of place in order to create locally distinctive places. **ISA11:** Development should consider Stockport's Town Centre Character Area guide as well as relevant character appraisals. Archaeological assessment and trial trenching should be undertaken, particularly for developments within the Green Belt. **ISA12:** Development should accord with any flood mitigation and adaptation measures stated within the borough's SFRA in line with Policy INF3, including a sequential test. The application of SuDS techniques (in line with Policy INF5) should be demonstrated by developments to reduce the risk of run-off and surface water flooding. **ISA13:** As per ENV8 any sites coming forward should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance both chemical and ecological water quality. **ISA14:** A Dust Management Plan should be prepared as part of a Construction Environmental Management Plan (CEMP) to minimise the construction effects on air quality. **ISA15:** Development should incorporate design measures which will reduce the effects of climate change to infrastructure, residents and visitors. This could include measures such as zonal heating systems, water saving initiatives and energy monitoring devices.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
	ISA15/16: Development should look to incorporate renewable energy generation methods (in line with Policy CR2), such as solar panels and use of low carbon heat networks, to reduce operational GHG emissions. The site should consider undertaking BREEAM Infrastructure to ensure that sustainability is integral to development.							

Employment Approaches

Introduction to Employment Approaches

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.

However, there is a lack of suitable land for certain employment sectors, particularly in logistics and distribution. The type of businesses in this sector that are driving demand require fit-for-purpose modern and accessible space. The ELR found that the sector would not consider it suitable to locate in existing stock, where many sites are judged to include stock that is ill-equipped for and be situated in areas that are not attractive to the modern occupier. Whilst some redevelopment of existing employment spaces may occur this will take time to realise, with periods of vacancy prior to the planning and construction process.

The ELR concludes that to adequately provide for B2/8 (General Industrial / Warehousing and Logistics) requirements over the plan period, the Local Plan should find around 29.2 hectares in appropriate locations.

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.

Proposed Employment Approach

Approach Overview

The proposed approach seeks to deliver all of the employment land within the urban area, either on existing allocated employment areas or in the town and district centres. These are the best located areas for employment development with benefits of conglomeration with existing employers and ready access to the potential workforce as well as many of these being in the more accessible locations in the borough.

Most of the employment need identified in the ELR will be able to be met in this way. The key shortfall will be in the delivery of land to support logistics and warehousing development at the scale identified in the ELR. This is due to the lack of suitable sites in the urban area. There are currently no sites of a significant size which would be appropriate for large floorspace units of the type required by this employment sector and which are well located with ready access to the major road network.

Assessment Overview

Table E-6 below provides an overview of the assessment of the Proposed Employment Approach.

Table E-6– Employment Approach 1 Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	+	L	I	L	R	T	MT	Providing further job opportunities in accessible locations may help to reduce inequalities, particularly for those people and communities most vulnerable.
ISA2: Health	+	L	I	L	R	T	MT	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.
ISA3: Economy	+	M	D	R	I	P	LT	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 will be in the delivery of land to support logistics and warehousing development at the scale identified. This is due to the lack of suitable sites in the urban area.
ISA4: Employment	+	M	D	R	I	P	LT	This approach will provide employment opportunities; however, these are not considered to be significant.
ISA5: Housing	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA6: Crime	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA7: Transport	+	M	D	L	R	T	MT	Whilst no specific transport measures are planned as part of this approach, providing development within town centres will give greater accessibility to public transport.
ISA8: Accessibility	++	M	D	L	R	T	MT	These are the best located areas for employment development with benefits of conglomeration with existing employers and ready access to the potential workforce as well as many of these being in the more accessible locations in the borough.
ISA9: Biodiversity & Natural Capital	+/-	H	D/I	R	R/I	P/T	ST/ LT	Preference of employment development within town centres and urban areas 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. At this stage site specific design is not yet known, but there is potential for incorporation of green spaces, planting and green infrastructure.
ISA10: Landscape & Townscape	+/-	H	D/I	R	R/I	P/T	ST/ LT	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.
ISA11: Historic Environment	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the employment sites that may come forward as a result of this approach. There is potential for new development to detract

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								from the historic environment if designed insensitively, conversely good design may improve the setting of historic assets.
ISA12: Flood Risk	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on flood risk are very much dependent upon the employment 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. 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.
ISA13: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on water quality are very much dependent upon the employment sites that may come forward and their proximity to water courses as a result of this approach.
ISA14: Air Quality	+/-	M	D/I	R	R/I	P/T	ST/ LT	Employment developments in town centres will help to ensure good access to local public transport and community facilities and could 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.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Sites and development specific climate resilience measures are not known at this stage. Further development in town centres may increase the urban heat island effect.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	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. Further design details from sites arising from this approach are required.
ISA17: Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site 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. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	+	L	D	L	I	P	LT	Under this approach the focus will be on supporting growth in sectors that require premises and facilities that can be accommodated in the urban area without the need for releasing greenbelt. It is not clear if brownfield land will be preferred.
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA2:** A scheme level health impact assessment 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.							

