

Stockport Local Plan

Issues Paper

Sustainability Appraisal Annexes

28th July 2017



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

www.stockport.gov.uk/localplan



Annex 1 Baseline

Stockport Local Plan Issues & Options Sustainability Appraisal Report

Annex 1 - Baseline

This Annex contains revised baseline data gathered to support the appraisal of Stockport's Local Plan. The data has been updated to inform the revision of Stockport's Local Plan in light of Greater Manchester Spatial Framework implications. The data is separated into three sections, reflecting sustainability's three core pillars, social, environmental and economic factors.

The categories and objectives shown reflect Stockport's Sustainability Wheel which is used as the Sustainability Appraisal Framework (SAF) to appraise Stockport's planning documents. The Wheel structure and content is displayed in Appendix 2 of the SA Report.

Each baseline section is made up of the following elements:

- Outline of Categories and Objectives
- Baseline Information
- Do Nothing Scenario
- Information Sources
- Data Limitations

European legislation requires the consideration of circumstances should the Plans not be delivered – hence the 'Do Nothing Scenario'. It also requires the consideration of the limitations of the various sources of data used.

The baseline is supported by the Spatial Portrait of the Core Strategy which provides further detailed data circa. 2009 when this element of the document was prepared, including maps of specific aspects: <http://stockport-consult.limehouse.co.uk/portal/pp/ldfcs/publicationcs>

The Spatial Portrait of the Borough circa 2017 is being prepared as part of the Issues document.

References to 'AMR' within the data refers to the annual Authority's Monitoring Reports¹ which include a wide range of data from amounts of development delivered year on year to waste and carbon emissions data to open space losses or gains.

SEA Compliance

The Environmental Report shall include 'relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme' and 'the environmental characteristics of areas likely to be significantly affected' (Annex I (b), (c));

'any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC' (Annex I (d)).

SAF Categories: Sustainable Society & Placemaking

The SAF objectives under these two Categories are as follows:

Category	Sustainability Objectives
Sustainable Society	Protect and enhance human health
	Redress inequalities related to age, gender, transgender, race, sexual orientation, disability, belief, deprivation and locality
Placemaking	Improve equitable access to a healthier, happier and more sustainable life style
	Achieve a safe and just community

¹ http://stockport-consult.objective.co.uk/portal/pp/zzz_adoptedddocuments/aaa_ldsamrsci/amr_1/

Category	Sustainability Objectives
	Create places, spaces and buildings that work well, wear well and look well
	Enhance rural and urban local character and protect local distinctiveness

Population and Human Health: between 1995 and 2013 overall mortality rates in Stockport fell by 25%, and the number of deaths a year fell by 10%. Rates for early deaths have fallen even faster, by 33%. Housing and assets such as greenspace and leisure facilities have a significant impact on both physical and mental wellbeing. Stockport has a range of assets however provision varies across the borough (Stockport JSNA).

Stockport's overall population fell slightly between 2001 and 2011 census. However the older age ranges show a marked increase with 34.83% (the highest percentage of age ranges) of the population between 40 and 64 who will add significantly to the older age ranges in the latter years of the plan (ONS CENSUS 2001 / 2011).

The population of Stockport is now expected to grow where previously it was expected to be stable: there are currently more births than deaths; the population is living longer. The population is likely to be more in need of support: birth rates and numbers have grown most rapidly in deprived areas, where there are more children at risk; an ageing population with greater health needs; more people living in one person or lone parent households. Stockport saw a trend of population growth being more rapid in deprived areas over the last decade. The population of Stockport continues to become more ethnically diverse, especially in younger populations to the west of the borough, however immigration rates in Stockport are lower than national averages (Stockport JSNA).

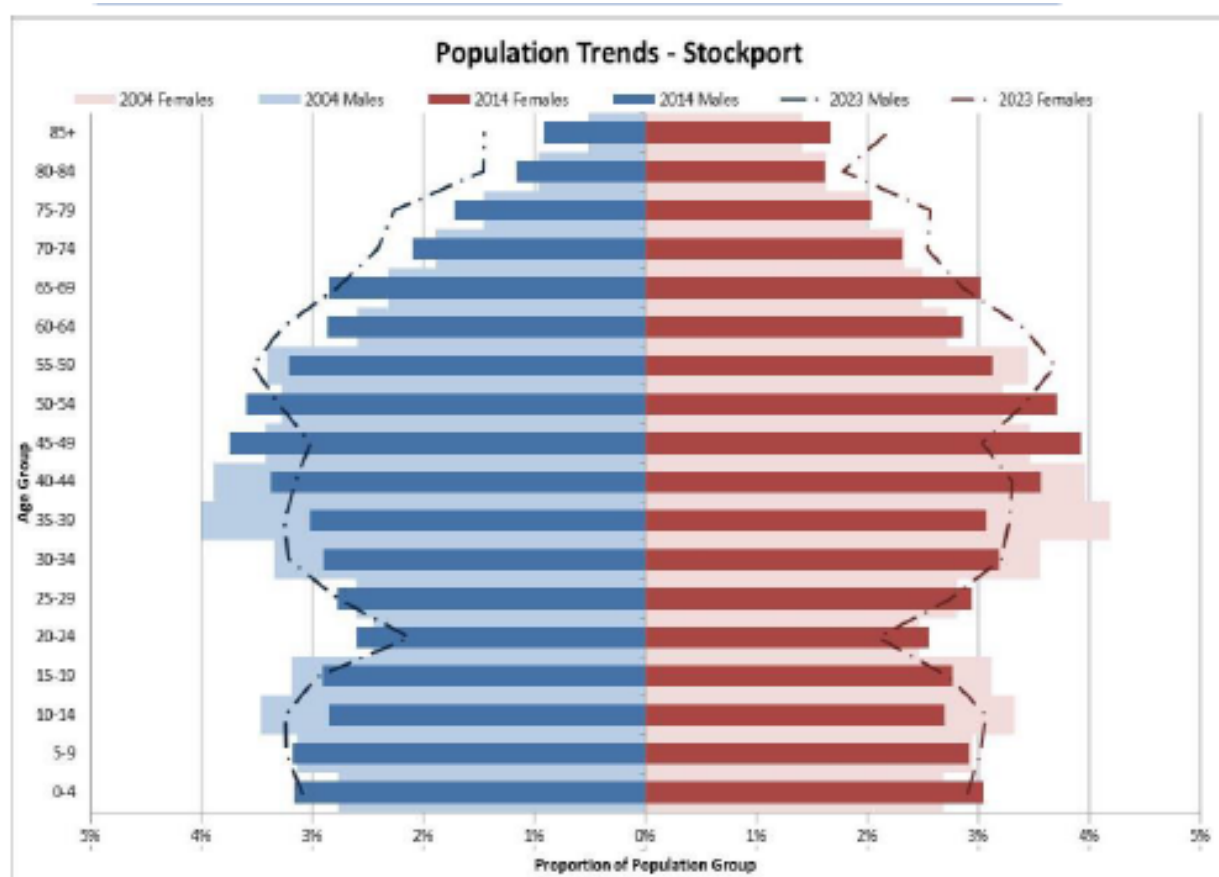


Figure 1 – Population Trends in Stockport (JSNA Key Summary)

According to Stockport JSNA 2016 summary Health at a Glance data Stockport's 285,000 residents have the following health considerations:

The main mortality causes for all ages are cancer (29%), heart disease (28%) and lung disease (14%). For early deaths (under 75) the mortality causes are cancer (42%), heart disease (22%) and accidents or suicide (10%). 32% of adults have three or more lifestyle risk factors: 18% smoke, 26% drink unhealthily, 17% are inactive (74% are not active enough) and 25% are obese (62% are overweight or obese).

These lifestyle choices can increase risk of cancer, heart disease and other illnesses. At least 80,000 residents have more than one long term condition such as hypertension, asthma, cancer, diabetes, heart disease, COPD, kidney issues or epilepsy. Mental Wellbeing rates are stable with only 12% recorded with low wellbeing, however 21% of those are in deprived areas - the main mental health condition is recorded as depression.

Healthy weight factors are included in planning monitoring to ensure that the impact of obesogenic² environments are monitored. Children's obesity levels continue to be monitored locally. Stockport's figures for obese children reached a peak in 2011/12.

More recent figures indicate that Year 6 levels are slowly reducing as a result of planned actions by local public health teams and the Reception year shows a trend of decreasing. However levels have not fallen so far that the issue can be said to have been addressed and, indeed, even if obesity were to be eliminated the issue of children being over weight may remain with the associated impacts on other aspects of public health.

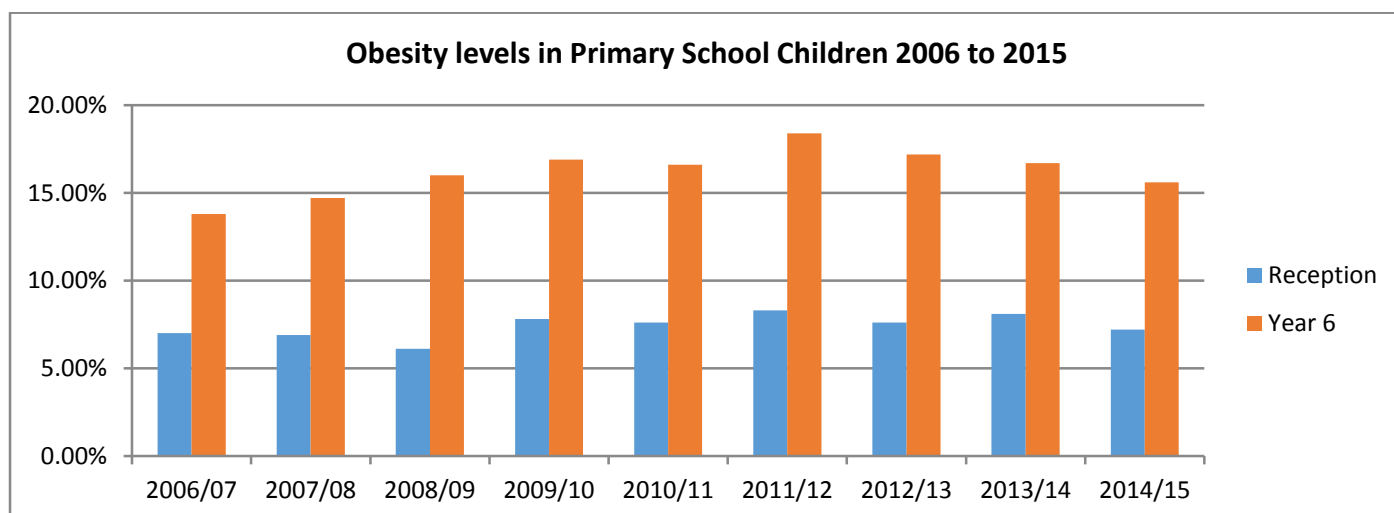


Figure 2 – Obesity Levels in Primary School Children (AMR 2003-2016)

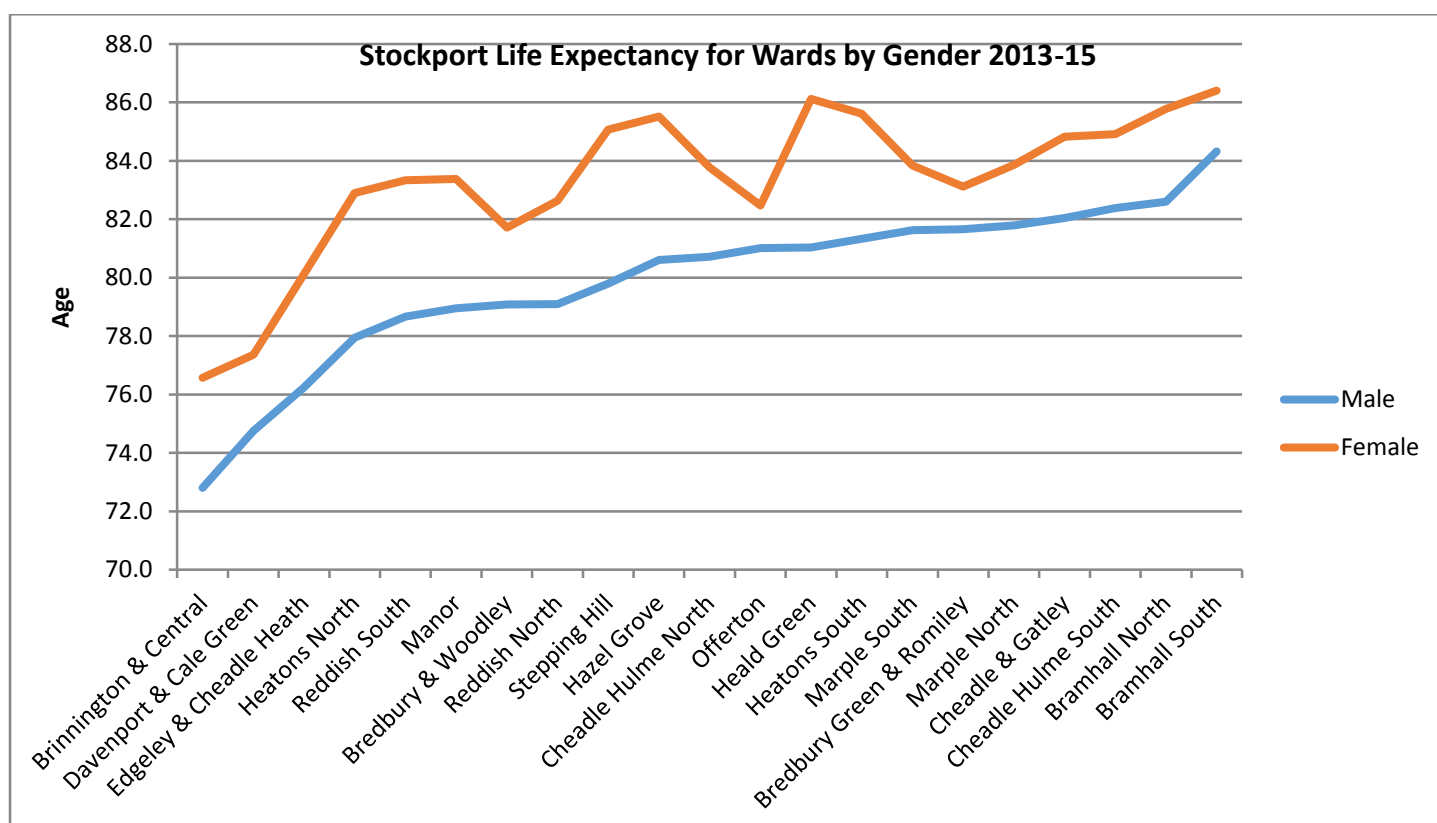


Figure 3 – Life Expectancy (AMR 2003-2016)

² Tending to cause obesity

According to updated data from Stockport's Public Health Team, average life expectancy for males in 2013/15 was 79.8 years up from 73.5 in 1991/93. Female average life expectancy rose to 83.1 from 78.9 years within this timeframe. There is a gap between the wealthiest and poorest wards in the Borough of 12 years for males and almost 10 years for females which is the single strongest indicator of health inequalities in the Borough.

In terms of Healthy Life Expectancy³, at age 65 years 46% (males) and 50% (females) of a typical Stockport resident's remaining life will be spent in poor health.

Equality and Inequality – a Health perspective: the split between genders in Stockport remains stable at 48.86% (previously 48.24%) males to 51.14% (previously 51.76%) females. There was an increase of slightly more than 11,000 residents from ethnicities other than white British or Irish - both of which were lower in 2011 by just over 12,000 (ONS CENSUS 2001 & 2011).

In terms of opportunities for social interaction, monitoring data (Stockport AMRs 2003 to 2016) show several D1 or community uses have been achieved in centres since 2012 enabling community interaction, with cycling and walking travel modes increasing slightly since 2004 – however car use remains substantially higher. Stockport's 2017 Open Space Study provides information on opportunities around use of existing open space for community events and wider community benefit, including multi-functional venues. Stockport's libraries remain open and well used. There have been very limited additional allotment plots provided.

Stockport contains more LSOAs amongst the most deprived 1% than the average for England confirming that the Borough has small pockets of severe deprivation, namely in Brinnington and parts of the Town Centre. 14% of the population lives in the nationally ranked 20% most deprived areas, 28% in the least deprived. Brinnington and Lancashire Hill are the most deprived areas in the borough, ranking within the 2% most deprived nationally; areas of social housing concentrate in these areas (Stockport JSNA).

Health inequalities have not narrowed, mortality rates in the most deprived areas are almost double those in the least deprived areas. Smoking, poor diet, low activity and alcohol are major underlying causes of disease and disability and the most significant driver of health inequalities. However, Bramhall and Cheadle Hulme neighbourhoods have the highest levels of many prevalent diseases including cancer, hypertension, heart disease, stroke, diabetes and asthma which could reflect that these areas have higher levels of older people (Stockport JSNA).

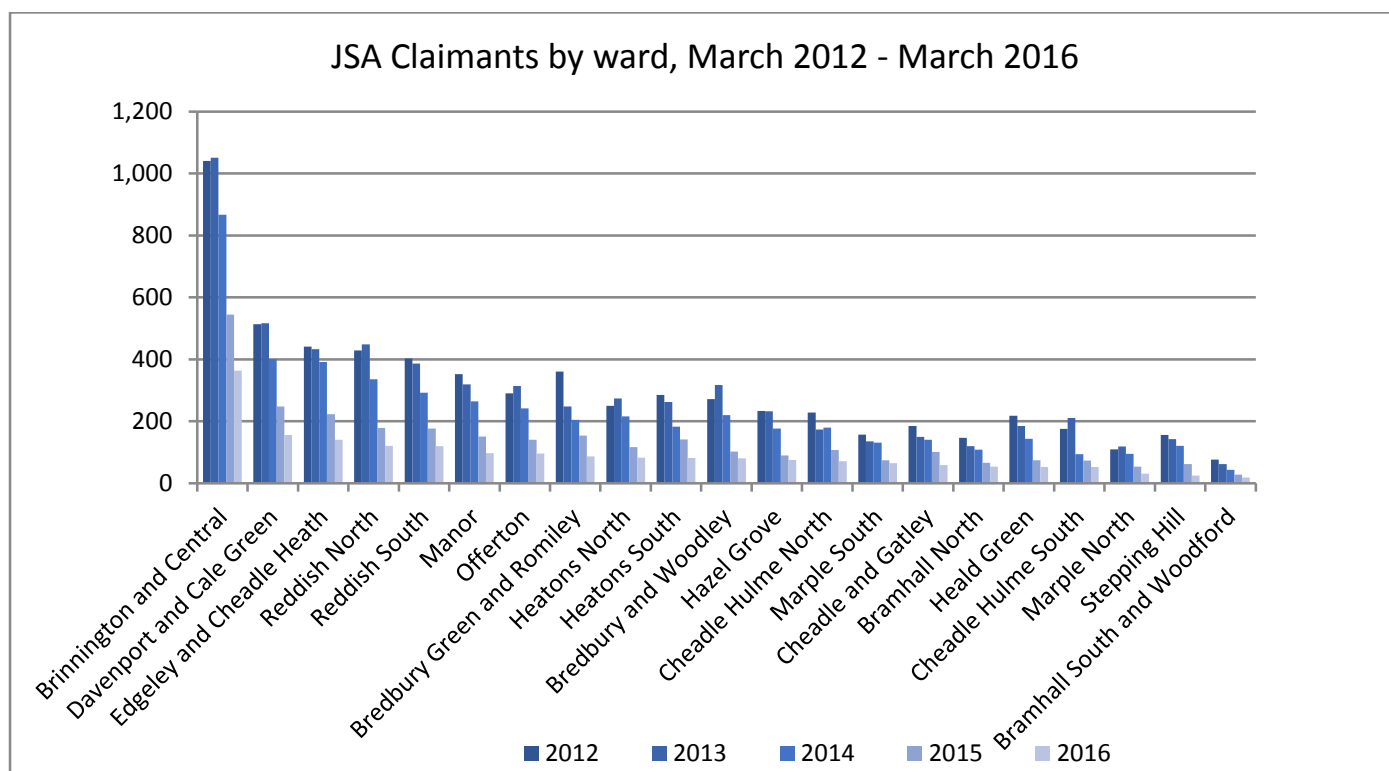


Figure 4 - JSA Claimants (AMR 2003-2016)

³ Healthy Life Expectancy: a situation where longevity is matched by independence and good health

Prosperity and poverty: 85% of working age people who claim out of work benefit do so because of ill health or disability – half of which relate to mental health. 13,800 working age people in Stockport are claiming disability related benefit and numbers have been stable since 2005. 2,200 people in Stockport are claiming Job Seekers Allowance – this has fallen in recent years from a high of 6,000 in 2009. Levels remain higher in more deprived areas than the most prosperous areas of the Borough, despite proximity to employment areas (Stockport JSNA).

According to NOMIS data on workless households for January to December 2015 Stockport has a low percentage of households that are workless at 13.5% compared to the national figure of 15.3% and the regional figure of 18.2% (NOMIS LA Profile – Stockport). There are an estimated 30,000 low income households in Stockport. On average household incomes in Brinnington are 50% lower than in Bramhall. There are an estimated 36,400 people living in poverty: 10,400 older people living in poverty; 8,500 children living in poverty. 4.9% of 16-18 year olds are not in education, employment or training (Stockport JSNA). Overall Gross Weekly Pay averages for the Borough are better than the regional averages and level with national averages. However female pay levels are lower than male pay levels (NOMIS LA Profile - Stockport).

Earnings data indicates that Stockport pay levels in 2016 were higher than the regional average but lower than the national for both weekly and hourly pay. Women are paid less than men on average in Stockport (NOMIS LA Profile – Stockport).

Earnings by place of work (2016)

	Stockport (Pounds)	North West (Pounds)	Great Britain (Pounds)
Gross Weekly Pay			
Full-Time Workers	512.2	503.2	540.2
Male Full-Time Workers	560.2	541.7	580.6
Female Full-Time Workers	446.7	455.8	480.8
Hourly Pay - Excluding Overtime			
Full-Time Workers	12.78	12.74	13.64
Male Full-Time Workers	13.46	13.15	14.24
Female Full-Time Workers	11.95	12.06	12.83

Source: ONS annual survey of hours and earnings - workplace analysis

Notes: Median earnings in pounds for employees working in the area.

Figure 5 – Earnings (NOMIS LA Profile – Stockport)

The average house prices for the Borough have risen from £156,785 in December 2011 to £201,145 in November 2016 (Housing Market Bulletin).

Housing: a total of 871 affordable dwellings have been completed since 2004, which is 18.57% of all housing completions (Stockport AMRs 2003 – 2016). 13.63% of housing in Stockport at the time of the 2011 Census was social rent (2001 14.16%) with 11.63% privately rented (2001 8.10%) and 73.22% owned (2001 77.10%) (ONS CENSUS 2001 / 2011). The extent of need for affordable accommodation in the Borough continues to be high with 12,529 households in need (3,181 due to overcrowding or concealed household) and 65.4% of those cannot afford open market options.

The majority of housing need is for smaller properties, but there is such a shortage of affordable family accommodation in the Borough that turnover is very low. There continues to be a particular need for supported and specialist accommodation. Improving choices for older people in the Borough and those with physical disabilities is increasingly important (Stockport Housing Needs Assessment).

The last decade saw lower population growth in Stockport than in any other Greater Manchester district with a resulting decline in the working age population. Despite this lower growth, housing demand and prices rose, with one of the key issues underlying these trends being under occupation of family housing, and the lack of high quality

options for older residents who may wish to consider 'downsizing'. Providing or facilitating housing that working age residents can afford in order to remain in the Borough is one of the key challenges facing Stockport. What independent housing provision specifically designed for older people exists is limited in terms of quality and choice, in terms of type, tenure and affordability (Stockport Housing Strategy 2016-2020).

Housing targets have not been achieved since 2008 but the numbers delivered were slowly climbing year on year since 2009 until 2015/16 when they fell slightly. Affordable housing completions, whilst low have been higher in Stockport than in other Local Authorities Figure 8. The low delivery levels are not deemed to be due to any policy constraints but reflect the global economic downturn and its impacts experienced in 2008 and beyond, alongside the impacts of changes to public sector funding.

The level of delivery of housing in the town centre has fluctuated since 2004 averaging around 50 dwellings per year with a surge in delivery in 2014/15. The levels of planning applications dealt with for the town centre dropped since 2011 with a small rise in 2015/16, but again reflects the economic circumstances post recession (Stockport AMRs 2003 – 2016).

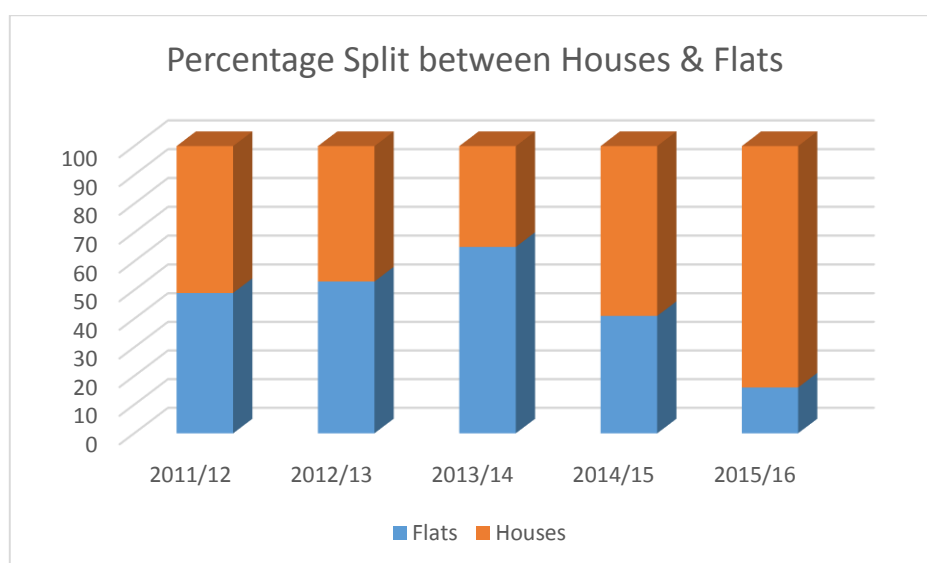


Figure 6 - Percentage Split of Houses to Flats

Stockport AMRs (2003 – 2016) show that the split between delivery of flats and houses remains stable until the last two years when it has shifted to higher levels of houses. Predominantly 2 bed flats and 3 bed houses have been delivered with surges in 1 bed flats and 4 bed houses in recent years.

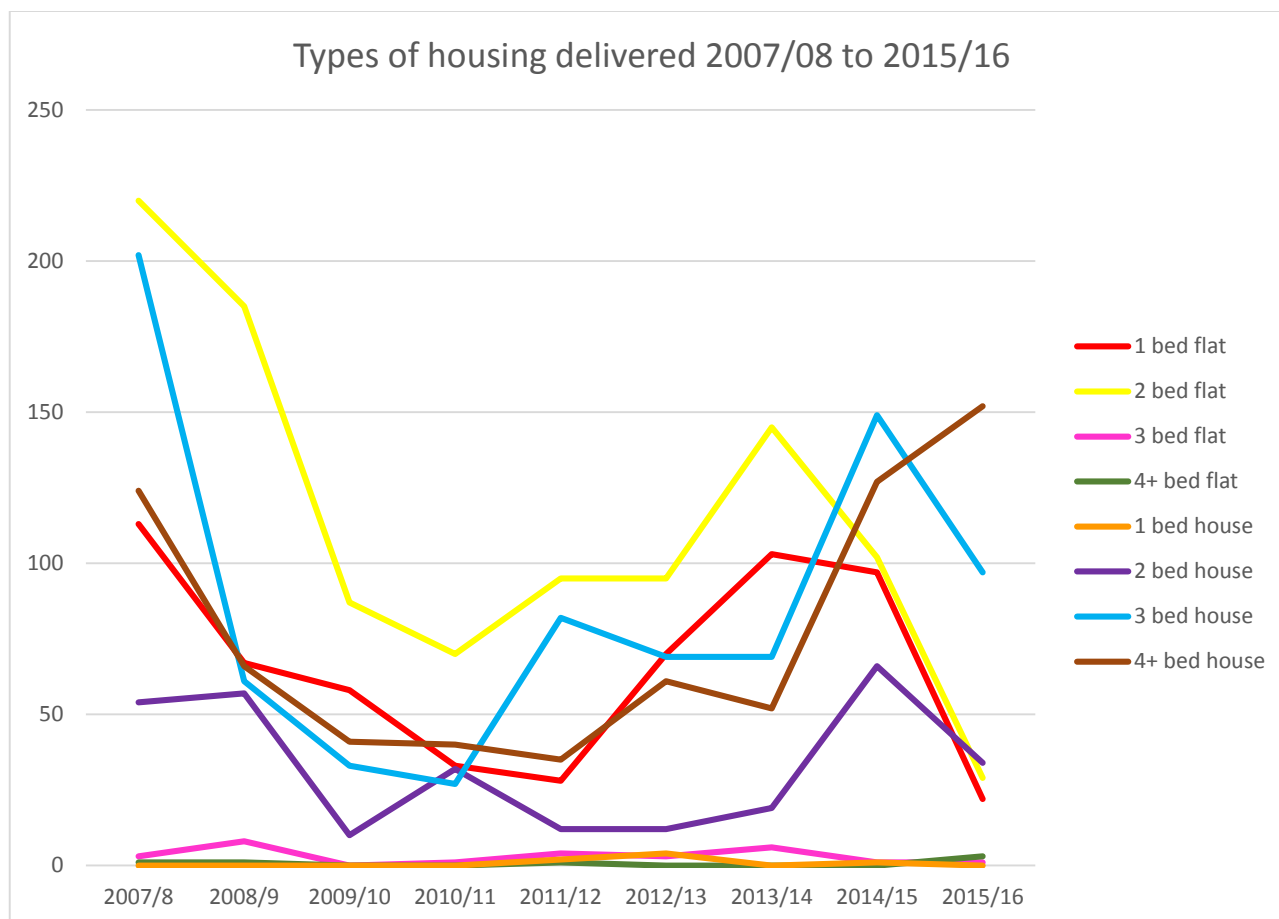


Figure 7 – Types of Housing (AMR 2003-2016)

Affordable types completed were mainly 2 bed flats and 3 bed houses with some surges in 2 bed house delivery:

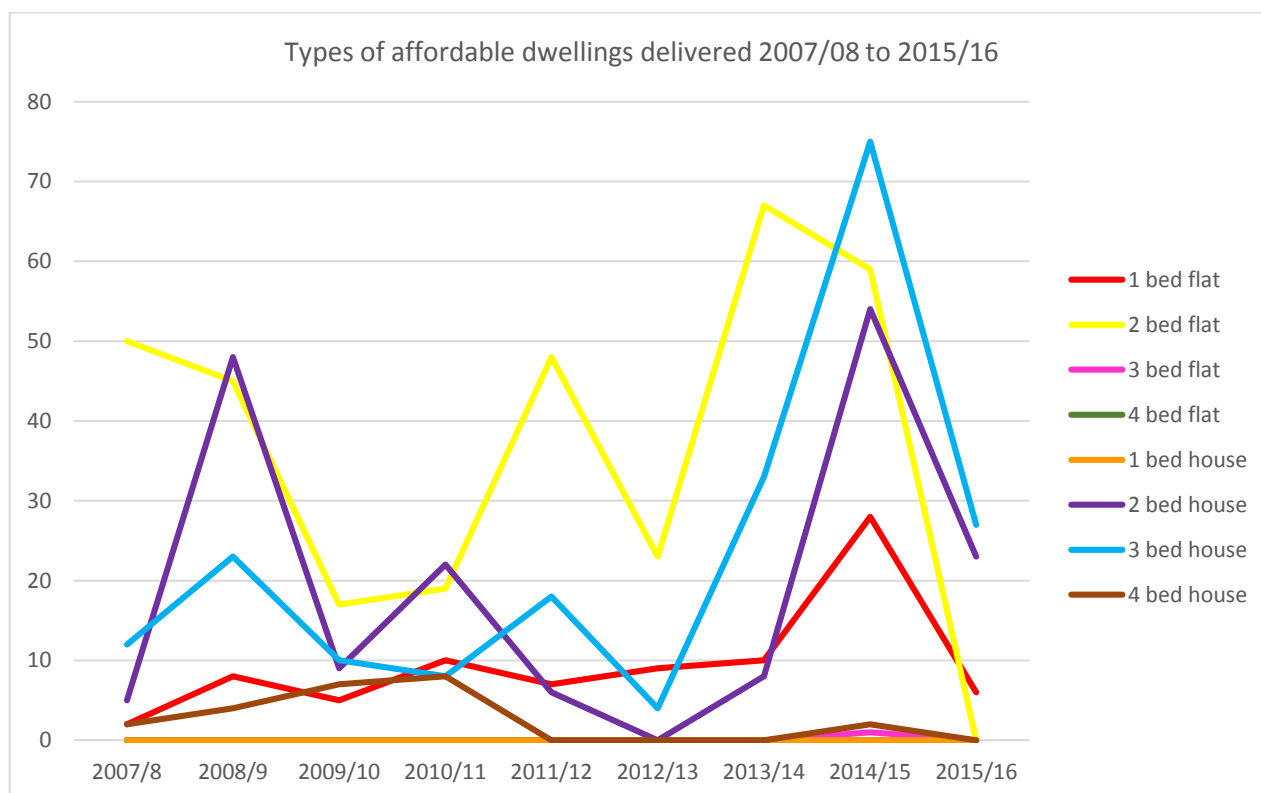


Figure 8 – Types of Affordable Housing (AMR 2003-2016)

The aim was to increase the overall housing delivery in the later years of the Core Strategy to enable the overall target of 7,200 dwellings to be achieved. Density of sites delivered has remained good with higher densities

reflected in the main since the Core Strategy adoption. No new Gypsy and Traveller sites have been delivered in the Borough. The 5 year supply remained around 4.2 years until this latest monitoring year when it fell to 3.8 years. The number of households on the housing waiting list continues to rise totalling 7,641 in November 2016.

Census data shows home ownership levels fell between 2001 and 2011 while private renting has risen. Social renting has dropped slightly between Census years while shared ownership has risen very slightly. However ownership is still by far the majority.

According to Stockport's Housing Need Assessment whilst house prices are high the market is seen as strong. In excess of 7,000 people are on the Housing Waiting List and demand for private housing is high. Private rents are nearly twice that of social rents. There is a need to offer greater choice including emerging household and family sized accommodation as well as age friendly products. Partnership working is seen as key to achieving this.

Previously Developed Land: the delivery of housing on Previously Developed Land has been historically good in Stockport with the annual target of 95% being delivered in all but four years since 2003 and delivery has never been lower than 84%. Commercial and industrial levels of development on PDL have been 100% since the Core Strategy was adopted.

Accessing nature and green space: the number of nature designations in the Borough have not greatly changed with access to sites remaining good. The 2017 Accessible Natural Greenspace Standard (ANGSt) data said 95.3% of households in the Borough meet at least one of standards.

Natural England Accessible Natural Greenspace Standards	2011	2017
Households within Stockport have access to a site of at least 2 hectares within 300 metres	27%	12%
Households within Stockport have access to a site of at least 20 hectares within 2 kilometres	95%	84%
Households within Stockport have access to a site of at least 100 hectares within 5 kilometres	71%	70%
Households within Stockport have access to a site of at least 500 hectares within 10 kilometres	0%	68%
Households within Stockport have all of their ANGSt requirements met	0%	7%
Households within Stockport have none of their ANGSt requirements met	1%	5%

Figure 9 Natural England Accessible Natural Greenspace Standards

Stockport's 2017 Open Space Study states that a population such as Stockport's is recommended to have approximately 287 hectares of Local Nature Reserves based on ANGSt standards. At least 44% of the sites rated above the quality threshold with the majority of issues around quality being in terms of poor entrances and limited paths impacting on access with requirements around maintenance.

The Borough currently has 322 hectares which means there is sufficient amount. The amount of Green Belt and green chain in the Borough has not increased in recent years. There have been small scale justified losses of Green Belt to achieve housing delivery in certain areas. In recent years there have been losses of open space (2013/14 = 4.48 ha; 2015/16 = 1,350m² net loss). There were two allotment site extension in 2010/11; a further extension at Heald Green to enable 6 new plots and planning permission was granted for a new allotment in Marple in 2014/15. There was also some food related planting as a result of the Sustainable Food City work in recent years. Slight increases in cycling and walking over the last decade would seem to indicate that there has been little deterioration in routes to support such access, however car use remains the highest mode of travel (Stockport's AMRs 2003 - 2013).

Landscape: considerations of landscape have been assessed to date in Stockport at a basic level with Landscape Character Areas identified within Stockport's Unitary Development Plan. Landscape Character Areas are rarely reflected in planning applications, except where policy officers have specifically commented on them. However the areas are delineated in Stockport's Proposals Map (<http://old.stockport.gov.uk/ldf/udp/udpproposals>).

Conservation & Heritage: in terms of Heritage assets the Borough retains six Scheduled Monuments and two Registered Historic Parks & Gardens. The number of Listed Buildings has risen since 2004 to 389 assets, whilst Locally Listed Buildings now number 467 (rising from 131 in 2004). The number of Stockport entries in the Greater

Manchester Historic Environment Record stands at 3,649⁴. The total area of Conservation Areas in the Borough has remained steady at 8.4 hectares since 2007. All the assets can be viewed on the Stockport Historic Environment Database or on the associated mapping⁵. The Conservation Area Appraisal & Management Plans provide further detailed information for each Conservation Area⁶. In general it is considered by the Council's representative on Conservation that developers have broadly supported conservation assets where relevant on new development during the life of Stockport's Core Strategy adopted in 2011.

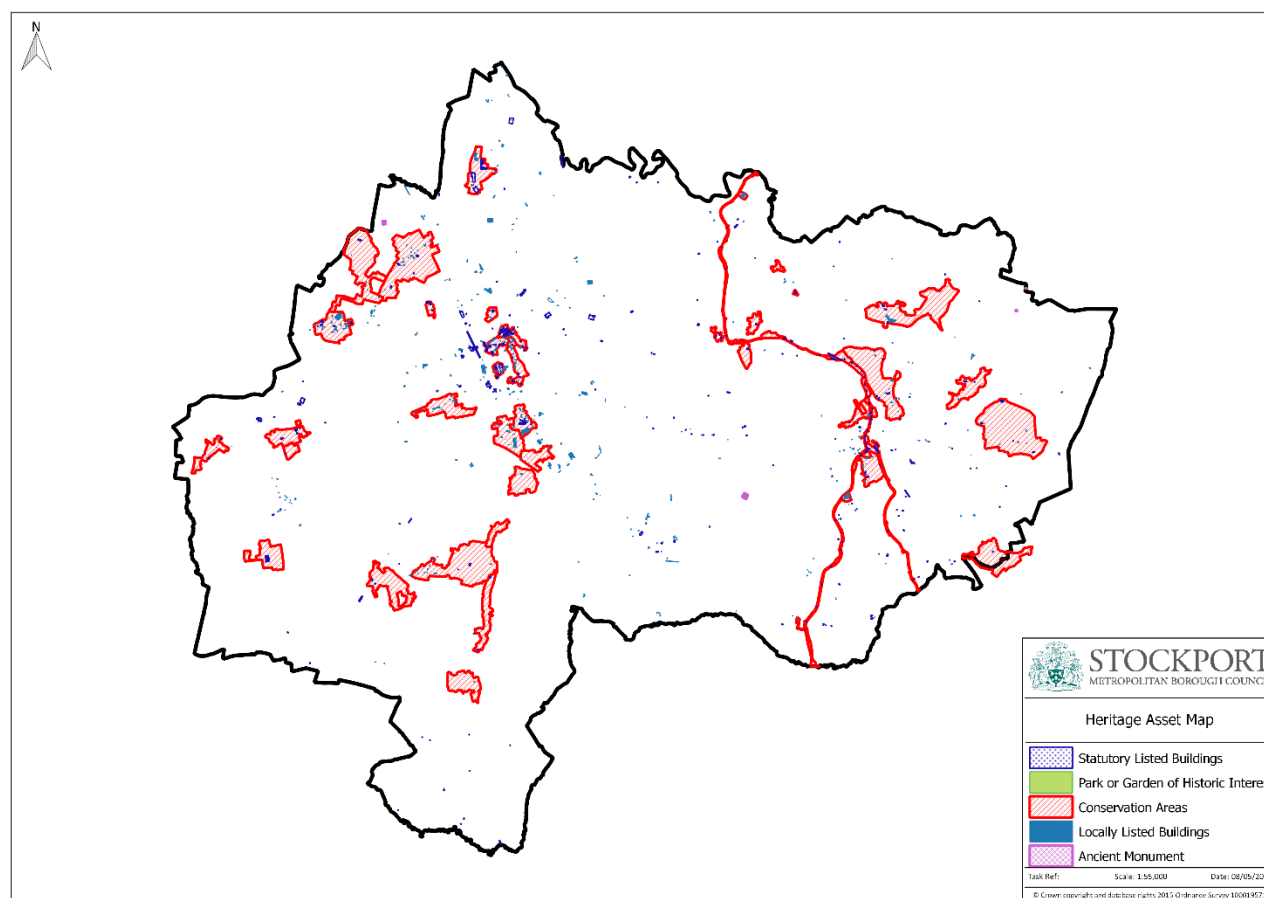


Figure 10 – Stockport Heritage Assets

The Stockport Mills Strategy, prepared in 2004 and revised in 2011, defines the mill resource in the Borough including the 64 historic textile sites remaining from the 18th, 19th and 20th centuries. Included are bleach, print, dye, machinery, rope works and warehouses associated with Stockport's cotton industry plus Stockport's hat works and associated tannery and fur works of the same period. The Council has experience in cotton mill conversion through the Houldsworth Mill flagship project and has also supported other smaller scale regeneration works in Portwood, which shows that that mills present further regeneration opportunities in Stockport.

The **Greater Manchester Urban Historic Landscape Characterisation Project** was carried out between 2007 and 2012 for the Greater Manchester Archaeological Unit and provides information on the general aspects of the urban historic landscape of Stockport⁷. It reiterates Government recommendations from that time which suggest that local government frameworks should set out positive and proactive strategies for conservation and enjoyment of their historic environment. The following is a summary of its findings for the Stockport District.

Topography played a part in the location of the district's largest settlement, Stockport. The town is situated on a narrow crossing point of the River Mersey along an historic route to Manchester. Rivers were important in the district's economic development, being the focus of early water-powered or water-consuming industry. Geology also played an important part in the district's development. Discoveries at Mellor Old Vicarage garden and on the hilltop south of Mellor Moor suggest that Mesolithic activity in the district was endemic and that the identification of

⁴ <http://www.gmau.manchester.ac.uk/her/index.htm>

⁵ <https://www.stockport.gov.uk/find-conservation-and-heritage-assets>

⁶ <https://www.stockport.gov.uk/about-conservation-areas>

⁷ <http://www.gmau.manchester.ac.uk/projects/stockport.htm>

further sites is likely. The general distribution of Neolithic evidence appears to be concentrated along or close to the Mersey, Goyt and Tame valleys. Bronze Age evidence comes in the form of scattered lithic and metalwork finds, burial urns and funerary monuments. The hilltop promontory site at Mellor possibly provides the best evidence for Iron Age and Romano-British occupation in the north-west region. The hill was clearly sited on an important east–west trans-Pennine trade route. Fragments of salt jars from Mellor and other local sites hint at a trade in salt, which was possibly used in the curing of meat. It is likely that the Roman Manchester to Buxton road crossed the Stockport district. Other potential Roman roads in Stockport led to Melandra (near Glossop), Alderley Edge and perhaps north across Werneth Low, to Castleshaw.

In the early medieval the Stockport area came under the control of the two northern kingdoms of Mercia and Northumbria. The Mersey and the Tame rivers may have acted as a boundary at this time. Enough place names survive from the Anglo-Saxon period to provide evidence of early settlement and topography. The name 'Stockport' was documented in the 12th century, but may have earlier origins. *Port* may have the Old English meaning of 'market place'. Viking settlement is indicated by Chadkirk (*kirka*, 'church') and Cheadle Hulme (*hulm*, 'water-meadow'). At the time of Domesday the area was divided into two administrative districts, the Stockport hundred and the Hamestan hundred of Cheshire. Many of the district's political boundaries were established around the time of the Norman Conquest through to the middle of 14th Century. Stockport acted as a central place for the district's rural produce, including livestock and corn. Local mercantile interests were many and included the export of wool and textiles. Staircase House is a well-preserved example of a typical late medieval merchant's house. A medieval long house at Apethorn Fold in Werneth is a rare surviving example of a lower-status medieval house. Towards the end of the medieval period sheep farming was practised in the uplands on a large scale. The intensification of sheep rearing was an indication of the growing importance of the local wool trade. In the Stockport district, woollens and linens were produced initially on handlooms in domestic workshops where spinning also took place. Silk cloth production, button making and hat making were an important part of the district's industrial output.

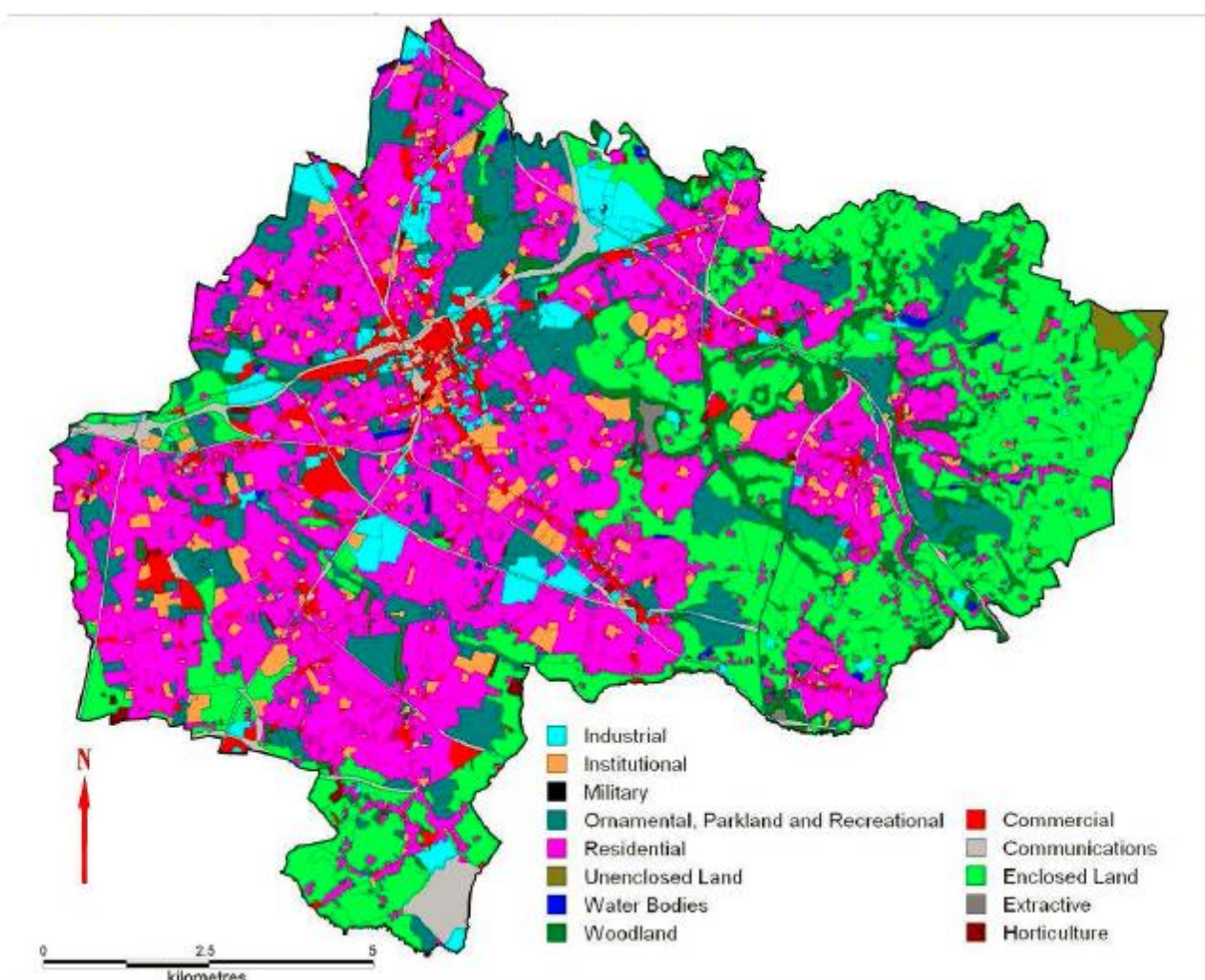


Figure 11 - Overview of Stockport's Historic Character – GM UHLC Stockport District Report

The 16th and 17th centuries saw significant changes in patterns of land ownership. Many new churches and chapels were built in Stockport while the late 18th and 19th centuries saw a peak in chapel and church building. By the end of the 18th century the textile industry was firmly established in the Stockport area. Stockport's first silk mill was constructed in 1732. The construction of silk mills began in earnest thirty years later. The late 18th century was a period of rapid building for the cotton manufacturing industry in the Pennine region. The need for water thus dictated the location of early cotton mills. The period between 1700 and 1780 also saw the introduction of textile dyehouses, bleach works and print works. Hat making was established in Stockport in the 17th century and spread to other parts of the district during the 18th century and felt makers were also present in the district by 18th century. Coal mining was an active industry at this time. The nature of 18th century industry required a dedicated workforce. This population had to be housed, fed and supported by a social infrastructure. To support this growing society a Georgian new town was constructed around Chestergate, Church Gate and Hillgate. Rural industries were becoming more diverse and of greater economic significance. The late 18th century was a time of large-scale land enclosure which produced a dramatic change in the landscape. Fields of this time are characteristically straight edged and large.

During the 18th century several Turnpike Roads were constructed throughout Stockport district, which encouraged new settlement along main routes, thus influencing urban development. Stockport's Peak Forest Canal was completed by 1799 and the Stockport Branch of the Manchester and Ashton Canal opened in 1797. The third canal in Stockport district was the Macclesfield Canal, which ran south from Marple. All the canals principally brought in coal and took finished products out. The cotton industry was at the heart of early 19th century growth. The introduction of steam-powered machinery enabled the construction of mills near transport routes, allowing the centres of industry to shift away from the rivers. The boom in cotton mill construction began in the early 1820s and reached its peak at the end of the 19th century. This also caused a boom in coal mining and local engineering works that made machinery for the textile industry. Large amounts of land were used for the construction of terraced housing, which were built close to the workplaces. Shops, churches, schools, community halls, municipal cemeteries and parks were created at about the same time. This was also the time of smaller mill town development. The later advent of trams and buses allowed for the development of further villa suburbs on urban peripheries.

The arrival of the railway and the introduction of tram systems facilitated the more rapid transportation of goods and people, and allowed the development of out-of-town suburbs. The first railway reached Stockport after the completion of the Mersey Viaduct in 1842. The railways continued to be intensively used by industry into the post-war period, when they were superseded by road transport. Stockport's core saw massive redevelopment in the mid to late 19th century. Shops, trade halls and retail warehouses were constructed. Stockport's market place was improved with new churches and chapels also built. The borough authority provided services such as water and lighting and built hospitals, sanatoriums, schools, libraries and workhouses. Vernon Park was opened in 1858 while the town hall was officially opened in 1908.

In the early 20th century and the interwar period, industry went through a phase of decline which led to unemployment and bankruptcy in Stockport. With the decline of textiles, engineering rose to become a staple industry. Car and aeroplane manufacture were introduced into the district in the early 20th century. The First and Second World Wars stimulated demand for military aircraft in particular and Woodford Aerodrome was opened in 1924. The commercial development of Stockport's town core continued into the early 20th century. The Plaza cinema dates from this period. Developments of this time within Stockport town included the building of a new market hall, new civic buildings, the enlargement of Stockport College and construction of the Merseyway precinct, which culverted the River Mersey and replaced early 19th century urban development. Schools and hospitals were built to serve the rapidly expanding populations. The 20th century was also the greatest era of house-building that had yet been seen with planned estates of semi-detached and detached houses. A 1919 Housing Act required local councils to provide homes in areas of housing shortage. Building occurred on a large scale on low value agricultural land at the edges of towns. From the mid 20th century onwards, former 'slum' terraced houses were being cleared for new Council housing development including local facilities such as shop parades, pubs, churches, schools and recreation grounds.

Local railway lines and tramways went out of use in the early post-war period. Manchester International Airport was founded as an aerodrome in the 1930s with significant expansion in the early post-war period. Its impact on the landscape spread further than the site of the airport itself, including new road infrastructure built to serve it and the M60 motorway also built through Stockport in the late 20th century. Modern motorways, junctions and trunk roads represent significant landscape features. Roads resulted in more people living further away from the workplace.

Road transportation also led to the development of large out-of-town trade parks, superstores, retail parks and industrial estates. Several parks were created by the Stockport Corporation during the 20th century. Canals have also been re-developed for leisure pursuits. Despite modernisation, the historic core of Stockport has retained much of its historic character compared with other Greater Manchester districts.

Sustainable Design: in total 667 developments have been delivered to an environmental design standard since 2006 and includes BREEAM offices, Code for Sustainable Homes, Ecohomes⁸ and Passivhaus⁹ as well as one to the CEEQUAL¹⁰ standard (A6MARR). One Building for Life¹¹ scheme was recorded in 2007/08. There have been 39 applications specifically for renewable energy installations (not part of a wider development) granted since 2011 with nearly 7,000 applications to the national Feed in Tariff¹² system between 2013 and 2016 in the Borough. Planning policies on energy and carbon have resulted in estimated carbon savings of at least 1,200 tonnes of carbon per annum. Sustainable drainage has been difficult to monitor in terms of lack of national movement on establishing the mechanisms to drive policy implementation or measure sustainable drainage achievements or impacts. However in the last year the Council has referred all major planning applications to the Council's drainage experts in terms of assessing the appropriateness of proposed designs for sustainable drainage.