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
	ISA3/ ISA4: Mixed used development should be encouraged to help bring further job opportunities within town centres. **ISA6:** Development should incorporate designing out crime principles as identified in policy ENV14. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species. **ISA10/11:** As per Policy ENV20, sites that come forward should be designed to respond to the heritage, local character and sense of place in order to create locally distinctive places. **ISA11:** Development should consider Stockport's Town Centre Character Area guide as well as relevant character appraisals. **ISA12:** Development should accord with any flood mitigation and adaptation measures stated within the borough's SFRA in line with Policy INF3, including a sequential test. The application of SuDS techniques (in line with Policy INF5) should be demonstrated by developments to reduce the risk of run-off and surface water flooding. **ISA13:** As per ENV8 any sites coming forward should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance both chemical and ecological water quality. **ISA14:** A Dust Management Plan should be prepared as part of a Construction Environmental Management Plan (CEMP) to minimise the construction effects on air quality. **ISA15:** Development should incorporate design measures which will reduce the effects of climate change to infrastructure, residents and visitors. This could include measures such as zonal heating systems, water saving initiatives and energy monitoring devices. **ISA15/16:** Development should look to incorporate renewable energy generation methods (in line with Policy CR2), such as solar panels and use of low carbon heat networks, to reduce operational GHG emissions. The site should consider undertaking BREEAM Infrastructure to ensure that sustainability is integral to development.							

Alternative Employment Approach 1

Assessment Overview

This approach involves the use of employment land within the urban area, either on existing allocated employment areas or in the town and district centres, as with the 'Proposed Approach'. It also requires the release of land from the Green Belt for the use of sites of around 8 hectares at Heathside Park Road and a site at Bredbury of around 10 hectares – around two-thirds of the identified logistics and warehousing need.

Heathside Park Road is next to junction 2 of the M60 and part of the site is already used for offices. If the existing offices were to be retained, there would be around 15,500m2 of space available for industrial or logistics uses. If all of the site were to be used then around 32,000m2 of floorspace would be available.

The site at Bredbury is located next to Ashton Road, close to junction 27 of the M60 and would extend the existing large employment area.

In terms of floorspace, these two sites combined could provide a total of up to around 72,000m2 of space for industrial or logistics space. In total, at 18.1 hectares this approach would meet just under two-thirds of the identified additional employment land requirement for logistics use during the plan period.

Table E-7– Housing Approach Alternative 1 Floorspace

Site	Approximate Area (hectares)	Possible floorspace (m^2)
Heathside Park Road	**8**	**32,000**
Bredbury (a)	**10.1**	**40,000**
Total	**18.1**	**72,000**

Assessment Overview

Table E-8 below provides an overview of the assessment of Alternative Employment Approach 1.

Table E-8– Alternative Employment Approach 1 Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	+	L	I	L	R	T	MT	Providing further job opportunities in accessible locations may help to reduce inequalities, particularly for those people and communities most vulnerable.
ISA2: Health	+	L	I	L	R	T	MT	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.
ISA3: Economy	+	H	D	R	I	P	LT	In terms of floorspace, these two sites combined could provide a total of up to around 72,000m2 of space for industrial or logistics space. In total, at 18.1 hectares this approach would meet just under two-thirds of the identified additional employment land requirement for logistics use during the plan period.
ISA4: Employment	+	H	D	R	I	P	LT	This approach will provide employment opportunities; however, these are not considered to be significant.
ISA5: Housing	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA6: Crime	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA7: Transport	+	M	D	L	R	T	MT	Both sites are well located in relation to existing residential areas, providing both ready access for potential employees and also meaning that travelling to the sites is likely to be minimise. The Heathfield site 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. Although the site is located very close to junction 2 of the M60, this junction has restricted access (no entry anti-clockwise and no exit clockwise) and this constraint would need careful consideration. Local transport issues, including suitable access along Heathside Park Road and at the junction with Stockport Road, would need to be addressed.
ISA8: Accessibility	++	M	D	L	R	T	MT	
ISA9: Biodiversity & Natural Capital	-	M	D	L	I	P	LT	The Heathfield site 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. The Heathside site is located adjacent to Abney Hall LNR 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.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								However, there are potential opportunities including improving grassland to link in with the Site of Biological Interest at Abney Hall, utilising plant species to reduce localised air pollution and enhancing hedgerow coverage. The site already forms part of the core ecological network due to location within the Mersey River Valley.
ISA10: Landscape & Townscape	--	H	D/I	R	R/I	P/T	ST/ LT	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 potential impact on River Mersey Landscape Character Area, which is assessed as having low to medium sensitivity to commercial development
ISA11: Historic Environment	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the design that may come forward as a result of this approach. 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	-	M	I	L	I	P	LT	The periphery of the Heathfield site 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