Stockport Town Centre Environmental Quality: the Town Centre has a reasonably good standard of environmental quality according to the 2014 Retail Study update. There is a lack of greenery within the centre, but Stockport is well-maintained, with landscaping and street furniture. Moreover, the Town Centre contains a variety of street furniture, including hard and soft landscaping, public toilets and traditional seating, which appear to be used regularly by shoppers. The history and special character of the historic shopping area around the Underbanks and Market Place creates a unique shopping environment, which is different to other town centres within Greater Manchester. The pedestrian plaza at the recently completed Stockport Exchange provides an area of public realm when exiting the rail station and leading into and through to the development to the A6 frontage. Redrock will also involve public realm improvements, including a public square on Bridgefield Street and re-routing of bus services, that will promote linkages with the remainder of the Town Centre.

The Stockport Town Centre Urban Green Infrastructure Enhancement Strategy¹³ was adopted in 2015 which aims to ensure urban forestry, creative management of water and vegetation in building design are implemented where possible.

Accessing needs: access to local centres for health and welfare services has remained good in terms of non-car owners accessing services in particular – the percentage figure for households with no vehicle dropped slightly in 2011 (21.96%) from 2001 (23.55%) (ONS CENSUS 2001/2011). There remain reasonable levels of community facilities around the Borough which either can or do house health and welfare programmes. Broadly a 98% level of access has been maintained for residents to health and wellbeing centre (Stockport JSNA). There have been some increases in cycling (double the amounts since 2003 in morning and evening peak) and walking (morning period only – evening levels have fallen slightly over 2003 figures) over the last 13 years which may include accessing local centres (TfGM (HFAS)).

District Centres generally provide good convenience shopping with improvement required for Bramhall (car use to larger stores is common), Edgeley (pedestrian survey showed low satisfaction rating with supermarket offer) and Romiley (service sector dominance). The only local store for those without a car in Brinnington for fresh food is in Berwick Parade. Convenience goods shares for edge and out of centre superstores both within and outside of Stockport are generally the same as or equal to Stockport's District Centres and higher than local centres (Stockport Retail Study 2014). This could reflect location, accessibility by vehicular mode, parking or retail offer but does possibly indicate that walking or cycling to shops needs to be fully enabled through development delivery.

Accessing fresh food: monitoring data (Stockport AMRs 2003 - 2016) shows that since 2011 higher levels of new retail and leisure development have been completed predominantly on edge or out of centre rather than in centres,

⁸ <https://www.bre.co.uk/sustainable-construction-of-buildings>

⁹ <http://www.passivhaus.org.uk/>

¹⁰ <http://www.ceequal.com/>

¹¹ <http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

¹² <https://www.ofgem.gov.uk/environmental-programmes/fit>

¹³ <http://democracy.stockport.gov.uk/mgConvert2PDF.aspx?ID=70598>

although the town centre saw a surge in development in 2012/13. A1 (retail) uses in frontages have been broadly protected with some minor losses in more recent years, which could affect availability of fresh food. Hot Food Takeaways have been controlled near to schools and parks outside centres. Given the low levels of development delivered at the start of this decade and the impact of an economic recession on shopping frontages, it is a testament to the relative strength of Stockport's centres as well as existing planning policies that greater negative health impact has not been experienced.

Rural Areas: rural proofing of Stockport's Core Strategy outlined that 8.58% of the Borough's population reside in areas defined as rural according to the Defra designations for that period, as shown on the map below.

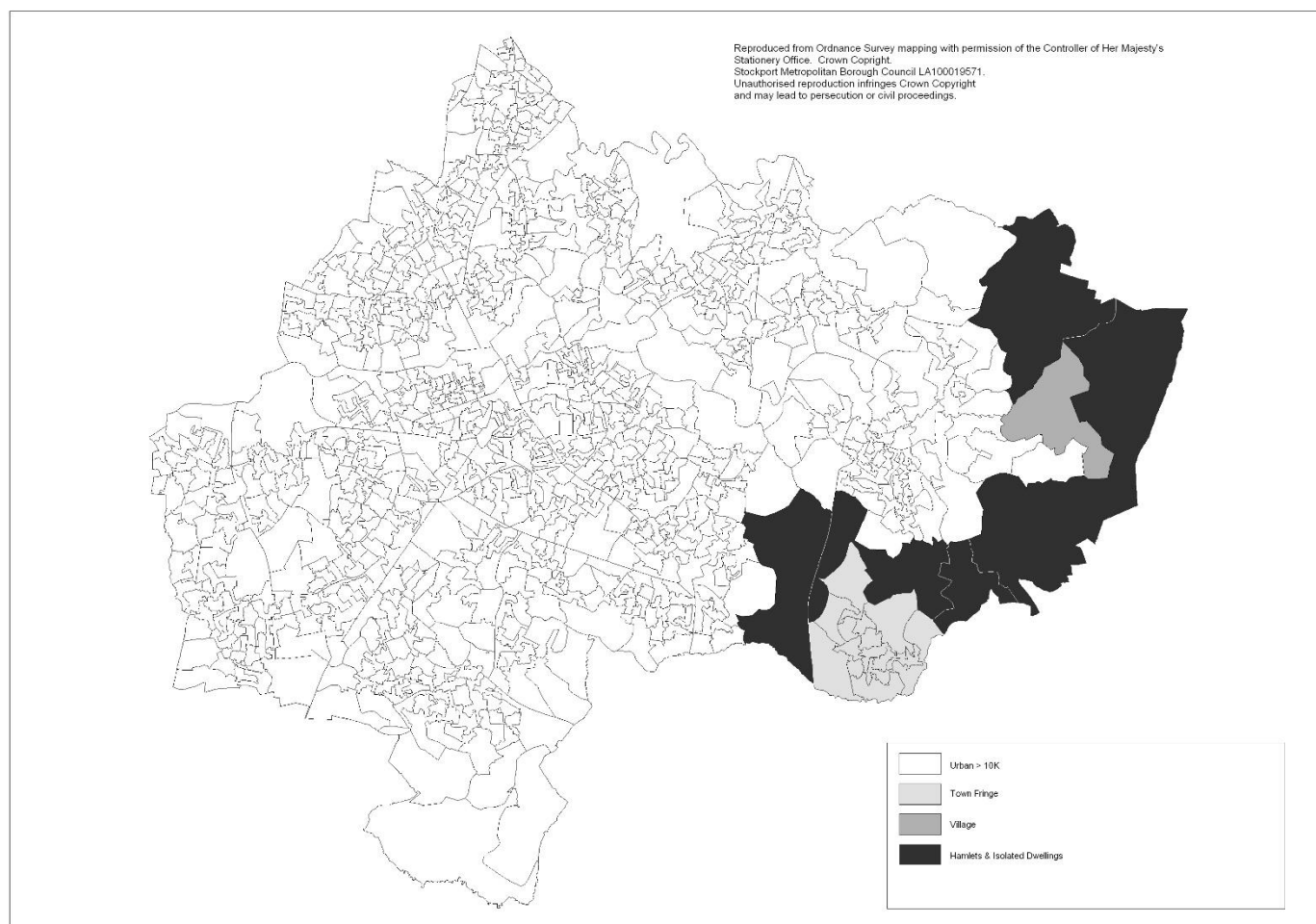


Figure 12 Rural Areas Circa 2010

An update of rural data after the 2011 Census provided a simplified assessment of areas resulting in data for Stockport reporting that 0.4% of the population live in 'Rural including hub towns'.

The rural proofing work includes considerations of accessibility of services (including health), employment and education from these areas, and the constraints covering the areas such as Green Belt as well as natural environment protection and enhancement.

Crime and Perceptions of Safety: generally communities have low crime in Stockport measured against the wider GM area and are comparable to Tameside levels. Highest rates of crime are criminal damage and arson, followed by vehicle offences (including theft from and of vehicles). According to the Policy.uk crime map website for a broad area drawn freehand around the Borough, crime stats for the last six months of 2016 never rose above 2,400 incidences per month. Design of new development that reflects crime prevention as a priority may have had a negative impact in terms of ensuring appropriate permeability with regards to tackling social isolation, mental health conditions (such as depression), encouraging / enabling physical activity and reducing vehicle emissions / congestion

levels. Natural surveillance¹⁴ benefits are recognised within the Police's design standard and are a critical part of decision making.

Stockport's annual monitoring reports (2003 to 2013) record measurement of perceptions of safety in Stockport Town Centre. According to the findings of the Citizen Survey Panel, levels of feeling safe in the town centre dropped slightly in the early part of this decade, whilst recorded incidences of crime in the town centre remained stable. The update of Stockport's Retail Shopping Study in 2014 reported that 94% of respondents felt safe when visiting the town centre in the evening. Car use remains substantially higher than other modes – all of which could indicate that poor perceptions of safety on other modes might be a deterrent to their use, although there could be other reasons. In terms of re-offending, Stockport has lower than the average for English Metropolitan Boroughs for the years 2011 to 2013 (England Crime Stats).

Planning Obligations: there are only limited data available on total income from planning obligations such as Section 106. In 2011/12 more than three quarters of a million pounds was committed to as total potential income from such obligations with over 1 million pounds in 2012/13. Actual amounts obtained in those years were reported as £434,557.92 in 2011/12 with £374,491 in 2012/13. There is a record of open space obligations obtained in 2015/16: £435,319.83 total commuted sums for open space to be spent on children's play provision and maintenance, as well as formal sports provision and maintenance (Stockport AMRs 2003 – 2016).

Do Nothing Scenario

If unplanned, location of venues enabling facilitation of services to tackle smoking, alcohol and dietary problems could prove ineffective, if inaccessible or space unavailable to house them within the communities of need. Obesity levels could rise as opportunities to exercise as part of commuting and leisure remain unequal across the Borough.

Opportunities for mental health improvement could be missed in terms of green space to assist with stress management and general health improvement. Environmental degradation through increased traffic from unplanned development would result in increases in health inequalities, degrading health across the Borough.

Capacity to tackle health issues is impacted through stagnating or increasing inequalities. Deprivation increases exacerbated by sluggish levels of employment and business development, housing provision may not target areas of need and local environment experiences degradation. Social cohesion weakens with reduced social interaction as isolation increases and perceptions of disrespect increase.

Access to public services including leisure and cultural facilities is unimproved and numbers attending fall. Provision of convenience goods (including fresh food options) does not change. Health inequalities widen increasing polarisation in Stockport. Health of the Borough deteriorates, impacting on economic performance. Resulting environmental degradation further exacerbates health and economic issues.

Housing needs in the Borough could remain unmet with ever increasing numbers on the housing waiting list, due to increasing house prices generations of families could be unable to remain together within neighbourhoods affecting support networks and without sufficient appropriate older people's housing the older generation is isolated and could die younger or live unfulfilling and uncomfortable lives. Younger people could leave Stockport reducing the level of new generations to keep the Borough vital.

Perceptions of crime could deteriorate as social isolation increases, due to lack of mobility / activity being enabled and increased. Re-offending rates could rise if access to services and a safe public realm are not maintained and improved where necessary. Perceptions of safety could deteriorate if accessibility and public realm are not delivered in an appropriate manner. Neighbourhoods could deteriorate in terms of house prices and quality, employment availability and open space provision. Inequalities issues could worsen.

Deterioration of existing places in terms of uniqueness and attractiveness, which could result in degradation of physical communities, resulting in a break down of social cohesion, increases in deprivation due to lack of business and employment attraction. Also a reduction in decency of local housing through lack of care and appropriate housing delivery. Exacerbation of carbon emissions has implications outside of Stockport but can also result in

¹⁴ https://henrico.us/assets/cpted_checklist.pdf

spiralling energy costs for domestic and business properties, increased risk of flooding and resultant stress and health implications. A general decline in the perception of satisfaction with the area's residents.

Data Limitations

Some data that was available for earlier planning document work is no longer collected nationally (and in some cases locally), therefore there are incomplete records for some indicators.

There is no information on the quality of employment obtained in recent years in terms of permanency, contracted hours or specific pay levels.

Nine of the Local Centres identified under Policy CS6 of the Core Strategy were too small to be picked up from the telephone survey of households. Spend in district and local centres might not just be about accessibility but also about the retail offer. There was no monitoring of secondary frontages which were to be defined in the Allocations document, which did not go forward.

Citizens Panel Survey is a small sample (@700). Retail study survey is a larger sample than the Citizen Survey Panel.

Sustainable drainage monitoring has been impacted by slow national policy implementation, lack of staffing capacity as well as limited data from the planning systems.

Quality of travel plans is no longer monitored within the Council. Absence of baseline data on walking and cycling route numbers and lengths. Infrastructure monitoring is sporadic within the AMR with other data sources needed.

Landscape Character Assessment needs to be updated and made more rigorous.

Natural England's Accessible Natural Greenspace Standard (ANGSt) standard was assessed for Stockport in 2011 and there has been only one update in 2017.

Rural Proofing exercise needs to be updated to reflect 2011 Census population data as well as taking account of any implications from the Greater Manchester Spatial Framework.

Mills Strategy requires an update.

Data collection on Section 106 etc., payments ceased in 2013 due to staffing changes at the Council.

SAF Categories: Environmental Protection, Low Carbon Approach & Sustainable Waste

The SAF objectives under these Categories are as follows:

Category	Sustainability Objectives
Environmental Protection	Protect Biodiversity, Habitats and Species
	Conserve and Improve Green Infrastructure and other natural capital
	Reduce Emissions
Low Carbon Approach	Mitigate and adapt to Climate change
	Minimise Car Use and Encourage Walking & Cycling
Sustainable Waste	Minimise waste, re-use or recover through increased recycling and/or composting

Ecological Networks and Natural Capital

Given there is limited local data on species and habitat levels it is necessary to also understand the wider picture in terms of species and habitats. This information also helps with an understanding of some transboundary and wider cumulative impact issues.

Global estimated species losses on average are 58% between 1970 and 2012 - habitat loss, climate change and invasive species are listed as some of the reasons. Under the current trajectory, the future of many living organisms in the Anthropocene¹⁵ is uncertain; in fact several indicators give cause for alarm. The Living Planet Index, which measures biodiversity abundance levels based on 14,152 monitored populations of 3,706 vertebrate species, shows a persistent downward trend (Living Planet Report 2016¹⁶).

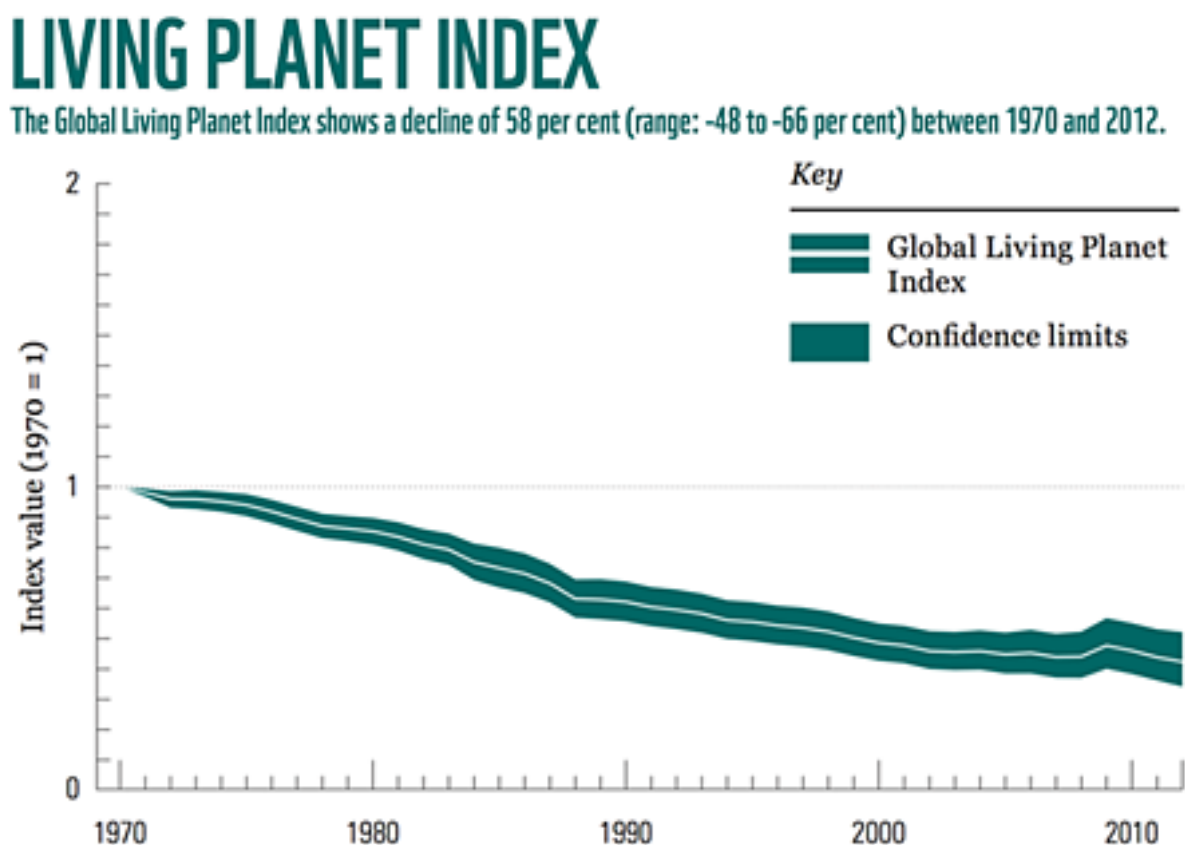


Figure 13 Living Planet Index – WWF Living Plant Report (2016)

¹⁵ The Anthropocene defines Earth's most recent geologic time period as being human-influenced, or anthropogenic, based on overwhelming global evidence that atmospheric, geologic, hydrologic, biospheric and other earth system processes are now altered by humans

¹⁶ http://awsassets.panda.org/downloads/lpr_living_planet_report_2016.pdf

Species are increasingly affected by pressures from human activities that contribute to habitat loss and degradation, overexploitation, climate change and pollution. In a business-as-usual scenario, this downward trend in species populations continues into the future. United Nations targets that aim to halt the loss of biodiversity are designed to be achieved by 2020; but by then species populations may have declined on average by 67 per cent over the last half-century (Living Planet Report 2016).

Not only wild plants and animals are affected: increasingly people are victims too of the deteriorating state of nature. Living systems keep the air breathable and water drinkable, and provide nutritious food. To continue to perform these vital services they need to retain their complexity, diversity and resilience (Living Planet Report 2016).

England's natural capital – the elements of the natural environment which provide valuable goods and services to people such as clean air, clean water, food and recreation – is in long-term decline. Successive 'natural capital deficits' have built up a large natural capital debt and this is proving costly to human wellbeing and the economy. If economic prosperity is to be sustained, natural capital has to be safeguarded, indeed it should be considered as part of a wider investment.

According to the third report of the State of Natural Capital¹⁷ from the Government's Natural Capital Committee there is little indication that drivers and pressures on natural capital will lessen over the next 50 years. In fact, they are likely to grow. The challenge society faces, both domestically and globally, is how to manage natural capital so that it can continue to meet the needs of people and the economy, despite the mounting pressures.

In addition, it should be noted that only valuing biodiversity for human benefit can limit appropriate and efficient evaluation of natural capital. There is a current lack of comprehensive understanding about the complexity of nature and the contributions of each species to the functioning of ecosystems to be able to decide which species humans are most dependent upon¹⁸.

In terms of specific data on biodiversity at a Stockport level, nearly half of the Borough is built up including houses (6.02% of total land use - ONS Physical Data), factories, shops, offices, schools, railways, car parks (2.81%) and roads (9.19%). Domestic gardens (21.83%) offer links and corridors between established habitats, as well as the potential for being habitats in their own right (ONS Census 2011). There are 14 Local Nature Reserves up from 9 in 2007/08, there remain two Sites of Special Scientific Interest and there are 66 Sites of Biological Importance up one from 2007/08. The areas of these nature designations have increased where corrections have been made to data based on improved measuring and not as a result of land use planning (AMR).

Data from the Greater Manchester Local Biodiversity Action Plan (GM LBAP)¹⁹, which covers Stockport, has been extracted to provide a baseline in terms of habitats and species. The overall aim of the GM LBAP is to promote conservation, protection and enhancement of biological diversity in Greater Manchester for current and future generations. Species selected for the LBAP are a priority habitat or species within the UK Biodiversity Action Plan, occur in Greater Manchester and are considered a conservation concern locally. The 2009 GM LBAP avoids considering habitats and species in isolation through fostering conservation at the landscape scale. Extrapolation of information from the GM LBAP paints the following picture of biodiversity in the Borough.

Grasslands: Stockport has examples of species rich (unimproved) neutral grasslands (mainly occurring on Sites of Biological Importance (SBI)) as well as grasslands of high ecological value on areas of previously developed land (PDL) – although the exact extent of this type in GM is unknown. The species rich type are often found where the built environment has removed the surrounding land from agricultural use, or along road verges, on recreational sites and in churchyards. High ecological value types on PDL are primary successions and therefore unusual in the British landscape. Impacts for both types include pressure from built development, invasive species, poor tree planting and landscaping or where grasslands are unmanaged. The PDL sites are often the preferred sites for planning development but can be regenerated if sensitively designed²⁰.

¹⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/516725/ncc-state-natural-capital-third-report.pdf

¹⁸ <http://www.eea.europa.eu/soer-2015/synthesis/report/3-naturalcapital>

¹⁹ <http://www.gmbp.org.uk/site/index.php?option=content&task=view&id=9&Itemid=27>

²⁰ <http://wildflower.co.uk/training/training.htm>

Native Woodlands: ancient woodlands are of great importance as they are likely to contain the widest variety of plants and invertebrates. There are 781 ha of ancient woodlands in Greater Manchester (GM) – these are woodlands present since at least 1600 CE but only sites of over 2 ha in area have been identified, so there may be smaller stands that are not recorded. All GM districts contain lowland broadleaved woodland but Stockport (and Tameside) have a greater extent, with notable networks along river corridors in Stockport. A good example being at Etherow Country Park. Total coverage of upland woodland oak in GM is unknown with remaining areas fragmented on urban fringes, including in Stockport; and only one type is found in GM – sessile oak / downy birchwood sorrel woodland. Wet woodlands coverage is not fully known in GM but the habitat occurs in all districts. These are important habitats near water bodies, especially for invertebrate species, some of which are BAP species themselves. Rising use of wood burners may benefit these woodlands as management of such areas results in sales of wood. Factors affecting Native Woodlands include clearance directly or through adjacent development; constraints on woodland spread from development; invasive species (including through river corridors for wet woodland) and new non-native planting; recreational activities; lowering of water tables for wet woodlands and climate change. New woodland planting is needed and planning obligations can be useful in regenerating woodlands.

The Woodland Trust is dealing with an unprecedented number of threats to ancient woodland with 709 woodlands at risk across the UK²¹. There was a partial loss of ancient woodland habitat in Stockport as a result of the design of the A6 Manchester Airport Relief Road scheme, although some mitigation has taken place in terms of attempts to move the soil. Woods planted or growing up today will not become ancient woods in 400 years' time because the soils on which they have developed have been modified by modern agriculture or industry, and the fragmentation of natural habitats in today's landscape hampers species' natural movements and interactions. Many species characteristic of ancient woodland are slow to disperse and do not colonise new areas easily²². It is critical that no further ancient woodland loss occurs.

Ponds & Lodges: Ponds occur around abandoned industrial sites, marl pits, brickworks, flooded mineral working, as a result of mining subsidence and in quarries. Also in natural locations in woodlands and on farms. Ponds are found in parks and gardens which are a key biodiversity resource in urban areas. Lodges are man-made water bodies with most examples originating from the industrial revolution. Created to hold water for industrial purposes, most GM versions were for the textile industry. They are similar to ponds in biodiversity terms. A range of species are associated with ponds and lodges including wetland plants, aquatic invertebrates, amphibians, mammals and birds. Bats roost in some culverts associated with lodges and both ponds and lodges are important feeding resources for bats. Other species are specific to ponds or a type of pond such as a temporary or seasonal which are easily lost if the pond is changed. There is no data on ponds in GM but important pond scapes are found in several districts, including Stockport, where examples are Compstall and Heald Green SBIs. Lodges also occur in all districts. All ponds are valuable but also provide assistance with flooding and can be incorporated into, or created, as a result of sustainable drainage schemes, providing flood and pollution management. Factors affecting such habitats include filling in from development; inappropriate native species introduction; loss or degradation; surface drainage pollution and uncontrolled rises in water levels from surface water run off.

Species:

- Native Black Poplar trees are found mainly in the north and east of GM mostly in parks, cemeteries and on urban green space. Their presence is often not understood, the waterways that support them can be degraded and trees are often felled for development.
- Great Crested Newt populations in Britain are larger than elsewhere in Europe and therefore the British population is important. They are common but declining in GM with exact populations unknown but they are believed to breed in all districts, including Stockport. Although currently protected through planning they are impacted by loss of breeding ponds and terrestrial habitats to development, fragmentation of their habitats and water abstraction.

²¹ http://www.woodlandtrust.org.uk/blogs/woodland-trust/2017/02/ancient-woodland-housing-white-paper/?utm_campaign=1710514_A02_9663_woodland_trust_20170221&utm_medium=email&utm_source=woodlandtrust&utm_content=&dm_i=2D76,10NUA,61ZI3S,2YYKA,1

²² <https://www.woodlandtrust.org.uk/visiting-woods/trees-woods-and-wildlife/woodland-habitats/ancient-woodland/>

- Water vole populations across GM are relatively sporadic and isolated. Mainly found on wetlands (including ponds) but some sightings on urbanised and heavily modified rivers, brooks and canals. Stockport sightings are very limited. Population fragmentation from development pressure has contributed to a dramatic decline, especially where burrows get flooded due to increased run off, they are often perceived as rats and are predated by American Mink.
- Brown hares are found in all GM districts but data is limited and the distribution is unclear. Intensified agriculture and disease are the main impacts.
- Species like Black Redstarts are no longer found in Stockport but inclusion of appropriately designed Green Roofs could facilitate a spread from neighbouring Manchester.

There has traditionally been no monitoring of any efforts to enhance development in terms of biodiversity and this needs to be addressed. If only at risk species and habitats are measured or monitored then there is a risk that islands of good biodiversity emerge with little done to improve overall biodiversity and tackle habitat fragmentation by addressing ecological connectivity. This will result in genetic weaknesses and an overall failure of ecosystems, ultimately affecting human ecosystems.

Green Infrastructure

Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. Figure 14 reflects the state of GI from the recent Open Space Study (2017). It includes Sites of Biological Importance, parks & formal gardens, areas of Green Chain (which includes river valleys), green corridors, children's play areas, cemeteries and allotments as well as strategic and local open space.

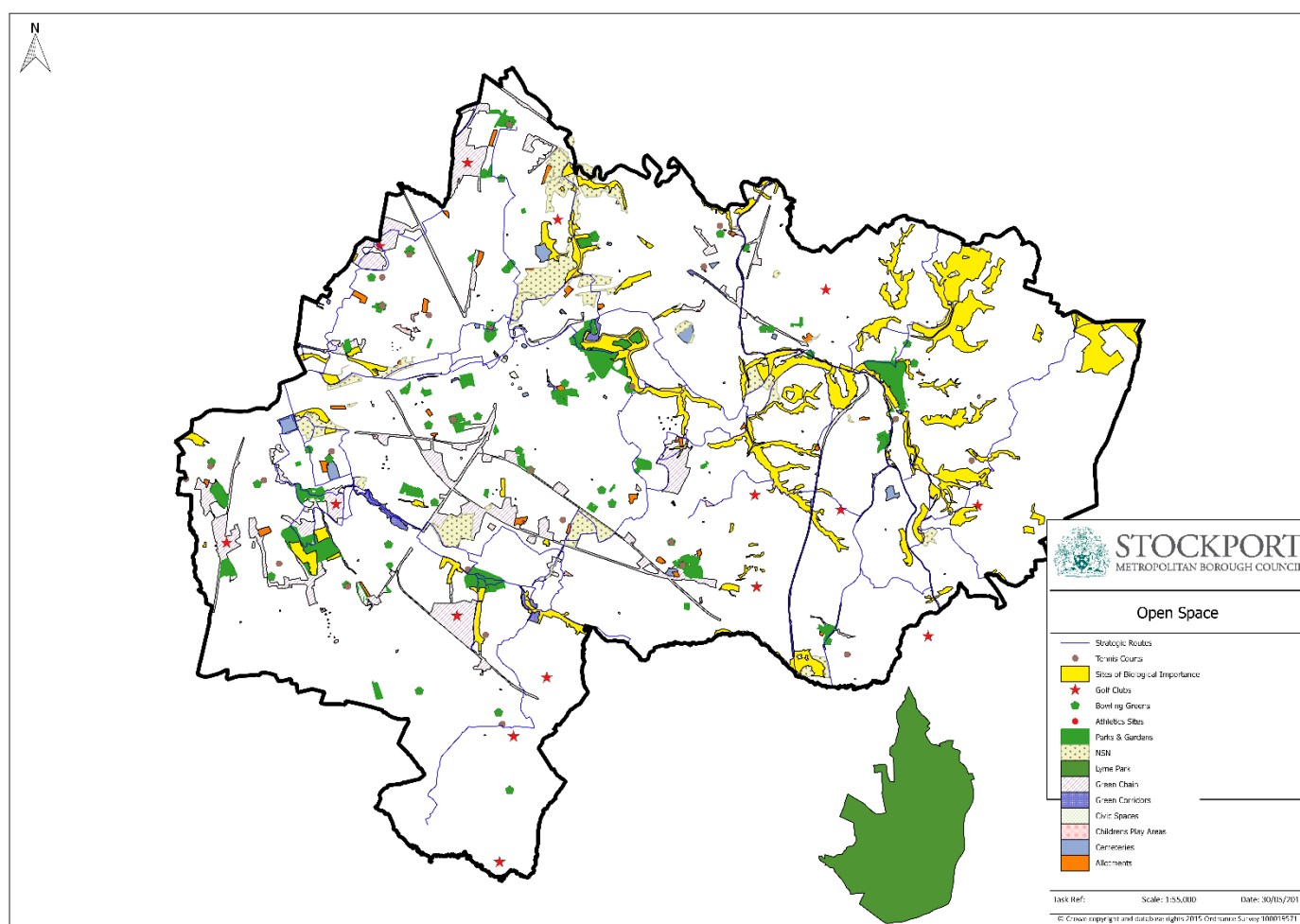


Figure 14 Open Space Designations 2017

Nature Designations on Sites: the number and area of nature designations in the Borough have not greatly changed with access to sites remaining good.

Arboricultural data from the Council's Senior Arboriculture and Habitat Officer concerning tree planting and felling in Stockport since 2001: no of trees felled is 1965; no of trees planted 1813.

The amount of Green Belt and green chain in the Borough has not increased in recent years. There have been small scale justified losses of Green Belt to achieve housing delivery in certain areas. In recent years there have been losses of open space (2013/14 = 4.48 ha; 2015/16 = 1,350m² net loss). There were two allotment site extensions in 2010/11; a further extension at Heald Green to enable 6 new plots and planning permission was granted for a new allotment in Marple in 2014/15. There was also some food related planting as a result of the Sustainable Food City²³ work in recent years.

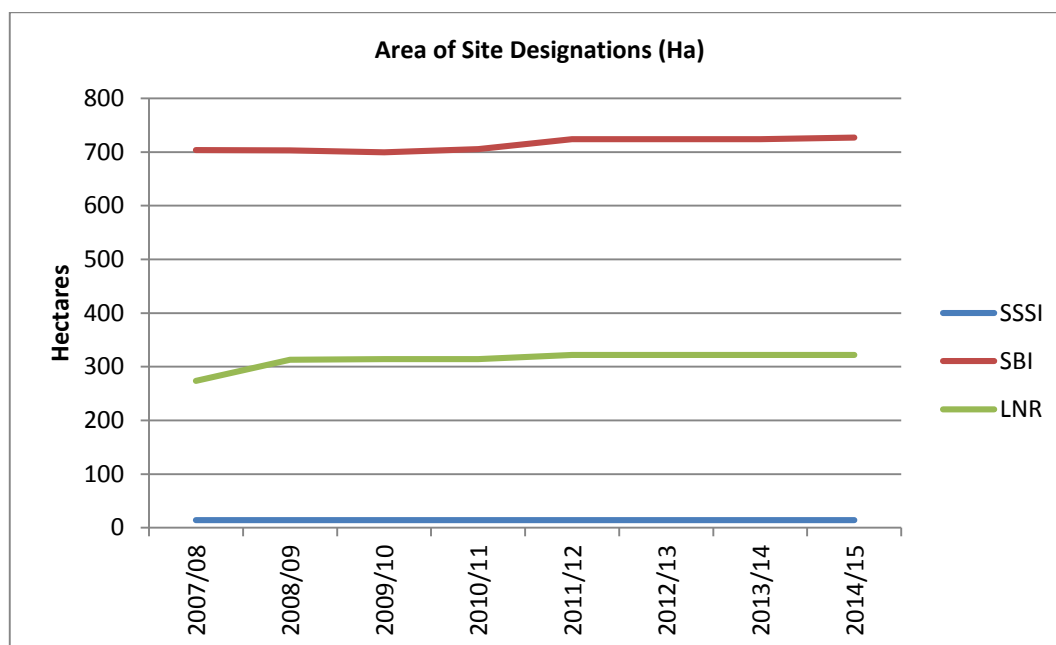


Figure 15 – Area of Nature Site Designations (AMRs 2003-2016)

Accessibility: is covered in the earlier section on Placemaking with Figure 9 outlining Natural England's ANGSt data for 2011 and 2017.

Conserve & protect natural resources

There is limited information on the consumption and protection of natural resources in Stockport. What data there is will be summarised below but the following global concerns are critical to inform any baseline at a local level.

The way humans appropriate natural resources has had a tremendous impact on the Earth's environmental systems, impacting both people and nature. This, in turn, affects the state of biodiversity and climate. An understanding of Planetary Boundaries can help achieve an understanding of the complexity of human impacts on the planet. Pushing the boundaries of nine Earth system processes may lead to dangerous levels of instability in the Earth system and increasing risk for humans. Researchers suggest that humans have already driven at least four of these global processes beyond their safe boundaries. There is scientific uncertainty about the biophysical and societal effects of crossing these boundaries, but attributable global impacts are already evident for climate change, biosphere integrity, biogeochemical flows and land-system change (Living Planet Report 2016²⁴).

If current trends continue, unsustainable consumption and production patterns will likely expand along with human population and economic growth. The growth of the Ecological Footprint, the violation of Planetary Boundaries and increasing pressure on biodiversity are rooted in systemic failures inherent to the current systems of production, consumption, finance and governance. The behaviours that lead to these patterns are largely determined by the way consumerist societies are organised and fixed in place through the underlying rules and structures such as values, social norms, laws and policies that govern everyday choices (Living Planet Report 2016).

²³ <http://sustainablefoodcities.org/findacity/cityinformation/userid/40>

²⁴ http://awsassets.panda.org/downloads/lpr_living_planet_report_2016.pdf

According to the Environment Agency's water quality data²⁵, the rivers in Stockport have not improved in overall terms of ecological status²⁶ between 2009 and 2014. One river has improved from bad status to poor, while one other river improved but then deteriorated again with some slight improvement again in 2014. Seven have remained moderate or poor status. Four have deteriorated and of those, three are now poor and one is moderate status. The EA aims to improve the status of most rivers by one status level by 2027. The two canals in Stockport are of generally good ecological quality.

Waterbody Name	Classification to achieve	By year	2014	2013	2012	2011	2010	2009
Ashton Canal and Peak Forest Canal, lower section	Good	2027	Good	Good	Good	Moderate	Moderate	Good
Peak Forest Canal, upper section, and Macclesfield Canal, upper section	Good	2027	Good	Good	Good	good	good	Good
Goyt (Etherow to Mersey)	Moderate	2015	poor	poor	poor	poor	poor	bad
Dean (Bollington to Bollin)	Moderate	2027	poor	poor	poor	poor	poor	moderate
Chorlton Brook (Princess Parkway to Mersey)	Good	2027	moderate	moderate	moderate	moderate	moderate	moderate
Fallowfield Brook	Good	2027	moderate	moderate	moderate	moderate	moderate	moderate
Etherow (Glossop Brook to Goyt)	Moderate	2027	poor	poor	poor	poor	poor	poor
Micker (Norbury) Brook	Good	2027	poor	Good	Good	good	good	Good
Mersey (upstream of Manchester Ship Canal)	Moderate	2015	moderate	moderate	moderate	moderate	moderate	moderate
Micker Brook	Good	2027	moderate	moderate	moderate	moderate	moderate	moderate
River Goyt (Sett to Etherow)	Moderate	2015	poor	poor	poor	poor	poor	poor
Poise Brook	Good	2027	poor	bad	moderate	bad	bad	bad
Tame (Swineshaw Brook to Mersey)	Moderate	2015	moderate	moderate				
Platt Brook (Source to Fallowfield Bk)	Good	2027	poor	poor	moderate	moderate	moderate	moderate
Sett	Good	2027	moderate	good	good	good	good	good

Figure 16 – River Quality (Environment Agency Data)

Mineral resources in Stockport have been protected since 2005 (Stockport AMRs 2003-2016).

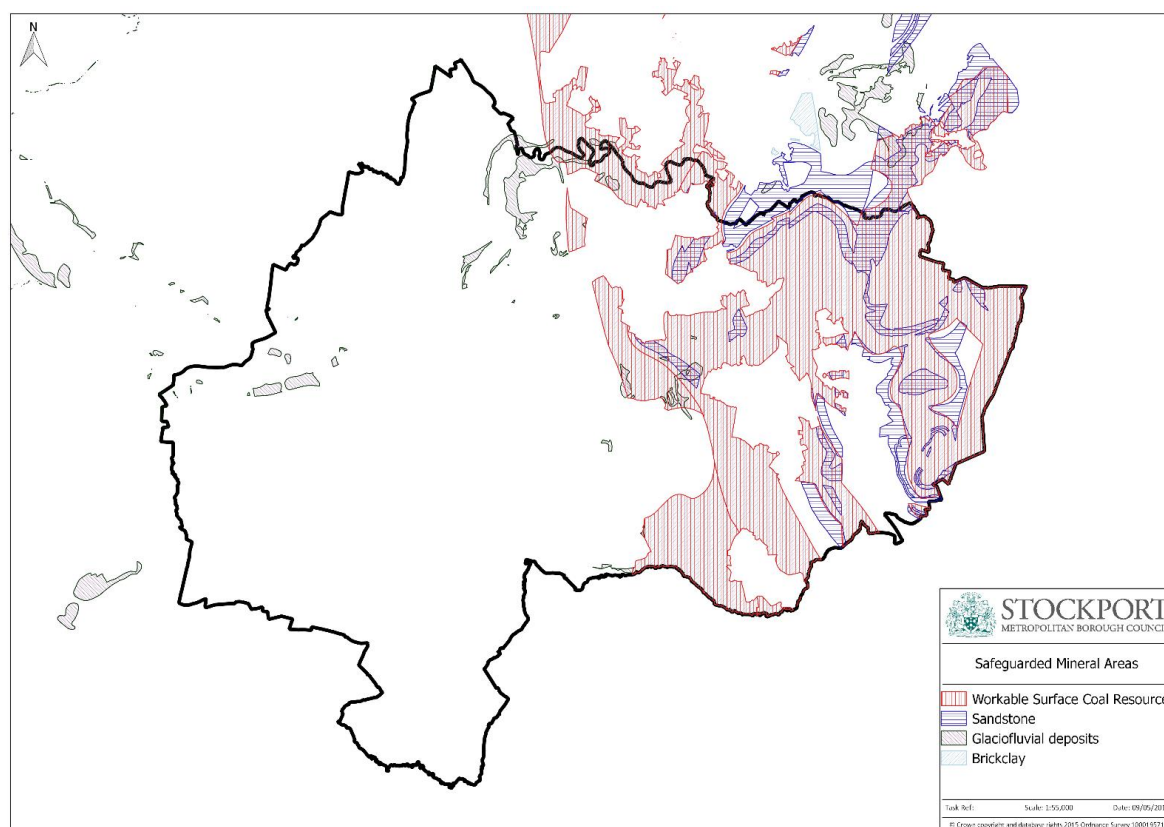


Figure 17 – Stockport Minerals Resource

²⁵ <http://environment.data.gov.uk/catchment-planning/>

²⁶ <http://environment.data.gov.uk/catchment-planning/help#help-status-classes-surface-water>

Agricultural Land

There is no detailed data on agricultural land for Stockport. There are areas of Grade 3 but there is no detailed information on whether they are Grade 3a or Grade 3b²⁷.

Reduce emissions

Aquifers: parts of Stockport lie over Groundwater Vulnerability Zones – the data is available on the Environment Agency's website: <http://apps.environment-agency.gov.uk/wiyby/117020.aspx>. Advice from the EA regarding these zones lies around being aware of activities which might impact on the groundwater (such as mining or excavations and pipe works). The nature of a pollutant will affect the level of impact.

Air Quality: the Great Air Manchester website provides information on emissions in terms of air quality for the whole conurbation (including Stockport). As the mapped data in the most recent EMIGMA report for 2010²⁸ shows, the main areas of concern for air quality are motor vehicle transport corridors, especially the M60/M56 and the A6 in Stockport.

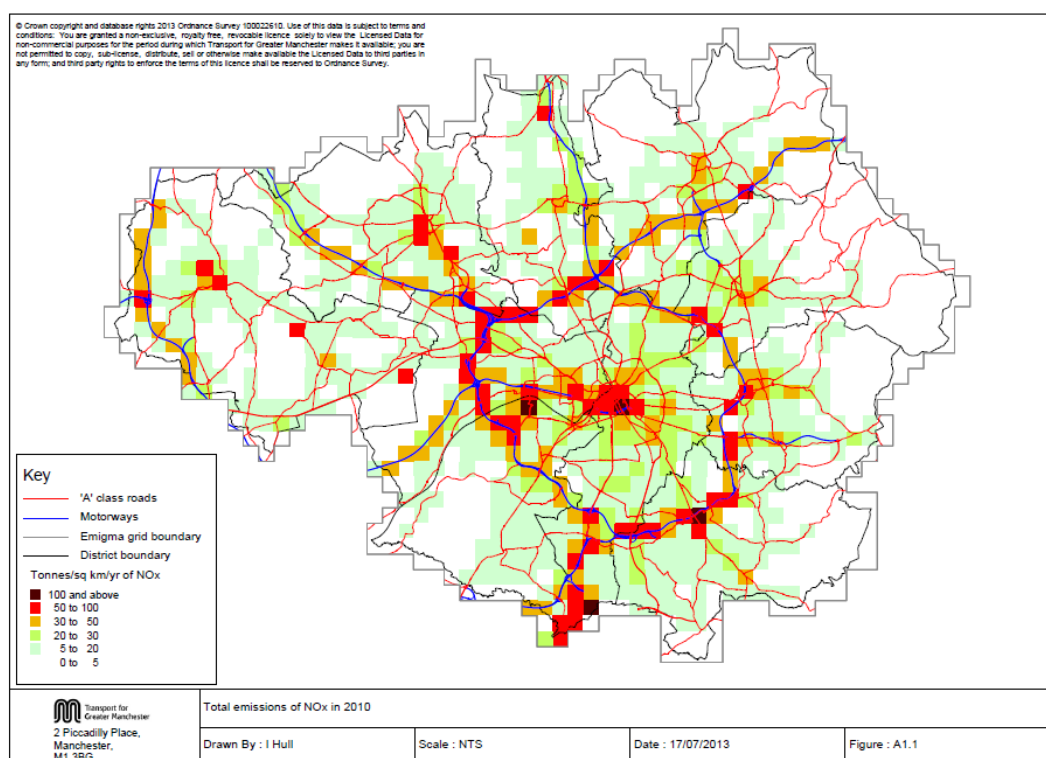


Figure 18 - Total NOx emissions for 2010: EMIGMA data from Great Air Manchester

Most especially in NOx terms the Town Centre area shows levels of 100 tonnes / sq km / yr. In addition there are some areas of concern unsurprisingly around industrial sites like Bredbury. Carbon dioxide emissions reflect built areas where space and hot water heating use is high but also reflect major transport corridors – see section on Mitigation & Adaptation to Climate Change.

²⁷ <http://publications.naturalengland.org.uk/publication/35012>

²⁸ <http://www.greatairmanchester.org.uk/WhatAreWeDoing/emigma.aspx>

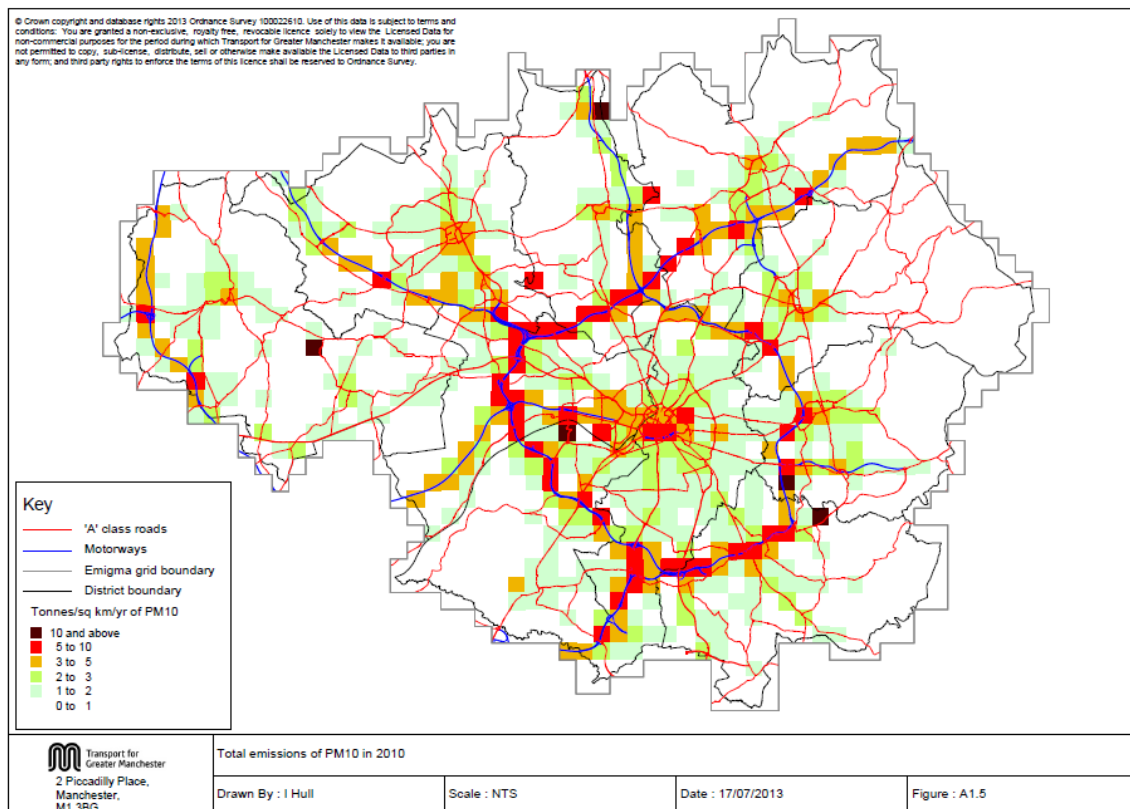


Figure 19 - Total PM10 emissions for 2010: EMIGMA data from Great Air Manchester

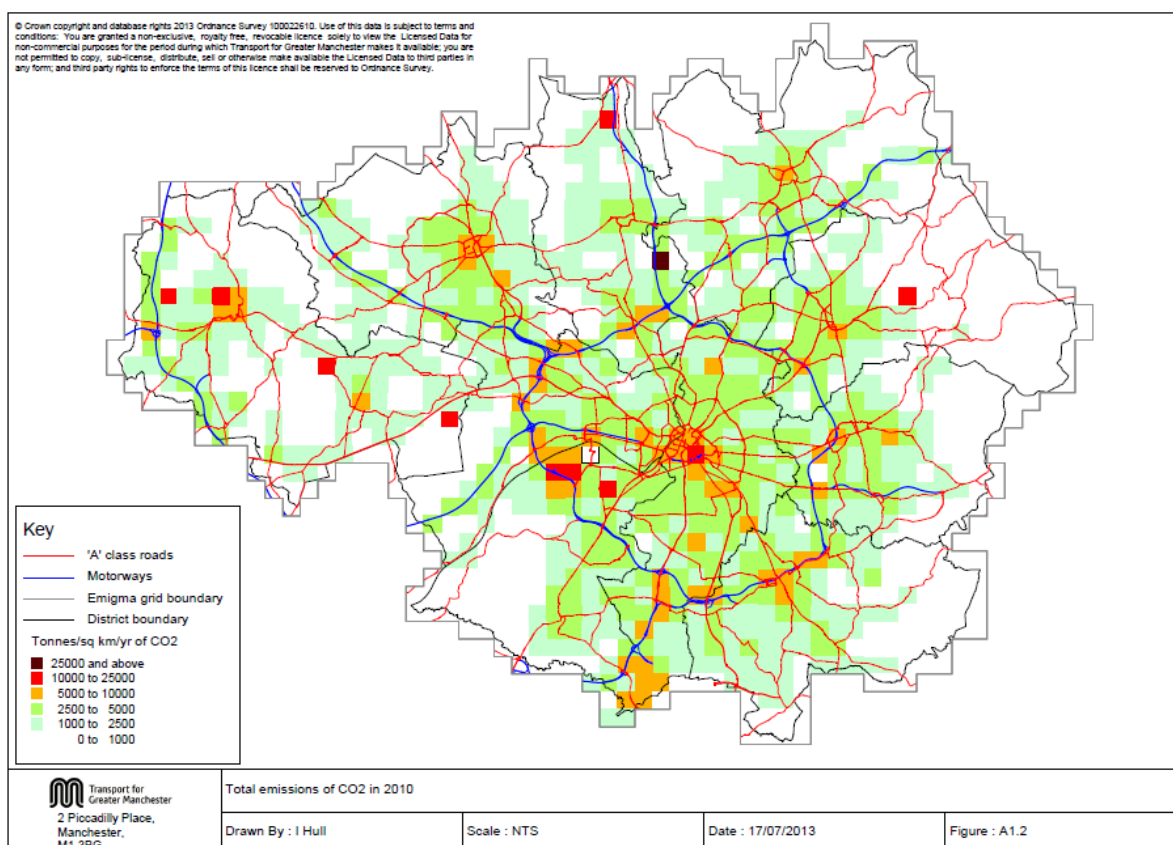


Figure 20 - Total CO₂ emissions for 2010: EMIGMA data from Great Air Manchester

Stockport has Air Quality Management Areas that inform work in the Borough on air quality as well as planning decision making. Mapping of these areas is currently being prepared.

Contaminated Land: the Figure below shows landfill sites and areas of possible contamination in the Borough.