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								associated with the development of these sites, may also increase the potential for surface water flooding.
ISA13: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on water quality are very much dependent upon the design of employment sites that may come forward and their proximity to water courses as a result of this approach.
ISA14: Air Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	Both sites are well located in relation to existing residential areas and public transport, providing both ready access for potential employees and also meaning that travelling 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 modelling would be required to determine to operational effects.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Scheme specific climate resilience measures are not known at this stage. Further development in town centres may increase the urban heat island effect.
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	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

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								heat networks once operational. Further design details from sites arising from this approach are required.
ISA17: Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site 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. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	--	H	D	R	I	P	LT	The release of Green Belt land to support new employment developments, works directly against this objective.
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA2:** A scheme level health impact assessment 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. **ISA3/ ISA4:** Mixed used development should be encouraged to help bring further job opportunities within town centres. **ISA6:** Development should incorporate designing out crime principles as identified in policy ENV14. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species.							

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
	ISA10/11: As per Policy ENV20, sites that come forward should be designed to respond to the heritage, local character and sense of place in order to create locally distinctive places. **ISA10:** Development within the Green Belt should be avoided. **ISA11:** Development should consider Stockport's Town Centre Character Area guide as well as relevant character appraisals. **ISA12:** Development should accord with any flood mitigation and adaptation measures stated within the borough's SFRA in line with Policy INF3, including a sequential test. The application of SuDS techniques (in line with Policy INF5) should be demonstrated by developments to reduce the risk of run-off and surface water flooding. **ISA13:** As per ENV8 any sites coming forward should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance both chemical and ecological water quality. **ISA14:** A Dust Management Plan should be prepared as part of a Construction Environmental Management Plan (CEMP) to minimise the construction effects on air quality. **ISA15:** Development should incorporate design measures which will reduce the effects of climate change to infrastructure, residents and visitors. This could include measures such as zonal heating systems, water saving initiatives and energy monitoring devices. **ISA15/16:** Development should look to incorporate renewable energy generation methods (in line with Policy CR2), such as solar panels and use of low carbon heat networks, to reduce operational GHG emissions. The site should consider undertaking BREEAM Infrastructure to ensure that sustainability is integral to development.							

Alternative Employment Approach 2

Assessment Overview

This approach involves the use of employment land within the urban area, either on existing allocated employment areas or in the town and district centres, as with the 'Proposed Approach'. It also requires the release of land from the Green Belt for the use of around 8 hectares at Heathside Park Road and around 29 hectares at Bredbury.

Heathside Park Road is next to junction 2 of the M60 and is about 8 hectares in size. Part of the site is already used for offices. If the existing offices were to be retained, there would be around 15,500m2 of space available for industrial or logistics uses. If all of the site were to be used then around 32,000 m2 of floorspace would be available.

In terms of floorspace, these two sites combined could provide a total of up to around 122,000m2 of space for industrial or logistics space. At 36.7 hectares this approach would exceed the minimum identified additional employment land requirement for logistics use during the plan period. However, this would ensure that there is flexibility for any under-delivery on either of these sites. It also creates flexibility in the event of demand exceeding forecast growth and, importantly, provides choice for the market.

Table E-9– Housing Approach Alternative 2 Floorspace

Site	Approximate Area (hectares)	Possible floorspace (m^2)
Heathside Park Road	8	32,000
Bredbury (b)	28.7	90,000
Total	**36.7**	**122,000**

Assessment Overview

Table E-10 below provides an overview of the assessment of the Alternative Employment Approach 2.