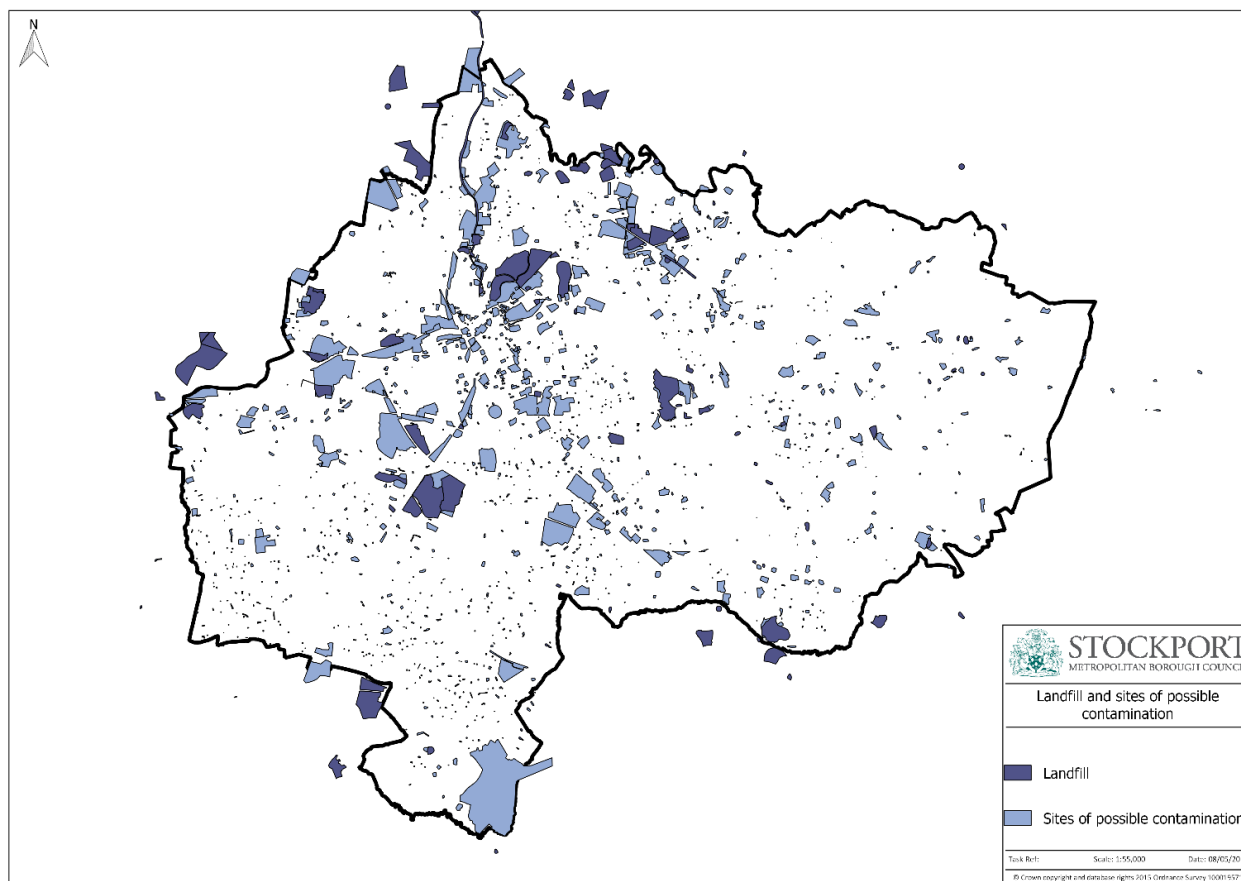


Figure 21 Sites of possible contamination (Stockport Council)

The main source of noise in Stockport is Manchester Airport traffic. The Noise contour data are shown in the figure below:

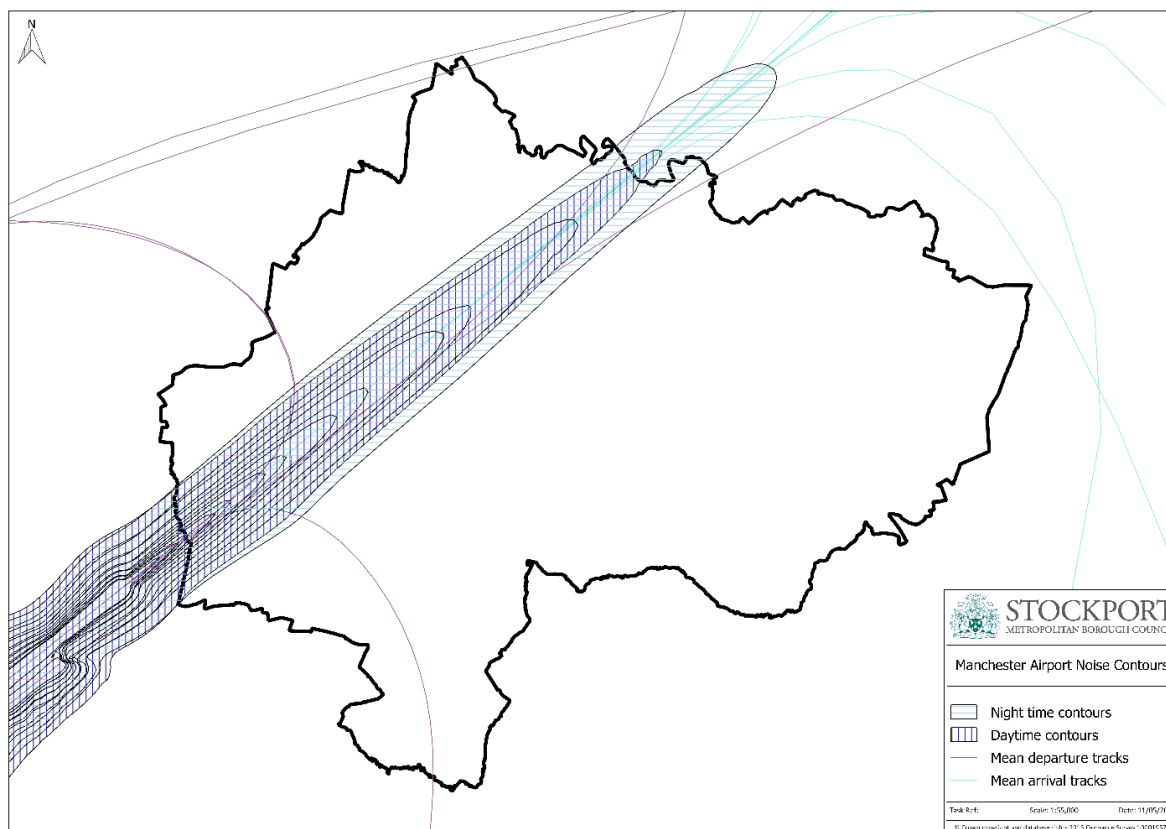


Figure 22 Manchester Airport Noise Contours

Mitigate and adapt to climate change

Stockport Borough's carbon emissions for the three sectors recorded over the years available show varying decreasing trends. However domestic emissions remain substantially higher than road transport or industrial & commercial levels. In addition Stockport remains the third highest in terms of Greater Manchester domestic emissions, after Manchester and Wigan (Stockport AMRs 2003 to 2016).

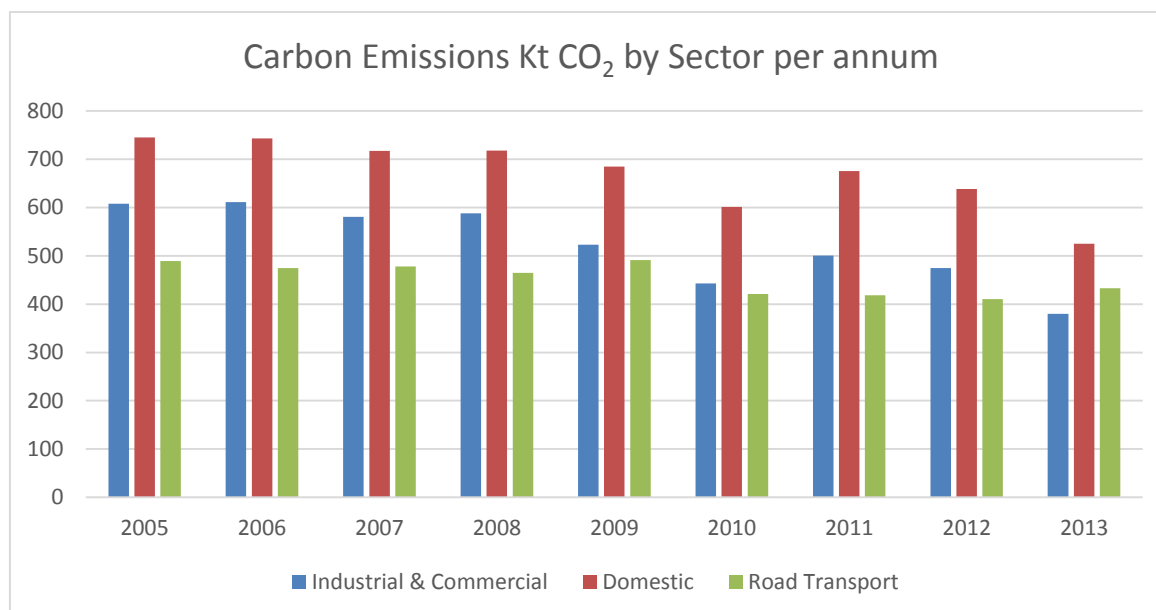


Figure 23 – Carbon Emissions Data for Greater Manchester

Stockport Council's Strategic Housing Team produce the Home Energy Conservation Act (HECA) Report – the most recent version being for 2015-17. This states that current performance on domestic emissions is 685.72 kt of CO₂ and 18.5% of households are in fuel poverty, up from an estimated 15.3% in 2012 (however it should be noted that fuel poverty levels can be affected by changes in income levels). The average SAP rating for private sector housing in 2014 is D (an improvement over 2012 when it was E) and social housing also has an average SAP rating of D. It is estimated that 24% of properties have loft insulation and 52% of suitable wall cavities have been insulated. Indeed the Carbon Emissions Reduction Target (CERT) programme²⁹ was successful in Stockport such that the Borough installed the second highest percentage of insulation in England and Wales at 25.6%, also the highest in the Greater Manchester area. However the CERT funding has now ceased. The Warmfront scheme³⁰ saw 12,828 eligible properties in the Borough assisted with relevant energy efficiency measures between 2001 and 2013.

The Council's planning policy on household extensions requiring measures to improve energy efficiency resulted in estimated carbon savings from measures in excess of 400 tonnes of carbon per annum since 2011/12. Carbon reduction from new development records estimated total annual carbon savings of 49.57 tonnes for 2013/14, 39.76 tonnes for 2014/15 and 11.96 tonnes for 2015/16 (AMR 2003-2016).

Several renewable energy installations have taken place since 2007 including most notably: two hydro schemes at Otterspool (50kw) and Stringer Weirs (75kw); biomass mini district heating networks installed by Stockport Homes to several of its grouped flats at Lancashire Hill, Mottram Street (top right in Figure 24), Hollywood Towers, Heaton Towers, Hollow End Tower, Brinnington Tower Blocks and Beaver & Voewood Tower Blocks; Equity Housing installed solar pv on their head quarters in Cheadle Hulme saving 2 tonnes of carbon per year. A farm in Mellor hosts a 5kw wind turbine; several schools have installed renewables including Stockport Academy (GSHP), Rose Hill Primary (GSHP / Solar hot water), with Cheadle Hulme School, Queens Road Primary School, Arden Primary and Greave Primary totalling 42,200 kw of solar pv; several faith venues have installed solar pv including Dialstone Lane Methodist Church and Grove Lane Baptist Church as well as the Friends Meeting House on Cooper Street, whilst Our Lady's Parish Centre on Flint Street has a 95kwh biomass boiler.

²⁹ The Carbon Emissions Reduction Target (CERT) ran between 1 April 2008 and 31 December 2012. CERT required larger gas and electricity suppliers to achieve targets for reducing carbon emissions from domestic premises in Britain.

³⁰ <http://www.affordablewarmthgrants.co.uk/grants/warm-front-scheme.htm>

An anaerobic digestion plant was installed at Viridor Waste Management Facility in Bredbury; British Gas installed 198kw of solar photovoltaics and a 198kw biomass system at their sites; Armitt House in Cheadle Hulme installed an array of solar pv saving 4.5 tonnes of CO2 per year. Stockport Exchange office development includes a green roof and a solar array pictured below (center).



Figure 24 – Image of Stockport Exchange and Environs

The above image also show cases the solar array on the Council’s own Stopford House which also houses a biomass boiler. The solar hot water on Fred Perry House to the south of Stopford cannot be seen as it faces south east but the green roof on the first floor extension at the west end of the building can be seen just behind the Town Hall clock tower.

The total number of Feed in Tariff applications over recent years is 6,936 for Stockport. Total accreditations for Renewable Heat Incentive are 56 (39 domestic and 17 non-domestic (total 6.3 mw of capacity for non-domestic)). As stated above, in terms of climate change adaptation measures, there have been two green roofs installed with a partial brown roof on the BAM Office Building on the A6 near the Hatworks.

Sustainable drainage has been slow to come to fruition in Stockport with advice provided to planning applicants with major applications during 2016. Despite efforts to get GI included in major schemes there has been a lack of delivery which is slowly improving with the tree planting and a green roof at Stockport Exchange, as well as planned delivery of a green wall and planting around the Redrock site.

Minimise car use & encourage walking & cycling

Public transport availability and accessibility is generally good in the Borough, however car use is high. The number of households in Stockport that do not own a vehicle fell slightly from 23.55% in 2001 to 21.96% in 2011. In terms of travelling to work, car use is still the predominant choice, although other modes have increased very slightly (ONS Census 2001 & 2011). Average peak travel journey times have decreased slightly between 2004/05 (3.50) and 2012/13 (3.36) in the morning peak period (07.00 to 10.00) and increased slightly for the afternoon / evening between 2004/05 (3.30) and 2012/13 (3.50) but congestion levels remain static (Transport for Greater Manchester (TfGM)).

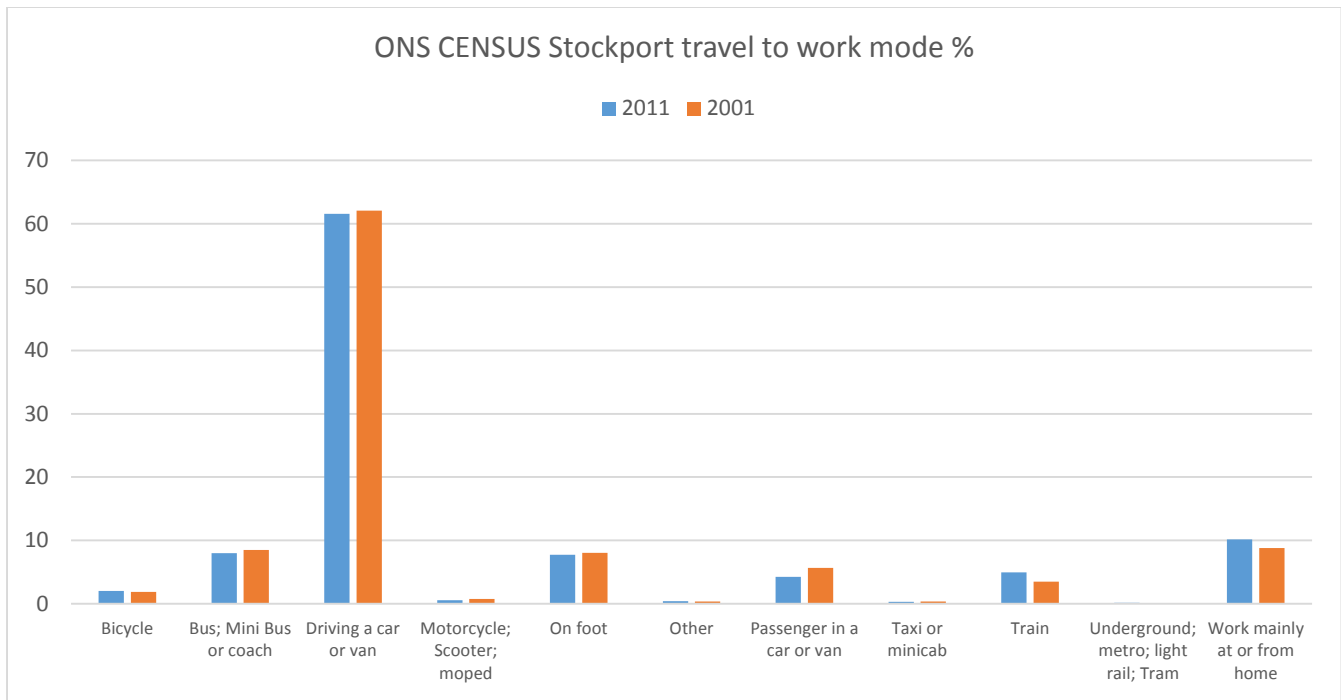


Figure 25 - Travel to Work choices 2001 & 2011 – ONS CENSUS

The number of vehicles inbound to Stockport key centres has steadily declined since 1997 which taken with the above data on continued use of cars for commuting, could indicate that employees are increasingly travelling out of the Borough for work by car (TfGM: HFAS).

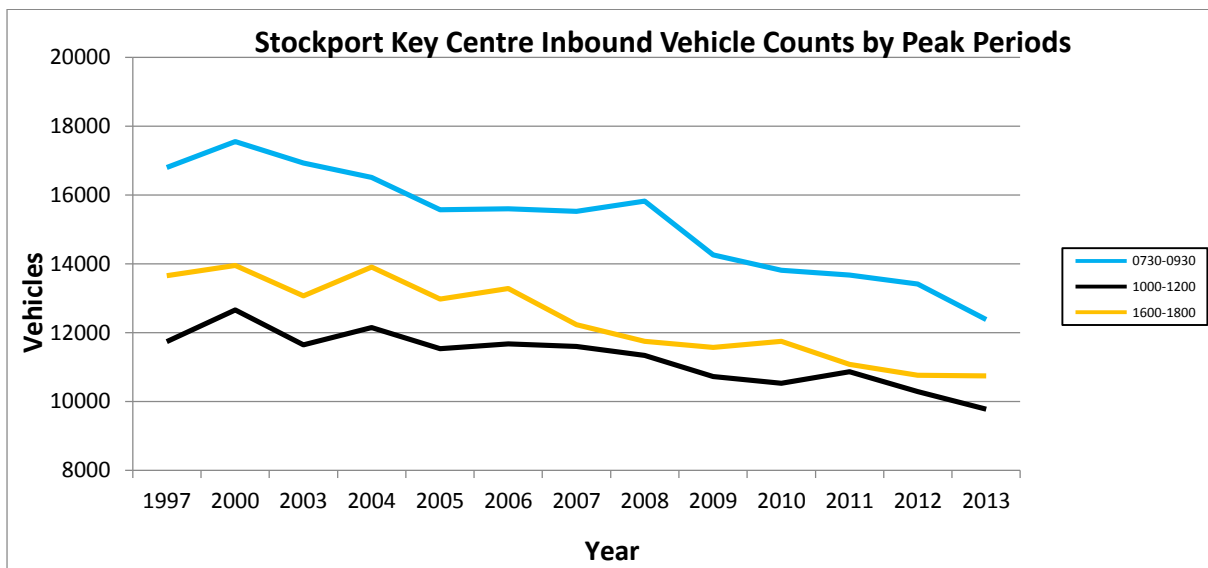


Figure 26 – Inbound Vehicles to Key Centres (TfGM)

However it should be noted that data for cyclists boarding at Stockport station in 2013 on a single day in November (59 – next highest at Wigan is 47) is higher than other stations in the Greater Manchester area which may reflect the facilities and networks in Stockport and the capacity for expansion (TfGM).

Details of investment in improvements to cycling and walking routes is detailed in the Investment in Stockport section of this document.

Minimise waste, re-use or recover through increased recycling and/or composting

The percentage of household waste sent for reuse, recycling and composting in Stockport has increased steadily since 2004/05 but has dropped slightly in recent years (see Figure 27). The total waste tonnage collected has decreased from 136 tonnes in 2004/05 to almost 102 tonnes in 2013/14 (AMR 2003-2016).

Six new waste sites have been created in Stockport since 2008/09. In 2008/09 planning permission was granted for an Anaerobic Digestion unit in Bredbury which processes 20,000 tonnes of food waste a year including creating methane for Combined Heat & Power use on site. Also the Bredbury Parkway Resource Recovery Centre which manages 5,000 tonnes of construction waste was granted planning permission in that year.

In 2009/10 a municipal waste treatment facility was granted planning permission at Bredbury to deal with around 314,000 tonnes / year of waste (including a transfer station, household amenity site and in-vessel composting facility). Also a materials recycling facility handling 35,500 tonnes of waste, including wood waste for fuel was granted planning permission at Oldmoor Road in Bredbury.

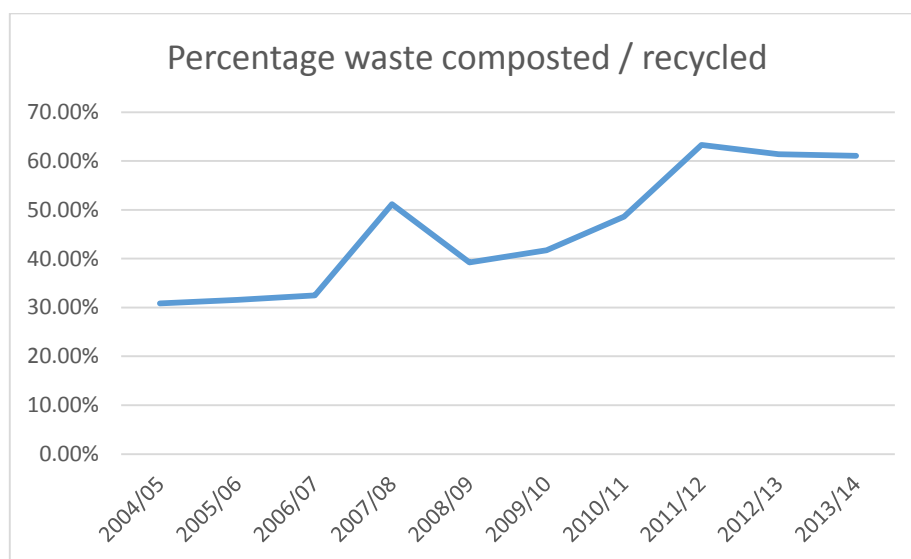


Figure 27 - Stockport Percentage Waste Composted / Recycled (AMR 2003-2016)

Finally in 2011/12 two new facilities were granted planning permission including an anaerobic digestion facility for the treatment of commercial and household food waste at Bredbury Parkway with a capacity for 25,000 tonnes per annum. Also in early 2012 a site at Lingard Lane was granted permission for a change of use to a waste transfer station and material recycling facility with a capacity for 75,000 tonnes per annum.

Do Nothing Scenario

Biodiversity levels degrade further leaving poor environmental quality across the natural assets of Stockport. This impacts on preservation of natural environment, result in economic devaluation and widening social and health inequalities as access to good quality natural environment is restricted. Contributes to national and global concerns over degrading biodiversity and allows existing climate change impacts to worsen. Green Infrastructure opportunities may not be realised and links are not achieved that benefit species migration, sustainable (and active) travel modes and contribute to managing flood as well as urban heat island issues, whilst making the Borough more attractive to businesses and visitors as well as residents.

Natural environmental systems become more polluted and emissions exacerbate health issues across the Borough. Detrimental impacts of poorer environmental quality felt at economic level as Stockport loses its attraction for businesses and visitors. Deteriorating health of populace impacts on economic productivity, has health services costs implications and detracts from social cohesion as people interact less outdoors.

Lack of co-ordinated mitigation of and adaptation to climate change results in increased impacts on environmental quality of Borough, social impacts in terms of rising fuel prices, particularly hitting poorer families and widening social inequalities. Stockport's thriving low carbon local economy falters and loses out to other authorities who

have grasped this opportunity and have a burgeoning green economy based on plumbing, heating and building sectors booming. Health impacts are felt in terms of vulnerable social members being affected by higher summer temperatures, increases in certain diseases and experiencing localised flooding stress. Business are not able to conduct their day to day business in low carbon venues and are attracted to other areas where they can.

Due to continuing use of private cars and low use of public transport and other sustainable modes, obesity and levels of people overweight increase in Stockport along with stagnant physical activity levels. This results in associated health, social and economic impacts of those unable to work due to ill health. Transport emissions remain static impacting on air quality in the Borough and congestion levels stagnate, spiralling further use of private cars to avoid unpleasant local environments. Existing cycle and pedestrian use decreases as local urban areas become unattractive routes. Inaccessibility for poorer residents has social and economic implications in terms of polarisation. Also ageing population struggle to access local services due to lack of improvement of public transport and availability of appropriate pedestrian access. Fuel costs for residents and businesses are not reduced as much as they could be and insurance rates rise due to increased flooding risks. Access to education becomes an issue for poorer families preventing them from achieving and breaking cycle of deprivation.

Domestic recycling rates do not continue to rise as facilities to manage this process are not delivered, making recycling for housing areas problematic. Business waste recycling could become problematic if waste needs are not addressed resulting in potential additional costs to businesses of disposing of waste. Stockport risks becoming unattractive to businesses.

Data Limitations

Natural Capital and Biodiversity – limitations that are often inherent in the use of natural capital as a measure: biodiversity, the diversity of all living things, is a fundamental component of natural capital that underpins or influences almost every product or service that is valued, as well as having value in and of itself. Its importance is often missed by organisations looking to understand and mitigate their impacts on the natural environment. Instead, biodiversity is frequently listed as just one of many concerns, alongside (and increasingly behind) greenhouse gas emissions or water consumption and other benefits that flow from natural capital. Biodiversity values tend to be missed or hidden in natural capital assessments, particularly when the focus is on current flows of benefits for the following reasons:

- while the values attributed to human appreciation of nature are of fundamental importance to many, the economic techniques to quantify and monetise these values are inadequate to develop robust estimates. As a result these values tend to be missing.
- Biodiversity plays a fundamental role in ecosystem functioning and therefore underpins the delivery of all ecosystem benefits. Its role is hidden within a natural capital account, but not explicit and therefore these values of biodiversity are not adequately visible.
- Biodiversity provides nature's insurance, helping adapt to shocks and stresses such as climatic change and disease. An assessment that only considers the flow of benefits provided today will overlook the likelihood of benefits being supported into the future and therefore these values are also missing.
- Information and data on biodiversity and its interdependencies with business also needs further investment and is often not easily available, which can also lead to values being missed³¹.

Many of the problems of these hidden and missing values of biodiversity can be avoided by focussing on the stock of biodiversity as the asset which generates the benefits, rather than the flow of benefits themselves. This also provides a less complex and more credible approach to thinking about biodiversity in the context of both natural capital accounting and consequent decision-making around the natural capital management.

Measurement of ancient woodlands in GM only included sites of over 2 ha so smaller stands may not be recorded.

³¹ http://www.conservation.cam.ac.uk/sites/default/files/file-attachments/CCI%20Natural%20Capital%20Paper%20July%202016_web%20version.pdf

SAF Categories: Sustainable Employment, Sustainable Business & Economic Diversity

The SAF objectives under these two Categories are as follows:

Category	Sustainability Objectives
Sustainable Employment	Improve the options to achieve satisfying and rewarding work and reduce unemployment
	Invest in people, equipment, infrastructure and other assets
Sustainable Business	Assist and encourage sustainable business practices including creating future sustainable citizens
	Support sustainable local business start up and retention
Economic Diversity	Encourage innovation and new business development particularly in the sustainability sector
	Deliver a spread of business types by sector & geography

Business, Employment & Unemployment

In November 2016, the ONS published business start-up, deaths and survival rates for 2015. The net number of business start-ups in 2015 was 420 (this is based on 1,675 new businesses registering for VAT or PAYE against 1,255 businesses de-registering). In 2015 Stockport had 12,565 active enterprises. In 2014 there were 80 net new starts and a total of 12,090 active enterprises (Office of National Statistics (ONS)).

In addition, the GM Business Growth Hub's bi-annual report in relation to the provision of their business support services reports the following for Stockport. The total number of businesses in receipt of at least 12 hours of support from the Business Growth Hub in Stockport between April and September 2016 was 74; the number of jobs created as a result of support provided by the Business Growth Hub during the same period was 21; the number of new business start-ups supported by the Business Growth Hub during the same period was 15. Business start-up survival rates after 3 years, according to the ONS website indicates 61.1% of businesses that started in 2012 were still operational in 2015 (745 remained out of 1,220 new starts). The 3 year survival figure in 2014 was 59.7% (GM Business Growth Hub).

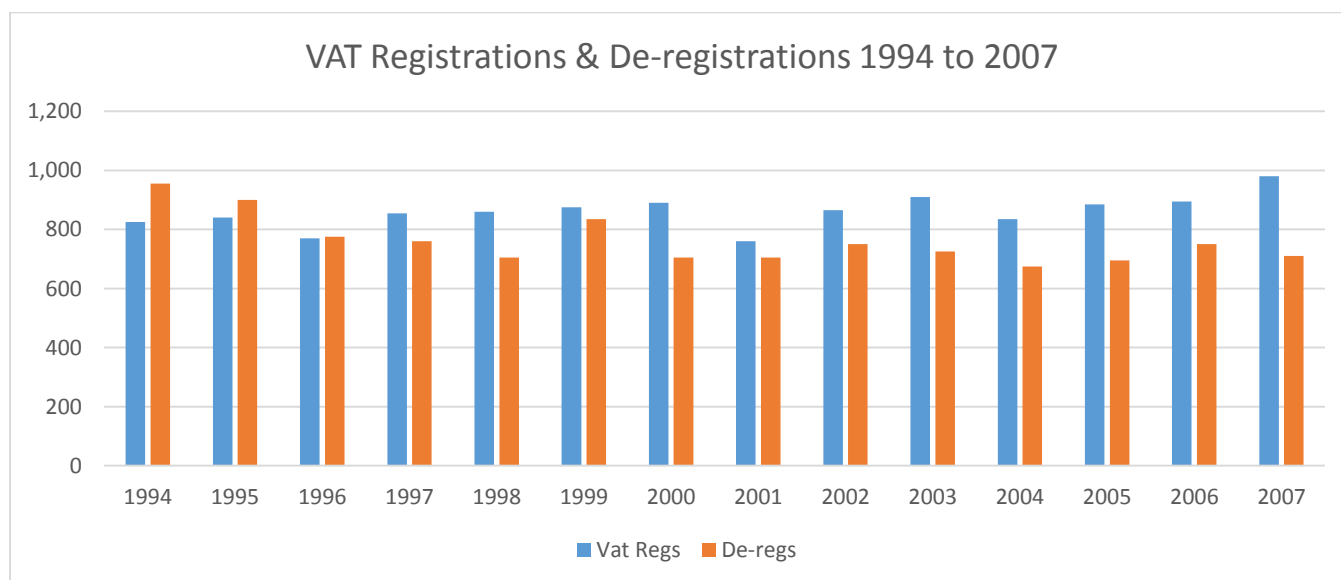


Figure 28 – VAT Registrations & De-registrations 1994 to 2007 (ONS)

Historic data is available from the ONS for the years 1994 to 2007 regarding VAT Registrations and De-registrations and the net change. This gives an indication that Stockport's local business economy strengthened over that time with increasing registrations and fewer de-registrations from 1997 onwards. The Net change for that period is available below in Figure 29. Specific VAT registration data subsequent to that time is not available.

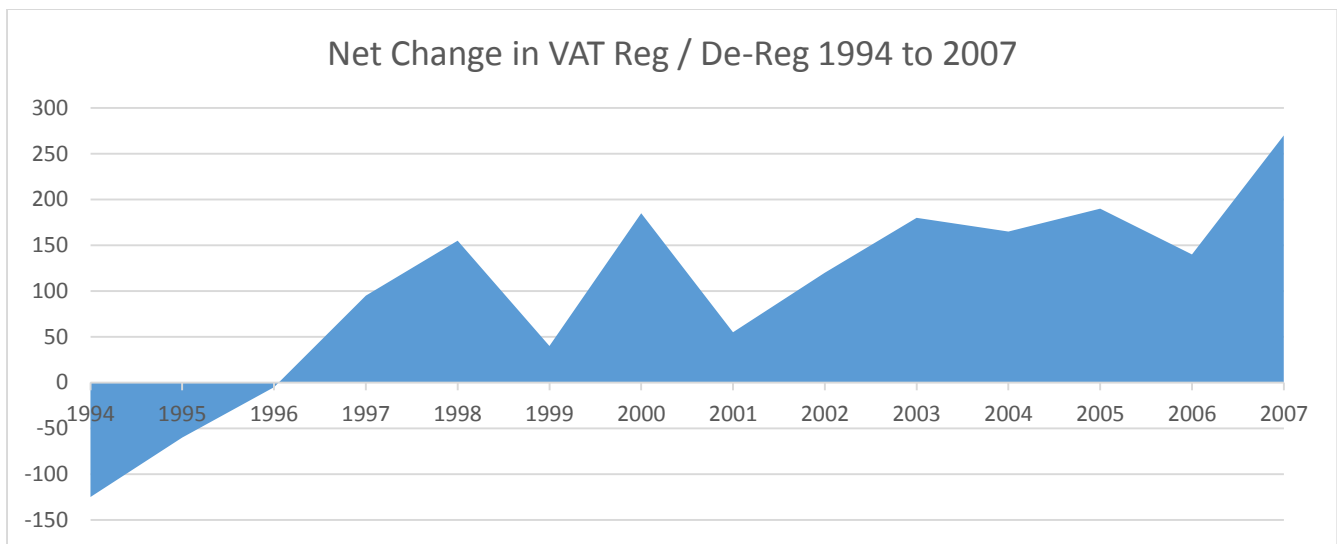


Figure 29 – Net Change in VAT registrations / De-registrations 1994 to 2007 (ONS)

ONS have recorded business births and deaths between 2004 to 2013 which adds to the image of a relatively robust local business economy, given the global recession of 2008 and subsequent fall out:

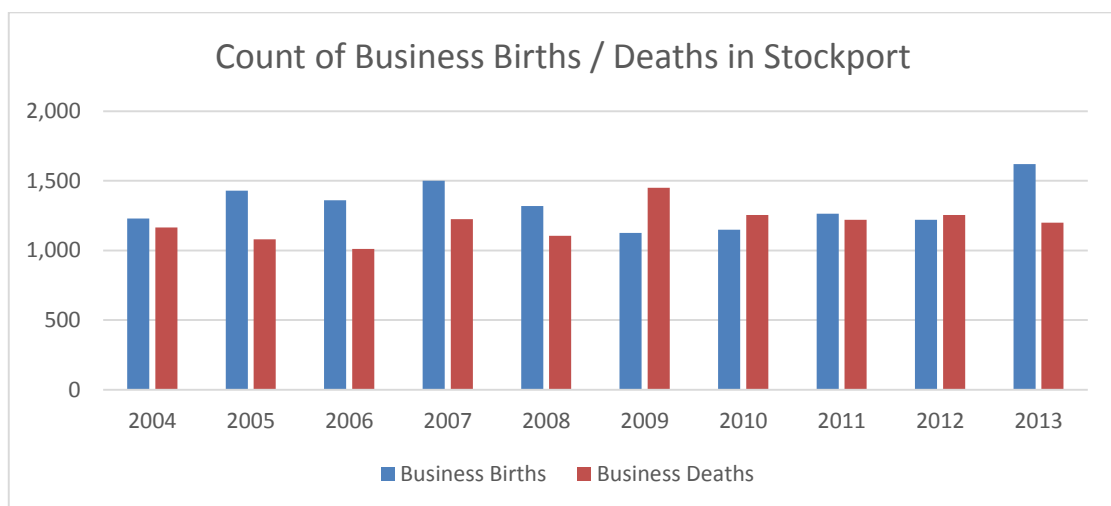


Figure 30 – Count of Business Births / Deaths in Stockport 2004 to 2013 – ONS

ONS data on the age of businesses in 2010 in Stockport show that a large proportion survived more than 10 years, while the second largest remained in business for 4-9 years.

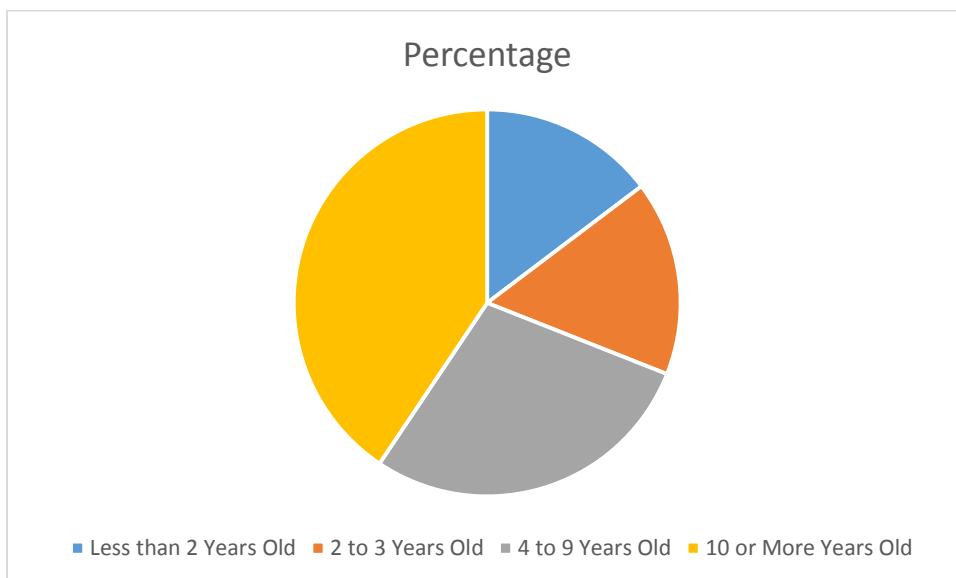


Figure 31 – Percentage survival rates for Businesses (ONS)

In terms of new business development, generally, despite the economic recession of the latter half of the last decade, B1 (office) and B2/B8 (industrial) delivery in Stockport has been reasonably steady since records began in 1997. Recent fluctuations in levels reflect the national economic picture, with GMSF currently proposing an additional 90,000m² of industrial uses within the Borough and 140,000m² of offices in Stockport Town Centre.

In 2010/11 there were two major waste management facilities completed in the Borough alongside a replacement large industrial unit. In 2007/08 significant office development took place at Cheadle Royal Business Park. There is no detailed information on which industrial developments specifically contributed to the 2006/07 high figure but the AMR for that year shows high figures for the following Committee Areas of that time³²: Victoria 26,700m², Tame Valley 13,900m² and Four Heatons 10,100m².

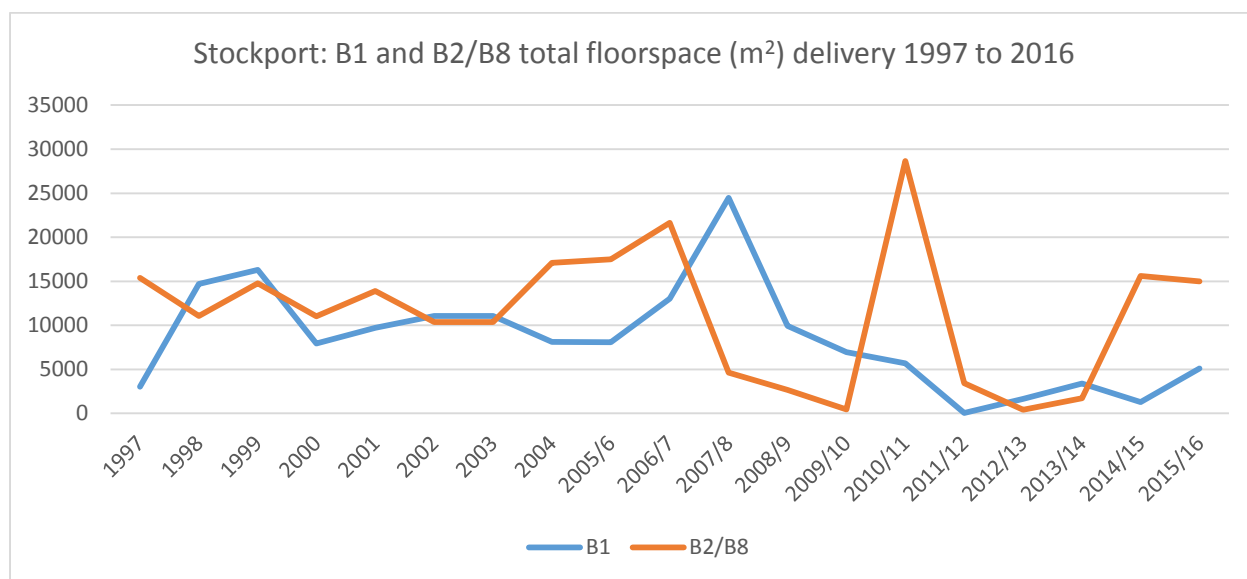


Figure 32 – Total Office and Industrial Floorspace (m²) delivered 1997 to 2016 (Stockport AMRs 2003-2016)

Delivery in current planning committee areas has been monitored since their creation in 2009 and shows the following results for the years 2008/09 to 2015/16 for total number of completions for both B1 and B2/B8 as well as the total metres squared for each type (reflecting whole sites rather than just building footprints).

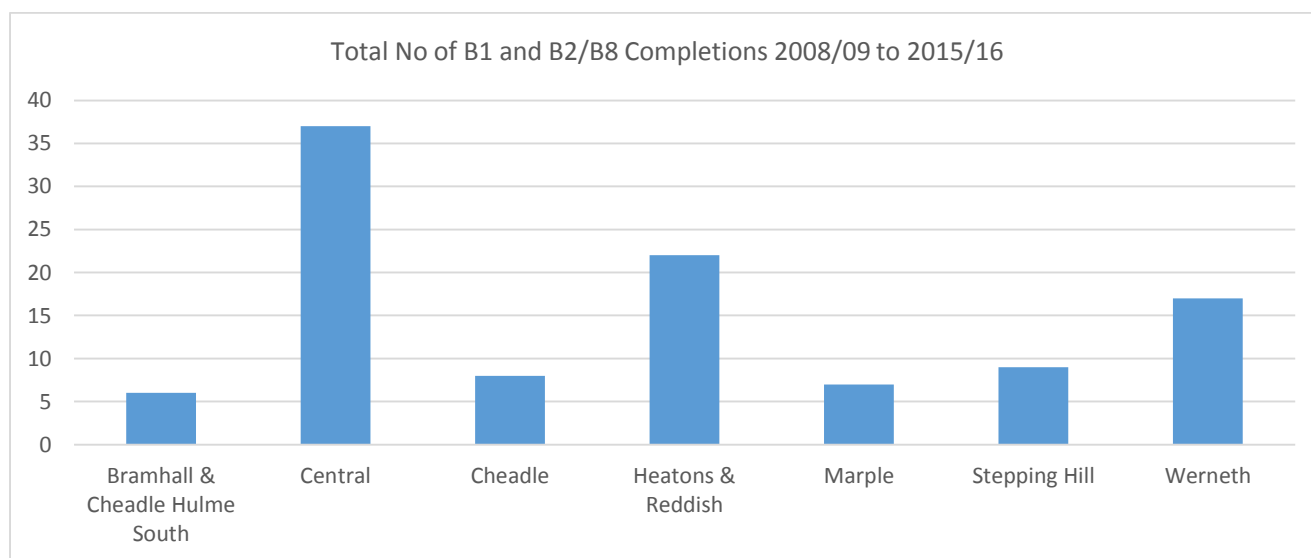


Figure 33 – Total Number of Office and Industrial Developments between 2008 and 2016 (Stockport AMRs 2003-2016)

³² Committee area boundaries were changed in 2009

Office and industrial development has been focussed in traditional employment areas, specifically in Stockport Town Centre, allocated employment sites in Heaton & Reddish Committee Area as well as a major delivery of commercial / industrial units at Bredbury Industrial Estate in Werneth (see Figure below).

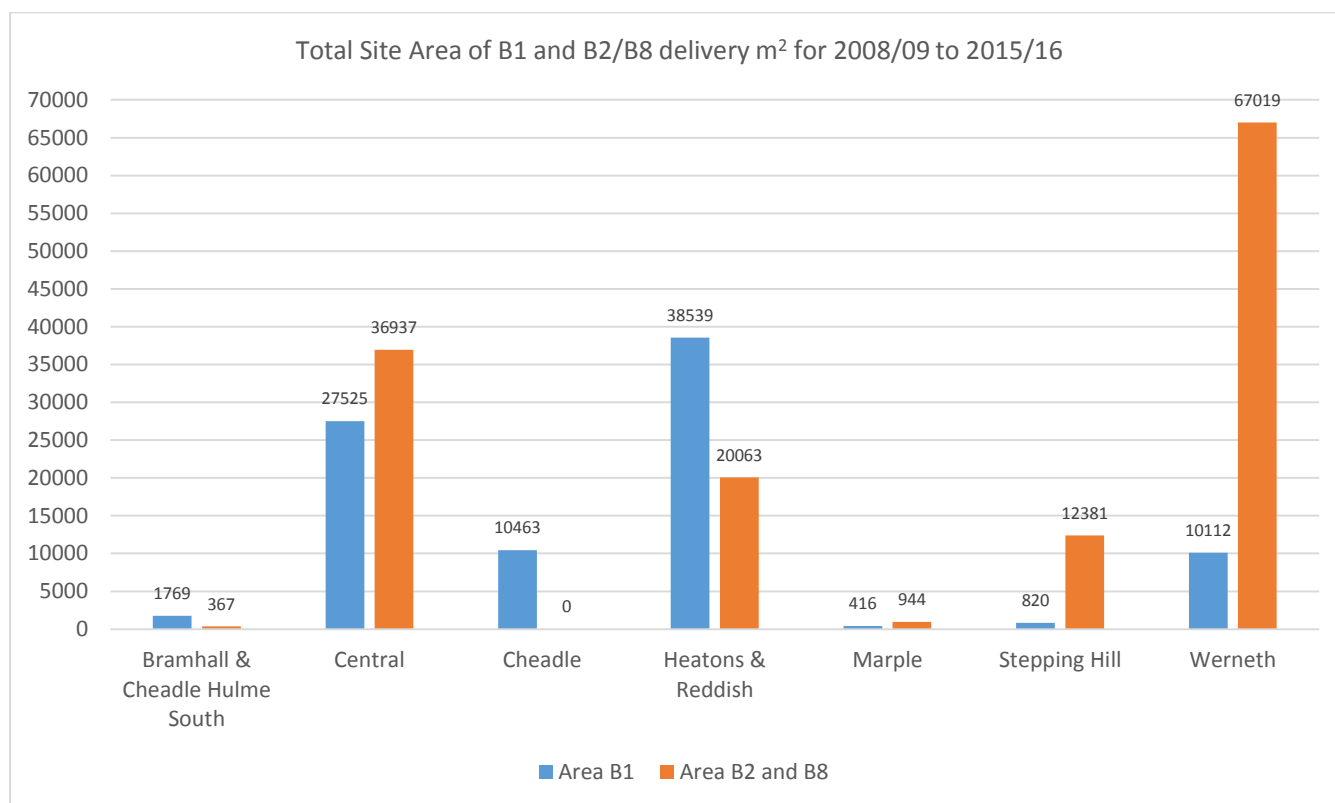


Figure 34 – Total Site Area of Office and Industrial Development (m2) 2008 to 2016 (Stockport AMRs 03-16)

There have been some substantial losses of employment land to other uses, particularly housing, which is much needed. However there is a need to protect accessible employment locations in the face of many issues including road traffic congestion and emissions in the Borough. The total amount of floorspace available for offices stands at 21.97 ha in 2015/16 down from 38.22 ha in 2004. The total amount of floorspace available for B2/B8 uses is 30.62 ha down from 48.39 ha in 2004.

A recent Employment Land Review in 2015 states that Stockport has high level vacant employment space in relation to the wider north west and national averages. This is mainly sub-prime office accommodation and lower quality small industrial units with poor connectivity and access as well as limited site prominence. The Mill Buildings in the Borough typically suffer from high vacancy levels. In recent years the level of floorspace completed within the Borough has been outstripped by the amount of employment floorspace lost to other uses. This has resulted in an overall decrease in the level of employment floorspace within the Borough.

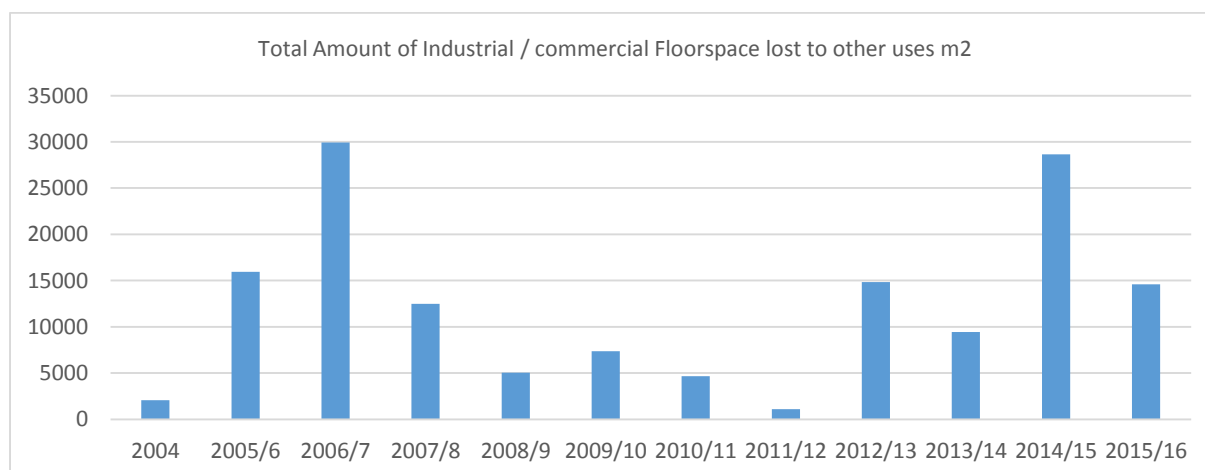


Figure 35 – Amount of Employment Floorspace lost to other uses (m2) (Stockport AMRs 03-16)

Stockport has good levels of employment with 82.4% of the 16-64 populace (working age) classed as economically active. 78.9% are in employment with 67.4% employed by a company and 11.3% self employed which is higher than the north west and Great Britain figures of 9.2% and 10.4% respectively. 4.2% are classed as unemployed, lower than the 5.1% figure for the North West and 4.9% for Great Britain (NOMIS LA Profile for Stockport 2016³³).

In terms of economic inactivity Stockport's figures are comparable to the regional and national figures. The Stockport figure for those classed as 'wants a job' is higher than the regional and national levels. Wanting a job is defined by NOMIS as 'people not in employment who want a job but are not classed as unemployed because they have either not sought work in the last four weeks or are not available to start work'.

Economic inactivity (Oct 2015-Sep 2016)				
	Stockport (Level)	Stockport (%)	North West (%)	Great Britain (%)
All People				
Total	31,000	17.6	24.4	22.2
Student	7,400	23.7	24.3	26.1
Looking After Family/Home	6,900	22.1	22.8	24.8
Temporary Sick	#	#	2.8	2.1
Long-Term Sick	7,500	24.2	26.2	22.4
Discouraged	!	!	0.4	0.4
Retired	4,000	12.9	13.4	13.4
Other	4,300	13.8	10.0	10.7
Wants A Job	8,600	27.8	24.3	24.2
Does Not Want A Job	22,400	72.2	75.7	75.8
Source: ONS annual population survey				
# Sample size too small for reliable estimate				
! Estimate is not available since sample size is disclosive				
Notes: numbers are for those aged 16-64.				
% is a proportion of those economically inactive, except total, which is a proportion of those aged 16-64				

Figure 36 - Economic Inactivity in Stockport Oct 2015 to Sep 2016 – NOMIS LA Profiles Stockport

The long term sick percentage in Figure 36 is higher than the figure for GB but lower than the regional figure. This may reflect that at least 80,000 residents have more than one long term health condition (Stockport JSNA).

Whilst the numbers of JSA claimants has fallen steadily since the economic recession of a few years ago, it is still clear from the data that more deprived areas of the borough retain higher levels of unemployed. It is possible that this reflects a skills issue since many of the areas of higher JSA claimants are neighbours to or contain employment areas, therefore the issue is unlikely to be accessibility of employment, rather availability of relevantly skilled jobs.

³³ <https://www.nomisweb.co.uk/reports/lmp/la/1946157087/report.aspx>

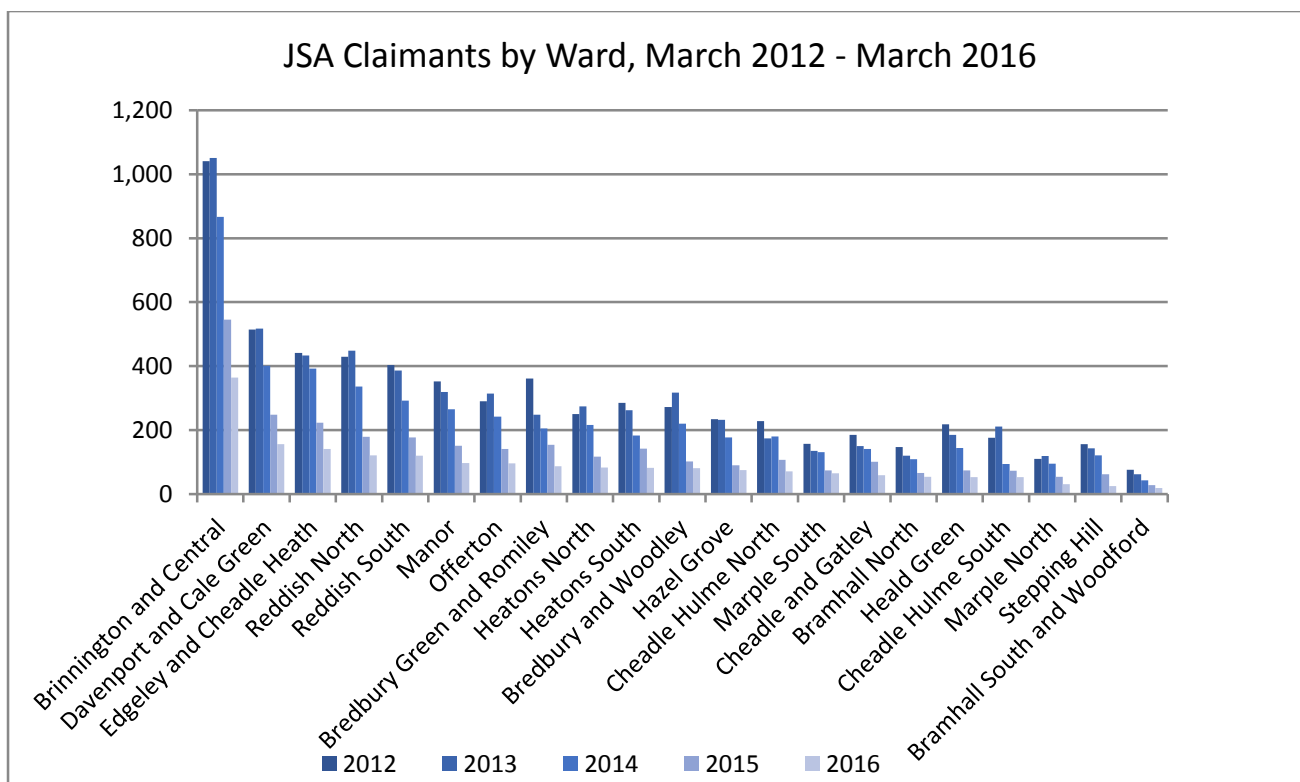


Figure 37 – JSA Claimants by Ward – Stockport AMRs 2012 – 2016)

According to NOMIS LA Profile – Stockport data on main benefit claimants for May 2016, all groups claiming benefits are lower than or match the regional and national levels except for disabled claimants which show as 1.1% (North West 1.0% and GB 0.9%). Total claimants are shown as 11.2% for Stockport, 13.7% for the North West and 11.5% for GB. The groups listed include Job Seekers Allowance, Employment and Support Allowance and Incapacity Benefits, Lone Parents, Carers, Others on Income Related Benefits, Disabled and Bereaved. When cross referenced with data in the Prosperity and Poverty section of this baseline, Stockport’s JSNA states that 13,800 working age people are claiming disability related benefit.