Table E-10– Alternative Employment Approach 2 Assessment Overview

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA1: Equality & Inclusion	+	L	I	L	R	T	MT	Providing further job opportunities in accessible locations may help to reduce inequalities, particularly for those people and communities most vulnerable. The Bredbury site in particular is well located in relation to existing residential areas in both Stockport and Tameside, some of which are identified as suffering from significant deprivation. Jobs created here would be readily accessible to people living in the local area
ISA2: Health	+	L	I	L	R	T	MT	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.
ISA3: Economy	++	H	D	R	I	P	LT	Employment land requirements will be met in these locations 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	++	H	D	R	I	P	LT	Employment land requirements will be met in these locations helping to significantly increase employment opportunities in the borough. This approach has the highest employment potential.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA5: Housing	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA6: Crime	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ISA7: Transport	+	M	D	L	R	T	MT	Both sites are well located in relation to existing residential areas, providing both ready access for potential employees and also meaning that travelling to the sites is likely to be minimise. The Heathfield site 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	++	M	D	L	R	T	MT	Although the Heathfield site is located very close to junction 2 of the M60, this junction has restricted access (no entry anti-clockwise and no exit clockwise) and this constraint would need careful consideration. Local transport issues, including suitable access along Heathside Park Road and at the junction with Stockport Road, would need to be addressed.
ISA9: Biodiversity & Natural Capital	-	M	D	L	I	P	LT	The Heathfield site also 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. The Heathside site is located adjacent to Abney Hall LNR and Site of Biological Importance (SBI). This site has potential to be disturbed during

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
								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. However, there are potential opportunities including improving grassland to link in with the Site of Biological Interest at Abney Hall, utilising plant species to reduce localised air pollution and enhancing hedgerow coverage. The site already forms part of the core ecological network due to location within the Mersey River Valley.
ISA10: Landscape & Townscape	--	H	D/I	R	R/I	P/T	ST/ LT	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 potential impact on River Mersey Landscape Character Area, which is assessed as having low to medium sensitivity to commercial development
ISA11: Historic Environment	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on the historic environment are very much dependent upon the design that may come forward as a result of this approach. 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.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA12: Flood Risk	-	M	I	L	I	P	LT	The periphery of the Heathfield site 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	?	N/A	N/A	N/A	N/A	N/A	N/A	The effects on water quality are very much dependent upon the design of employment sites that may come forward and their proximity to water courses as a result of this approach.
ISA14: Air Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	Both sites are well located in relation to existing residential areas and public transport, providing both ready access for potential employees and also meaning that travelling 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 modelling would be required to determine to operational effects.
ISA15: Climate Change	?	N/A	N/A	N/A	N/A	N/A	N/A	Scheme specific climate resilience measures are not known at this stage. Further development in town centres may increase the urban heat island effect.

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
ISA16: GHGs & Energy Efficiency	?	N/A	N/A	N/A	N/A	N/A	N/A	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. Further design details from sites arising from this approach are required.
ISA17: Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Demolition, excavation, and construction of the site 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. Further design details from sites arising from this approach are required.
ISA18: Efficient use of Land	--	H	D	R	I	P	LT	The release of Green Belt land to support new employment developments, works directly against this objective.
Mitigation and Enhancements	**ISA1:** A scheme level equalities impact assessment should be undertaken which will outline key ways to ensure that the needs of all equality groups are met. **ISA2:** A scheme level health impact assessment 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. **ISA3/ ISA4:** Mixed used development should be encouraged to help bring further job opportunities within town centres.							

	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Summary of Effects
	ISA7/ISA8 / ISA14: A travel plan should be produced for both sites. Consideration should be given to how the sites will connect into the existing transport network as well as incorporation additional sustainable transport approachs e.g. provision of bus stops and connectivity into the local public rights of way and cycle network. **ISA9:** In line with Policy ENV1 the natural environment will need to be significantly enhanced and protected from loss or damage. Detailed surveys should be undertaken of sites that come forward to determine the presence of any habitats or species. **ISA10/11:** As per Policy ENV20, sites that come forward should be designed to respond to the heritage, local character and sense of place in order to create locally distinctive places. **ISA10:** Development within the Green Belt should be avoided. **ISA11:** Development should consider Stockport's Town Centre Character Area guide as well as relevant character appraisals. **ISA12:** Development should accord with any flood mitigation and adaptation measures stated within the borough's SFRA in line with Policy INF3, including a sequential test. The application of SuDS techniques (in line with Policy INF5) should be demonstrated by developments to reduce the risk of run-off and surface water flooding. **ISA13:** As per ENV8 any sites coming forward should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance both chemical and ecological water quality. **ISA14:** A Dust Management Plan should be prepared as part of a Construction Environmental Management Plan (CEMP) to minimise the construction effects on air quality. **ISA15:** Development should incorporate design measures which will reduce the effects of climate change to infrastructure, residents and visitors. This could include measures such as zonal heating systems, water saving initiatives and energy monitoring devices. **ISA15/16:** Development should look to incorporate renewable energy generation methods (in line with Policy CR2), such as solar panels and use of low carbon heat networks, to reduce operational GHG emissions. The site should consider undertaking BREEAM Infrastructure to ensure that sustainability is integral to development.							

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