There is no evidence that the impact of the work environment on the health of workers is measured specifically. However an idea of work environments that are healthy can be obtained from noting accessibility of employment locations by active travel modes, as well as provision of facilities to enable activity during the working day, such as pleasant footpaths, outdoor seating and nearby amenity space. Any new employment development that has achieved a recognised design standard could also benefit worker health. The delivery of new employment venues to a design standard such as BREEAM has had limited uptake in the Borough (see ‘Investing around Stockport’ and ‘Mitigate and Adapt to Climate Change’) but such developments could benefit the health of workers.

Stockport’s 2012/13 AMR was the last AMR to include data on accessibility based on the accessibility modelling undertaken for the Core Strategy. This data ceased to be available due to staff changes in the Council. However the most recent graph shows new employment sites’ accessibility for 2011/12 and 2012/13. Both years show that accessibility was, in the main, no longer than 20 minutes, with stronger scoring for 5 and 10 minute distances combined especially for 2012/13. However accessibility scores for these two years show that there was a shift to longer travel times between the years.

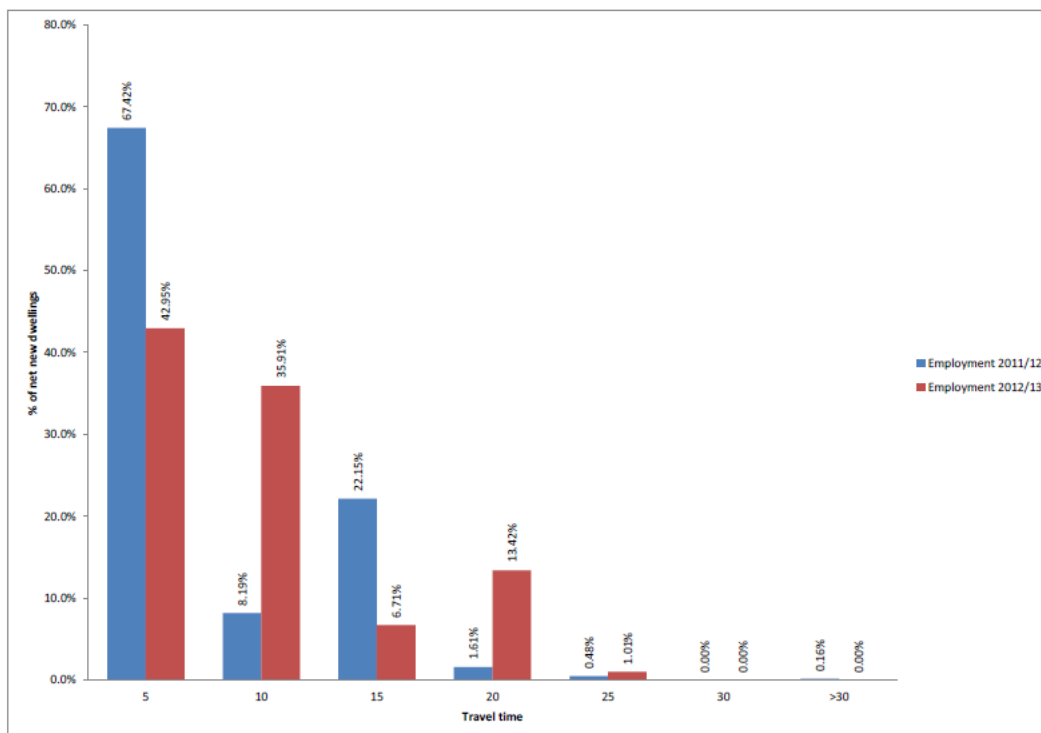


Figure 38 – Average journey times using sustainable transport modes from new housing in stated years (Stockport AMRs 03-16)

Earlier sections of the baseline outline the levels of transport mode use for commuting etc. The following data on transport modal usage is recorded in Stockport's AMR every year based on data from TfGM. This clearly indicates that, during commuter peak times, bus use is declining, rail use remains broadly static after increases earlier in the decade, whilst walking and cycling have slightly increased. However car use remains by far the highest commuting mode, although there have been reductions in use over time.

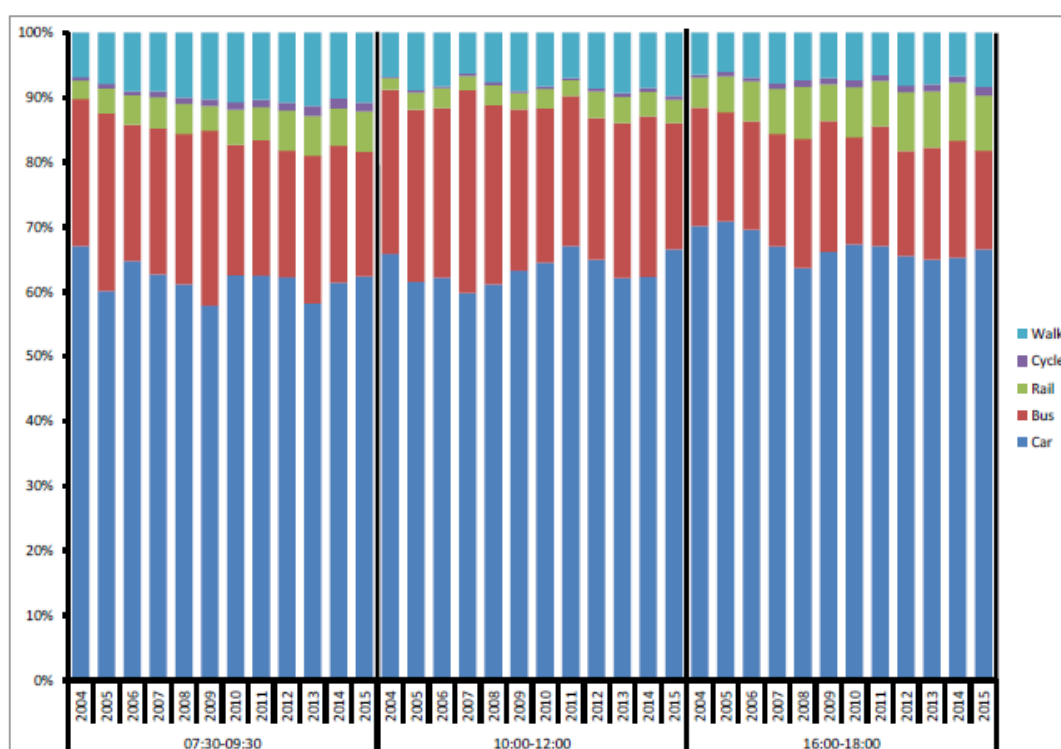


Figure 39 - Stockport Transport Modal Share over 11 years (TfGM)

Since the adoption of Stockport's Core Strategy in 2011, 100% of retail, leisure, business and industry venues have delivered travel plans as part of planning applications, ensuring that access by all transport modes is considered. However there is no in depth assessment of the quality of such plans. In addition there has been 100% compliance with the Council's Parking Standards except for certain sites in 2012/13 where a change of use meant that the existing car park exceeded the new use requirements (Stockport AMRs 2003 to 2016).

In terms of re-use of employment land in accessible locations, the record shows a strong outcome since 2004 except for one year which resulted from the need to classify Cheadle Royal Business Park development as green field, despite being an allocated employment site.

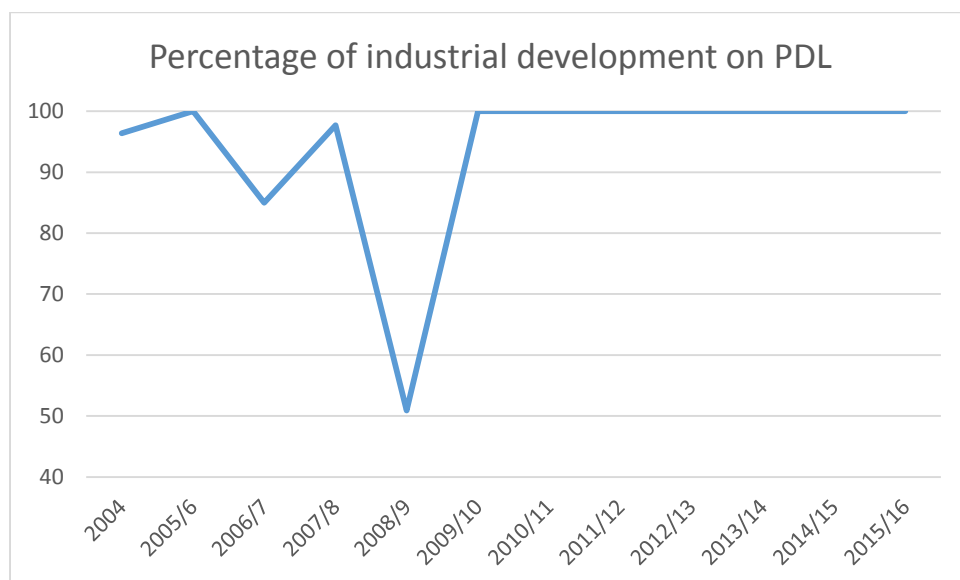


Figure 40 – Percentage of office and industrial development on Previously Developed Land

Investment Around Stockport

The £1 billion Investing in Stockport programme has resulted in the following new developments in recent years. In the Town Centre the new development at Stockport Exchange (at the main railway station) has delivered a new hotel and suite of offices with a small retail unit on the ground floor (further new offices, when delivered, will total £145m investment). Once complete, the new housing development at Covent Garden Village will deliver £33m of public / private investment, with 200 new homes delivered. Stockport Market and Underbanks areas have been refurbished aiming to increase visitor numbers, with further works planned as a result of a Lottery Fund Bid.

Redrock is 75,000 sq ft of leisure development including a new 10 screen cinema for the Town Centre with new restaurants and retail as well as car parking provision. The new Transport Interchange will link a new bus station with the mainline rail station and works include a new road bridge across the Mersey at Astley Street. The Rail Masterplan aims to deliver access improvements for the town centre to Stockport Station including new bridge access to platforms within the station. There is 145,000 sq ft of light industrial development taking place at Aurora Stockport (formerly Gorsey Bank).

Stockport's Highways Investment Programme aims to improve the network for all road users. In addition the A6 Manchester Airport Relief Road is underway improving links from the A6 to the M56 at the airport and bypassing several areas of Stockport. The scheme also offers improved cycle and pedestrian routes and is being delivered to the CEEQUAL standard, ensuring efficient use of materials, mammal friendly design and careful consideration of vulnerable road users. In addition there are planned cycle improvements to Cheadle, Cheadle Hulme and Bramhall areas. Meanwhile the 'Get Digital Faster' programme aims to bring high speed fibre broadband to all areas of Greater Manchester including Stockport Borough.

At Woodford Garden Village the development of a minimum 750 new homes is underway with a new primary school, medium retail and office provision also planned within the development. £1.6m investment is happening at Bramall Hall with money from the Heritage Lottery Fund.

The Town Centre Access Plan aims to improve access for all transport modes and reduce congestion, particularly on the A6 – the scheme also looks at tackling the A6 as a barrier between the bus and rail stations and the town centre. The TCAP has resulted in several improvements to walking and cycling connections in and around the main town centre and Edgeley. Efforts to enhance access to the town centre cycle hub have taken place with improved cycle parking as part of the development at Stockport Station. The Brentnall Street crossing of the A6 has been improved to reduce cycle network severance. At Aurora Business Park there is a new cycle route being provided from the Geoff Funnell Bridge to Cheadle Heath with cross river access to the Pyramid area. Highways England's Lancashire Hill scheme allows the Trans Pennine Trail (TPT) links from Stockport Town Centre to Reddish Vale Country Park.

In terms of walking and cycling infrastructure there have been several improvements to the networks. In particular the TPT has had a surface upgrade alongside the River Mersey, as well as footpaths linking to Manchester Road. There have been improvements to Chestergate including an off road shared use path and segregated cycle lane along the final section of the TPT to the west of the town centre. The link to Gatley Station with a new toucan crossing on Gatley Road and an additional off road link across the M60. Improvements have also taken place to Middlewood Way and also at Kirkwood enabling access to Chadkirk from the Peak Forest Canal.

Stockport Council received nearly half a million pounds in commuted sums for the 2015/16 monitoring period which is being spent on Children's play provision and maintenance as well as formal open space provision and maintenance. In 2012/13 just over £1 million in planning obligation payments was received with more than £75,000 obtained in 2011/12. Data for other years is not available due to staff changes.

According to an Enworks report³⁴ on the Low Carbon and Environmental Goods and Services (LCEGS) sector for 2011-12, GM commanded 5% of the English LCEGS sales. This sector's sales growth rate in GM outperformed the UK economy throughout the recession and was predicted to continue to grow. There are opportunities for companies in engineering, manufacturing, process and professional services to diversify into the LCEGS sector. The following sectors have comparative strength in GM: energy efficiency (building technologies and energy management); wind; renewable energy (PV, geothermal and biomass); waste and recycling; additional energy sources; nuclear power and professional technical services for the whole sector. GM was the third largest LEP by LCEGS sales for that period. At that time there were 1,950 LCEGS businesses in GM employing around 37,000 people.

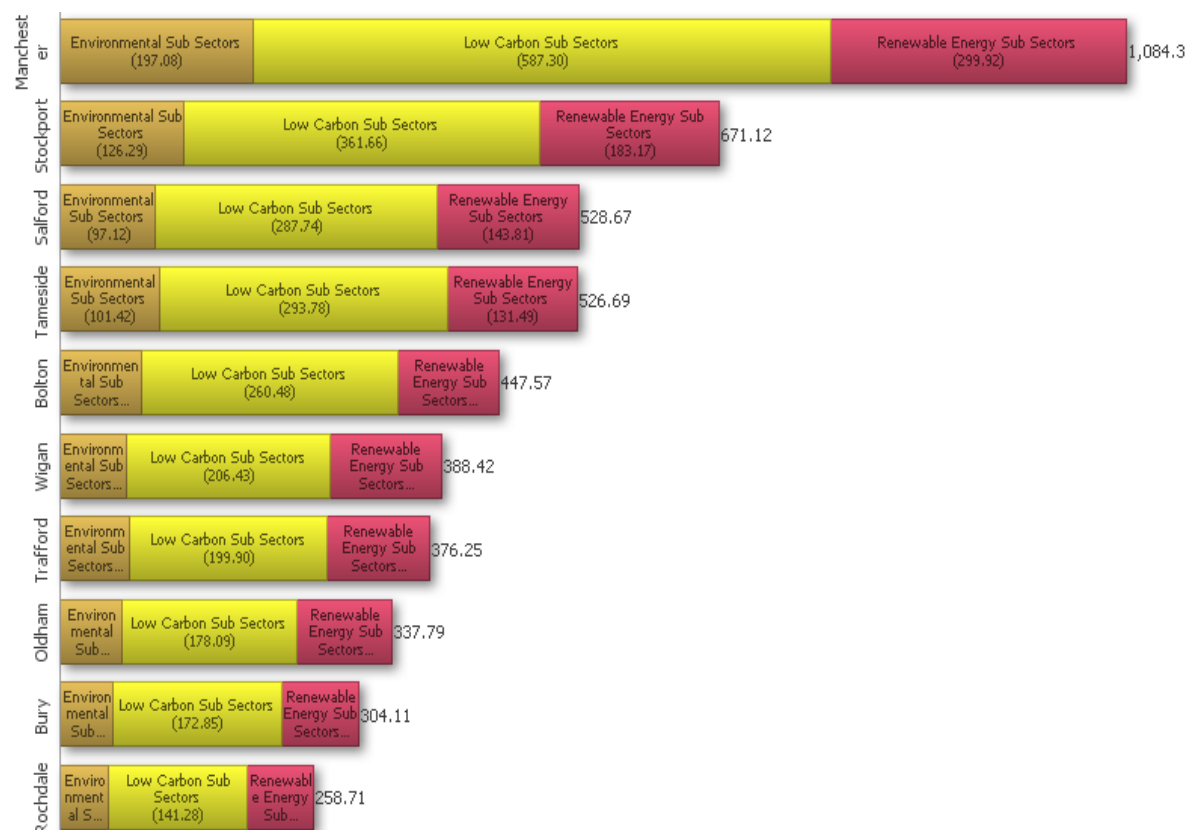


Figure 41 - GM Low Carbon and Environmental Goods & Services Sectors

³⁴ <http://www.enworks.com/resources/Briefing%20report-%20Economic%20potential%20of%20LCEGS%20in%20GM.pdf>

A survey undertaken by Innovas in October 2010 provided the above graphic for GM districts in terms of their share of business in Environmental & Technology Sectors, clearly showing Stockport second only to Manchester in the GM area in terms of these sectors.

In addition there was information on the total sales by businesses in the ETS operating in Stockport:

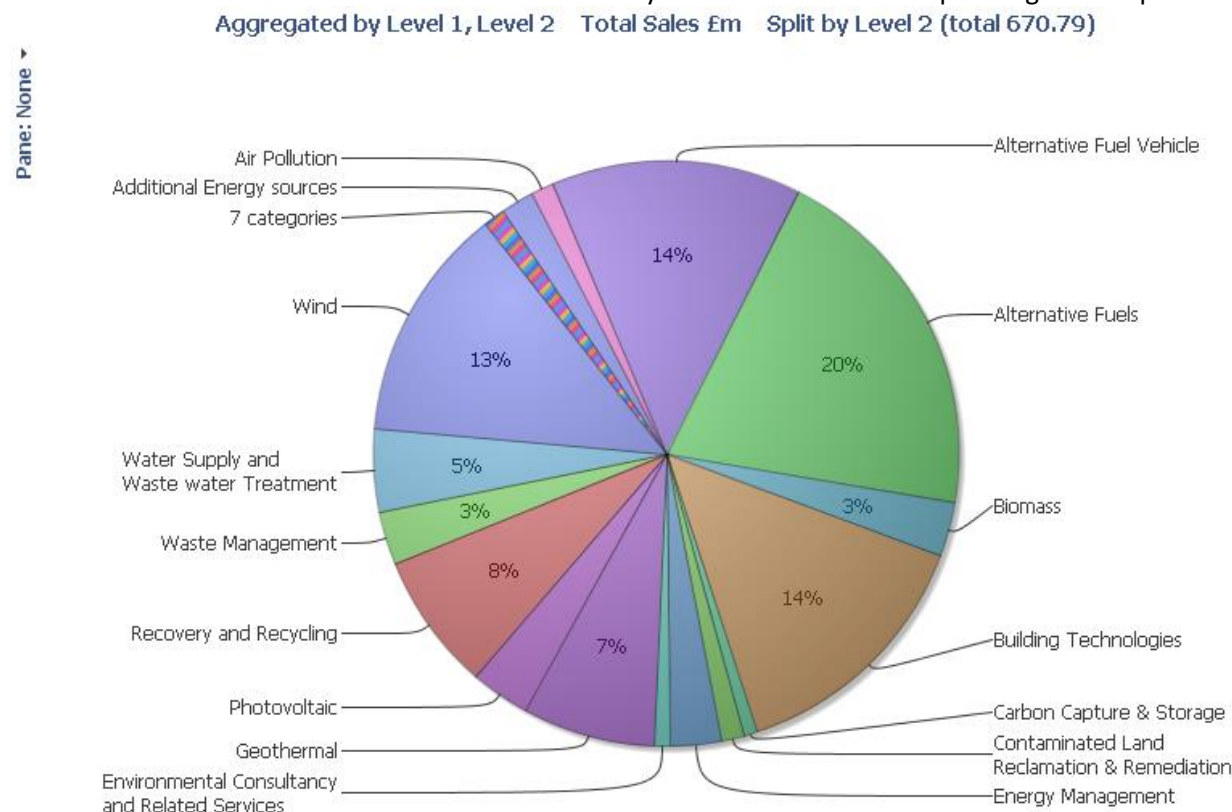


Figure 42 Total Sales by Environmental Technical Services Companies in GM

In recent years in Stockport the following employment and training venues have delivered to the BREEAM standard: Stockport College (at design stage); Stockport Exchange; Fred Perry House and the BAM Building on the A6.

Generally modern design of offices and employment space should facilitate sustainable business practice choices. These could include low or zero carbon energy use and green roofs in design, or practices such as video or phone conferencing instead of travelling for meetings where possible. It could also facilitate active travel commuting to work through appropriate cycle routes and parking, showering and clothes drying / storage facilities. Design of the venues could facilitate staff walking / sitting outside during breaks through provision of amenity space on the site which also includes native planting to benefit biodiversity. There is no specific data on these items. However, as reported there has been a good rate of delivery on travel plans as part of applications for new development in Stockport, which could contribute to enabling uptake of sustainable transport for commuting (Stockport AMRs 2003 – 2016).

Similarly on issues such as home working being facilitated, only housing design standards that enable such considerations would support such ideas specifically – therefore there is no measure in place of the provision of such capacity, outside of earlier reporting on homes being built to Code for Sustainable Homes (which may include home working space in design). Levels of car use during morning and evening peak mentioned earlier in the baseline would seem to indicate that home working is not being facilitated within house design, but this is only an indication. In 2011, 10.17% of Stockport's workforce worked from home according to the ONS Census data, rising from 8.8% in 2001 (ONS CENSUS 2001 & 2011).

Sustainable Skills

4.9% of 16-18 year olds are not in education, employment or training (Stockport JSNA).

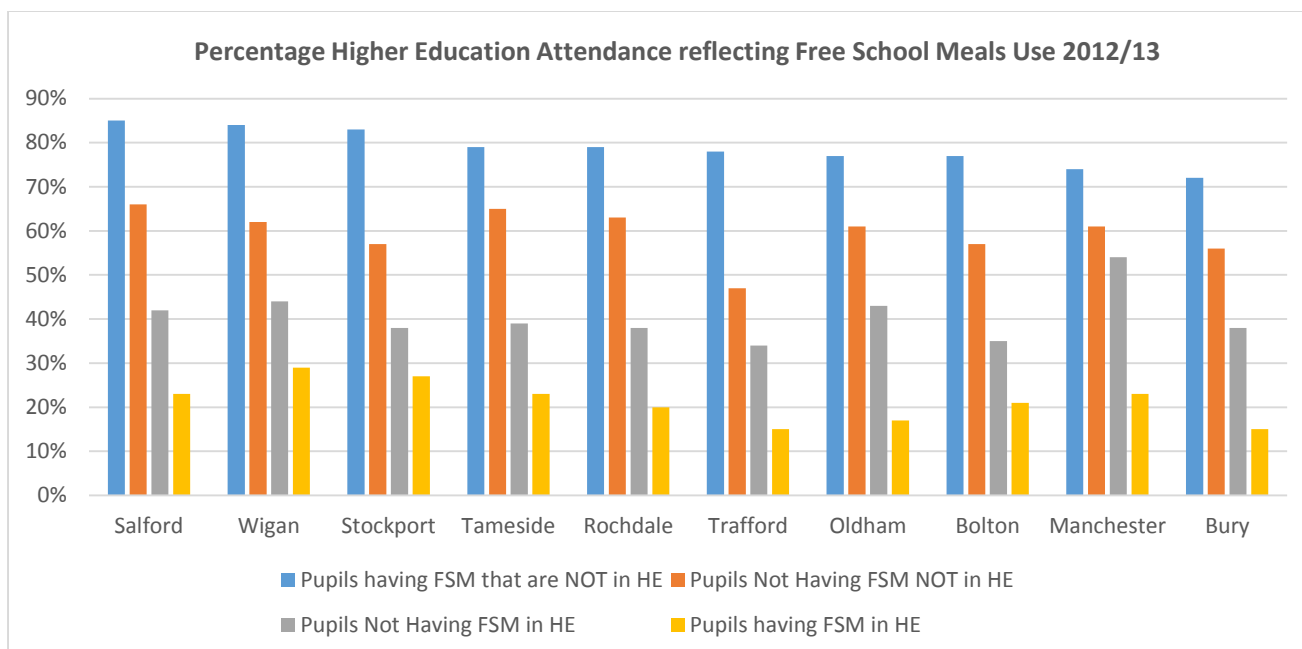


Figure 43 – Higher Education Attendance by Students requiring Free School Meals (2012/13)

There is Government data for 2012/13 on HE students who did have Free School Meals (FSM) at school and students who didn't and their enrolment at an Institute of Higher Education (HE). It shows that Stockport is broadly comparable with other GM districts but is in the highest three districts where students who took FSM at school did not attend HE (over 80%). It should be noted that there is no indication that any HE availability or accessibility criteria were assessed as part of this data. It does however indicate that those pupils taking FSM are less likely to attend Higher Education at the moment (UK Government Statistics).

There has been limited addition to Stockport's education stock directly through new build since 2010. Some major repair schemes have taken place subject to funding available. However the backlog of repairs grows year on year. In the 2012/13 monitoring period the Rosehill Primary School opened in Marple. The following numbers of schools received improvements in the stated years: nineteen schools in 2013/14; twenty three schools in 2014/15; eleven in 2015/16. The following expansions and additional student places were also delivered: in 2013/14 nine schools were expanded to achieve nearly 400 extra places; twelve schools in 2014/15 resulting in nearly one thousand additional places; in 2015/16 ten schools expanded to deliver close to a further 700 additional places. Academies have been removed from the Council's condition listing (Stockport AMRs 2003 to 2016).

Qualifications (Jan 2015-Dec 2015)

	Stockport (Level)	Stockport (%)	North West (%)	Great Britain (%)
Individual Levels				
NVQ4 And Above	63,500	36.2	32.6	37.1
NVQ3 And Above	103,000	58.8	52.2	55.8
NVQ2 And Above	139,600	79.7	72.0	73.6
NVQ1 And Above	157,500	89.9	83.6	84.9
Other Qualifications	8,900	5.1	6.6	6.5
No Qualifications	8,800	5.0	9.8	8.6

Source: ONS annual population survey

Notes: For an explanation of the qualification levels see the definitions section.

Numbers and % are for those of aged 16-64

% is a proportion of resident population of area aged 16-64

Figure 44 – Qualifications in 2015 – NOMIS LA Profile - Stockport

The specific Core Strategy Policy on training provision has yet to see any activity that has triggered the policy requirement.

Stockport generally has high levels of skilled workers. However 5% of the working age population have no qualifications, although this is lower than the regional and national averages (NOMIS LA Profile – Stockport).

Sustainability Knowledge: in 2016 within Stockport the Greater Manchester Green Growth programme provided support to ten businesses with seven of those receiving in-depth support from advisors. Six businesses are receiving carbon reduction support. Seventeen businesses are receiving Low Carbon Sector support of which twelve have received in-depth support from advisors. One business has been supported to bring a new product to the firm³⁵. Earlier achievements by the programme in 2013/2015 include 40 businesses engaged in the project with twenty three of those receiving in-depth support. Six jobs were created and £469K increase in sales was achieved. There were 92 opportunities for improving resource efficiency identified across 18 businesses with associated annual cost savings of £963K and a potential £1.6m of capital investment within the Low Carbon and Environmental Goods Sector³⁶. This resulted in 20 savings implemented across 13 businesses, saving over £235K per year with total investments of £635K.

Diverse Local Economy

A strong national economy needs a flourishing network of local economies, providing resilience in times of crises³⁷ - for example Queens Road Market in the London Borough of Newham supports twice as many jobs per square metre than the local superstore. This section examines the diversity of Stockport's economy both in terms of a range of employers and business types as well as size ranges of businesses. It also looks at geographic location of employment. A sustainable local economy is diverse enough demographically and geographically to weather a global and national economic downturn.

Main occupations in Stockport: currently the majority of occupations in Stockport are Managers, Directors and Senior Officials; Professional Occupations and Associate Professional & Technical totalling 48.1% which is higher than the regional (42.5%) and national figures (45.1%) for these sectors. 21.5% work in Skilled Trades or Administrative & Secretarial comparable to regional and national figures. 20.4% work in the Caring, Leisure and Other Service Occupations or Sales and Customer Service, slightly higher than regional (18.1%) and higher than national (16.8%). 9.9% work in Process, Plant & Machine Operatives or Elementary Occupations which is half the regional figure (18.1%) and nearly half the national figure of 17.2% (NOMIS LA Profile – Stockport).

Data for employee jobs by industry indicate that Stockport's figures are broadly similar to regional and national levels. Areas of higher levels of employees are Wholesale and Retail Trade / Repair of Motor Vehicles and Motorcycles (18.2% compared to regional 16.5% and 15.8% nationally). Information and Communication sectors are also slightly higher (Stockport 5.0%; North West 3.3%; GB 4.2%). In addition Financial and Insurance Activities are higher than the regional figures and slightly higher than the national (Stockport 4.1%; Regional 2.7%; GB 3.6%) (NOMIS LA Profile – Stockport).

In terms of diversity of workforce and businesses, 7% of female employees in the Borough are self employed compared to 15.6% of males self employed. However the female percentage for Stockport is higher than the regional figure (5.8%) and level with the national figure (6.9%) for women self employed. There is no data on ethnicity or sexual orientation and businesses (NOMIS LA Profile – Stockport).

NOMIS provide estimates of UK Business Counts for 2016 which show the following levels of varying sizes of enterprises and local units in Stockport, the North West and Great Britain (GB). An Enterprise is the smallest combination of legal units (generally based on VAT and/or PAYE records) which has a certain degree of autonomy within an Enterprise Group. An individual site (for example a factory or shop) in an enterprise is called a local unit. Stockport performs well in terms of small businesses compared to the regional data for companies employing 9 or less people.

³⁵ <http://www.greenintelligence.org.uk/article/low-carbon-network-produces-collaborative-partnership>

³⁶ <https://www.green-growth.org.uk/low-carbon>

³⁷ <http://action.neweconomics.org/issues/entry/local-economies>

UK Business Counts (2016)

	Stockport (Numbers)	Stockport (%)	North West (Numbers)	North West (%)
Enterprises				
Micro (0 To 9)	10,045	89.4	216,395	88.3
Small (10 To 49)	975	8.7	23,620	9.6
Medium (50 To 249)	165	1.5	4,175	1.7
Large (250+)	45	0.4	980	0.4
Total	11,230	-	245,170	-
Local Units				
Micro (0 To 9)	11,035	84.9	243,010	82.6
Small (10 To 49)	1,575	12.1	41,110	14.0
Medium (50 To 249)	330	2.5	8,735	3.0
Large (250+)	50	0.4	1,350	0.5
Total	12,990	-	294,205	-

Source: Inter Departmental Business Register (ONS)

Note: % is as a proportion of total (enterprises or local units)

Figure 45 – Estimated Business Counts - NOMIS LA Profile – Stockport 2016

The data contained in the table are compiled from an extract taken from the Inter-Departmental Business Register (IDBR) recording the position of units as at March 2016³⁸. It would seem that Stockport small businesses thrive when taking account of business births / deaths and survival rates detailed earlier.

There is limited data from the old National Indicator 172 Percentage of small businesses in area showing growth, which can provide some comparative data across Greater Manchester. Stockport generally shows increases in growth in the timeframe covered but is the lowest in GM just behind Bury. However levels do not vary greatly.

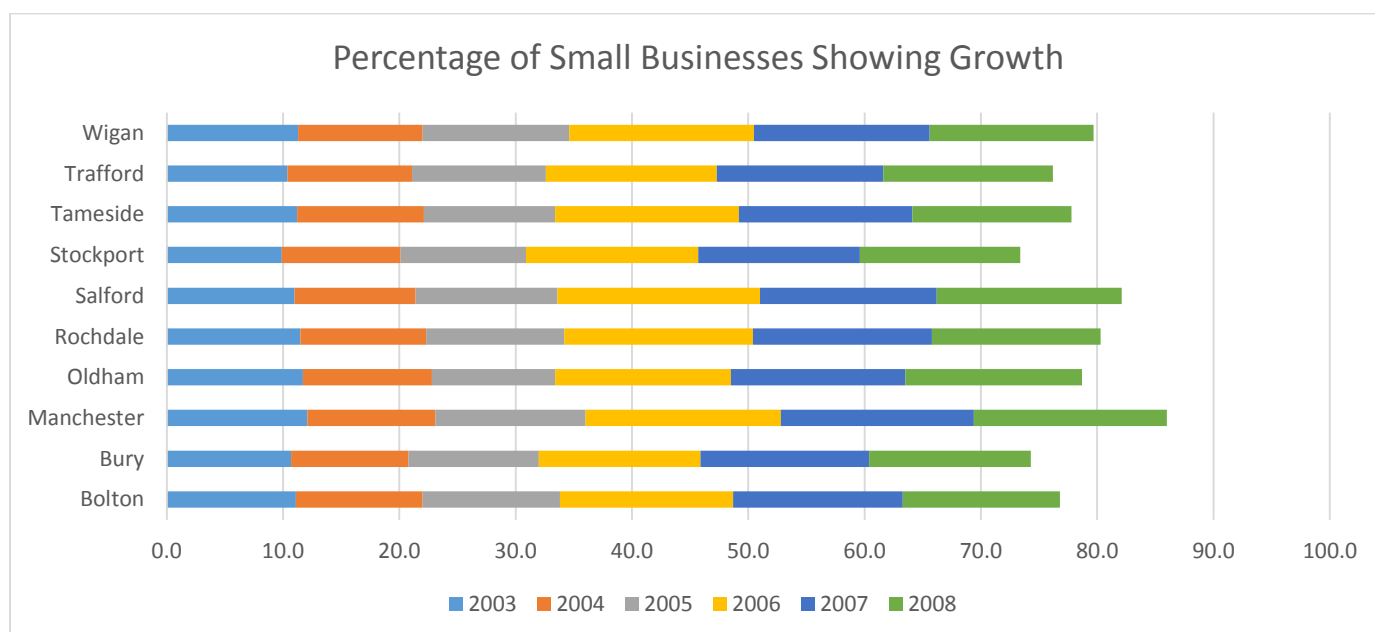


Figure 46 - Percentage of Small Businesses Showing Growth (NI 172 Data.gov.uk)

³⁸ The IDBR contains information on VAT traders and PAYE employers in a statistical register which provides the basis for the Office for National Statistics to conduct surveys of businesses.

There are two social enterprises in Stockport recorded at www.socialenterprise.org.uk, both of which support the health sector in delivery of services. In addition there are two further social enterprises which are the café at Etherow Country Park³⁹ and the Hat Works Cafe⁴⁰ (Yell.com).

More flexibly designed offices, industrial and retail facilities would enable adaptation in space available reflecting changing local business and community space needs over time.

Tourism: data indicates that there are 21 hotels, guest houses and bed & breakfast businesses in Stockport according to Yell.com. Stockport's AMRs show that the only new town centre hotel in 2011 was the Premier Inn at Churchgate, with the new Holiday Inn at Stockport Exchange opening in 2017 and a Travel Lodge at Regent House opened in late 2016. An application came in for a small hotel over Wetherspoons at Petersgate and an Oddfellows luxury hotel is due to open in 2017 at Bruntwood Hall in Cheadle.

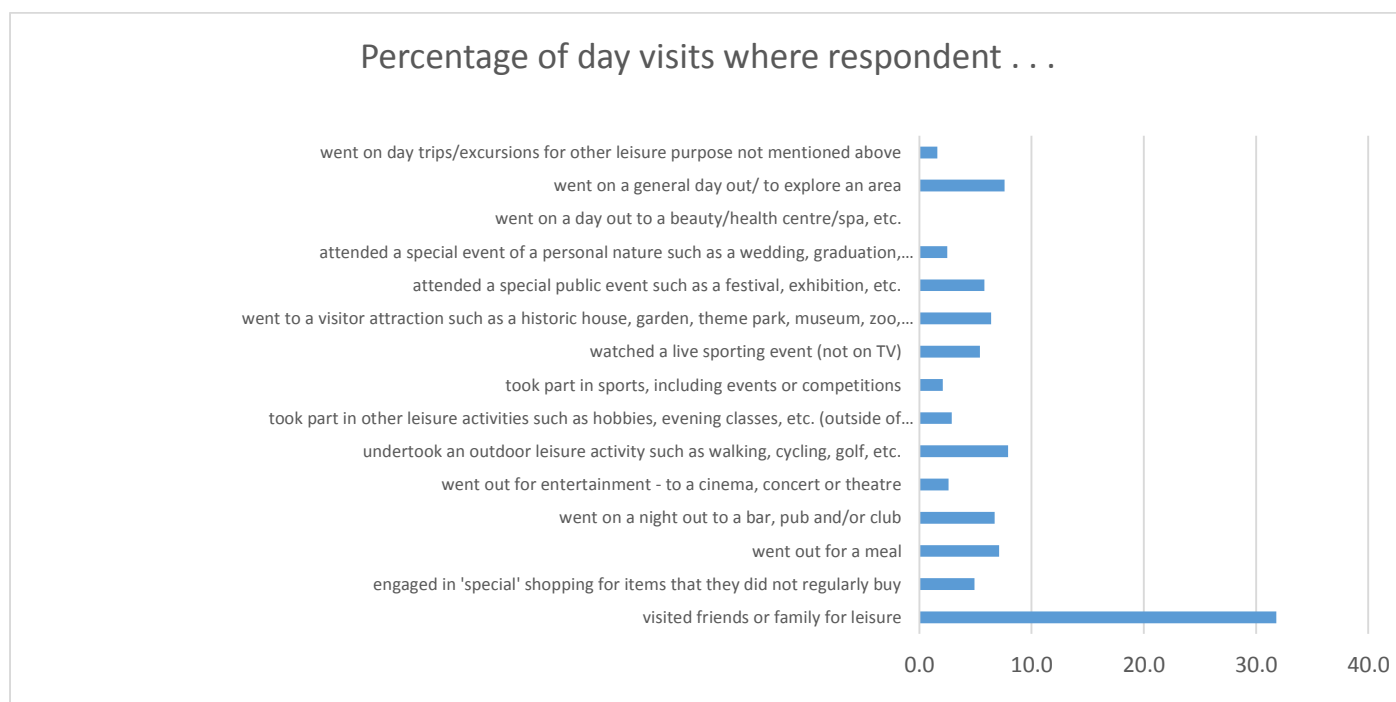


Figure 47 - Domestic Day Visit Data – Sub National Tourism UK Government

Sub National Tourism data for the Stockport area for 2011 to 2013 indicates that most domestic day visitors to Stockport are visiting family or friends for leisure purposes. Furthermore 82.1% of all domestic trips lasted 1 to 3 nights for overnight stays, 13.3% lasted 4 to 7 nights and 4.6% lasted eight days or more.

Inbound tourism levels reflect that most overseas visitors came from Europe (40.9%), with only 9.3% coming from the Americas and 9.9% from Australasia. 39.9% came from 'other countries' which could reflect Asia and Africa which are not detailed in the data.

Retail & Local Centre Diversity

The accessibility of Stockport's local centres is covered in 'Accessing Needs' (page 13). In terms of the vitality and viability of centres – a diverse local centre with a range of offer provides a sustainable local centre serving the needs of the local populace whilst benefiting the overall local economy.

The majority of new development has been on edges or out of centres but there has been some large scale development in Stockport Town Centre with some new development in District and Local Centres. The graph below does not include the Redrock development which is currently under construction and shows a refocus on the town centre for leisure and retail development in particular. The 2012/13 higher figures reflect the completion of several new gyms around the Borough and the relocation of a Lawn Tennis Club. In addition several cafes and a paintballing facility opened in the Town Centre. Partly the circumstances of lower levels of development are due to the global

³⁹ <http://www.pureinnovations.co.uk/2016/07/12/key-to-success-for-work-skills-group/>

⁴⁰ <https://www.yell.com/biz/hat-works-cafe-stockport-8283229/>

economic recession affecting development levels everywhere. Also the NPPF sequential test has undergone some changes which may have resulted in reduced protection for centres and thereby delivery of development on previously developed land. However Stockport's existing policies aim to prioritise centres for development and thereby result in high preference for use of PDL.

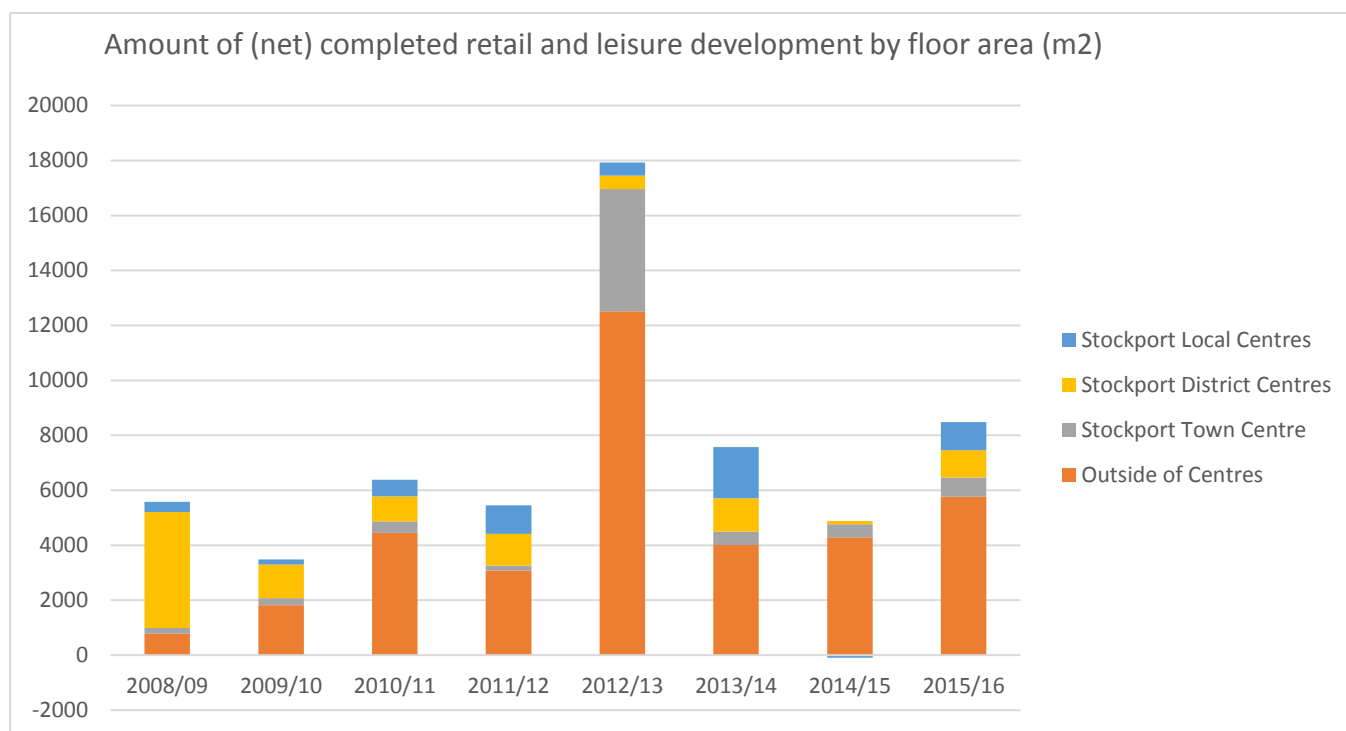


Figure 48 – Retail and Leisure Completions (Stockport AMRs 03-16)

In terms of Street Level Vacancies on centre frontages, there have been slight reductions in the most recent monitoring year but vacancy levels have remained broadly static for most centres since 2012/13, except for a slight rise in the Town Centre and more fluctuation in local centres. This reflects the impact of the recession at the start of the decade with a slow turn around in more recent years. However, levels of vacancies are not chronic but a reduction in levels over time is desirable to ensure vitality of centres is achieved or maintained.

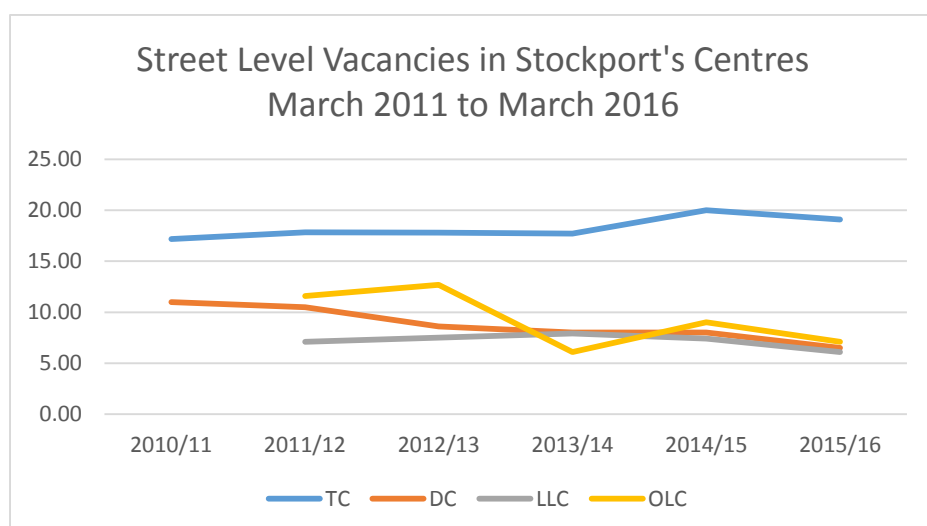


Figure 49 – Street Level Vacancies in Centres – Stockport AMRs 03-16

The graph below demonstrates the retailer representation of major national multiples in the district centres and compares the current figures with previous years. Bramhall and Reddish have seen increases while Romiley, Edgeley and Cheadle have experienced minor decreases. The other centres have remained static.

Strong representations of major National Multiple retailers indicates a robust local economy. In August 2016 there were 159 multiple operators in Stockport Town Centre. BHS and Farmfoods are recent closures of multiples in the

town centre, which vacated after the monitoring period. Santander, Greggs and Bridgfords relocated within the town centre. Multiples Zizzi, Pizza Express, Gourmet Burger Kitchen and The Light Cinema will be located at Redrock when it opens in November 2017. A Sainsbury's Local store opened at Stockport Exchange in winter 2016, however this is outside the Central Shopping Area of the Town Centre. No retail units of 465-930m² were completed in the town centre in the most recent monitoring period.

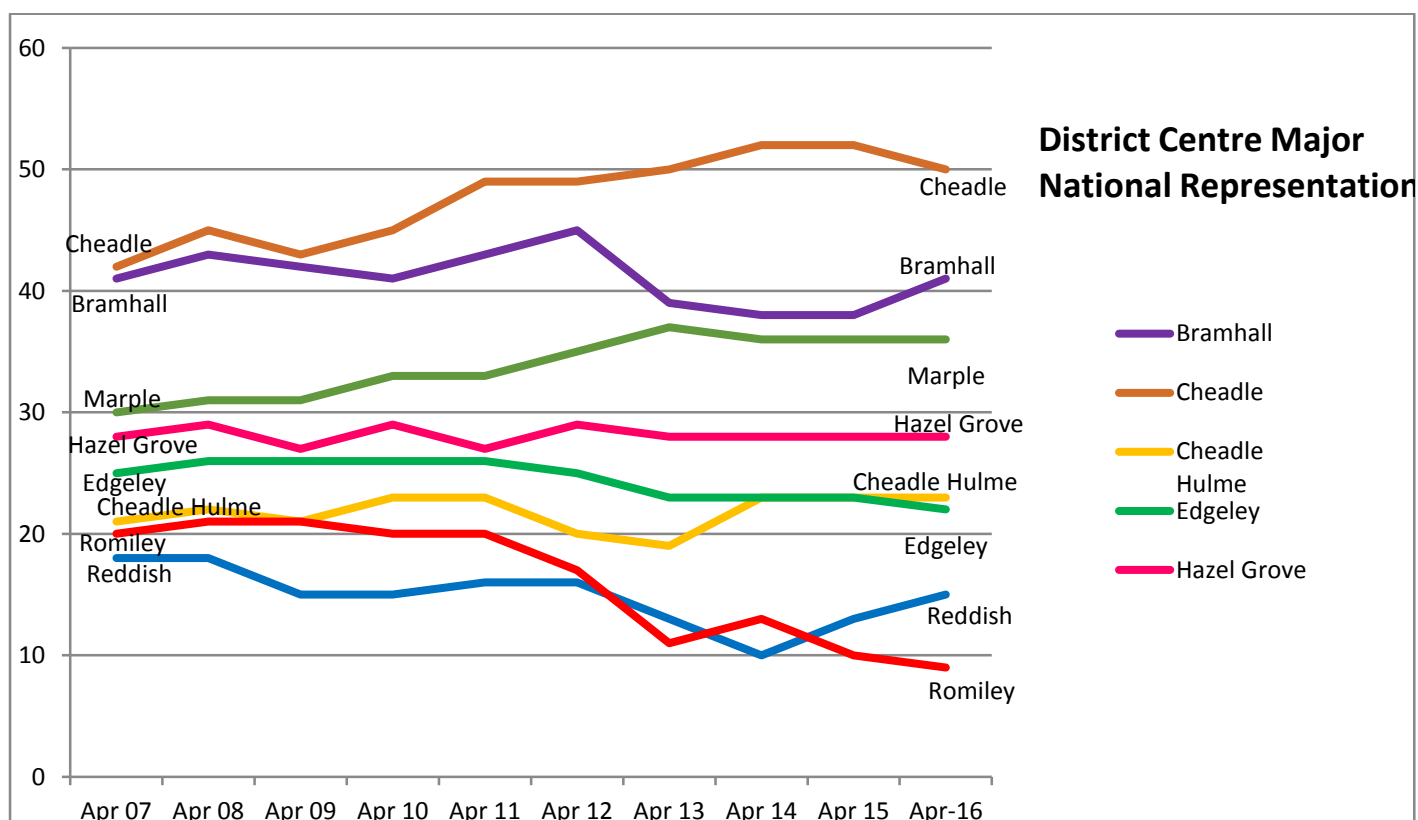


Figure 50 – Major National Multiples in District Centres (Stockport AMRs 03-16)

As at August 2016 on average 78.1% of the length of the Town Centre's Primary Shopping Frontage was in A1 use. There are 24 Primary Frontage blocks in the Town Centre of which 11 blocks have less than 80% of their frontage length in A1 use. In 2016 the average length of the Primary Shopping Frontage in A1 use for District Centres was 68.6% and 66% for the Large Local Centres. For secondary frontages in terms of non-A1 use in 2016, the figures are 67.3% of the Core Retail Area in the Town Centre, an average 64.9% of District Centre secondary frontages and an average 64.1% for Large Local Centres. This information broadly indicates that there is a reasonable retail presence in Stockport centre frontages with room for improvement. Secondary frontages in the town, district and large local centres show reasonable levels of non-retail use which indicates that most centres have a diverse range of goods and services available.

However in terms of footfall, over a 48 week period in 2016, the total footfall at Merseway was 8,409,319 which is a percentage change of -4% compared to the equivalent period in 2015. Changes in shopping methods and competition in a sluggish economy with other centres can both impact on the vitality of Stockport's centres. However the development of a new cinema complex and retail / leisure facilities may have a positive impact on the town centre over the next few years.

Javelin Group's Venue Score data (June 2015) ranks Stockport's Town Centre second (below Bury Town Centre) out of the eight main principle Greater Manchester town centres in its 2014 rank. Of these centres only Bury Town Centre with a 2014 venue-score of 196 scores higher than Stockport Town Centre which scores 191. Stockport Town Centre has improved in overall rankings from 96 in 2010 and 103 in 2013 to 94 in 2014. Experian's May 2013 Retail Scape Report places Stockport as seventh in the north west regional retail hierarchy, with the ranking based on an estimated comparison goods spend (55th in national ranking).

The Redrock and Stockport Exchange developments will further enhance the vitality and viability of the Town Centre and its performance. The Town Centre public realm will be enhanced by Redrock via street planting, new public

squares and furniture. The Stockport Exchange scheme under construction in the Town Centre involves public realm improvements, including a pedestrian plaza of approximately 2,250m², lawned terrace, feature seating and other outdoor space including tree planted avenues.

In terms of the District Centres, the Shopping Study Update 2014 found Bramhall and Marple are very healthy, Cheadle, Cheadle Hulme and Romiley are healthy, Hazel Grove is experiencing some difficulties while both Edgeley and Reddish are experiencing substantial difficulties. The Shopping Study Update 2014 included a survey by NEMS market research in April 2014 of 1,282 pedestrians in Stockport's eight District Centres, with a minimum of 150 respondents in each centre. The District Centres were ranked against each other, assessed against five environmental quality and personal safety factors. The overall ranking for these factors was Marple in first place followed in order by Bramhall, Romiley, Cheadle Hulme, Hazel Grove, Cheadle, Reddish and Edgeley.

Data Limitations

There has been no in depth assessment of the quality of travel plans submitted as part of planning applications.

The employment information on the IDBR is drawn mainly from the Business Register Employment Survey (BRES). Because this is based on a sample of enterprises, estimates from previous returns and from other ONS surveys have also been used. For the smallest units, either PAYE jobs or employment imputed from VAT turnover is used.

There is no Government data on long term unemployment outside of data on those with a medical condition so this situation is not fully clear.

Use of sustainable design standards does not automatically ensure all aspects of that standard will be delivered, since most standards are voluntary and designed to enable flexibility of choice to accommodate project budget considerations.

Do Nothing Scenario

With no planning of employment sites, there is a risk of imbalance in delivery of accessible appropriate sites, to ensure availability of work. Without appropriately planned sites, businesses might not be attracted to the area, resulting in a possible downturn of business development and associated impacts on worklessness. The picture of a potentially growing imbalance in employment sectors, could further increase without specific planning to encourage retention of diverse sectors, skills and skills requirements. This could result in economic instability and further polarisation as worklessness in deprived areas could grow. Unplanned further growth in professional employment sectors could result in inappropriate development which damages the environment, exacerbates social inequalities problems and results in destabilisation of the local economy. Further out commuting could impact on the town centre and borough as whole as businesses relocate into Manchester and other areas, especially Manchester Airport. Increased commuting without associated improvement of travel options could result in higher congestion and emission issues, impacting on health and environment of the Borough.

Inappropriate and unplanned delivery of employment sites could have impacts in terms of access to employment and associated training. Training businesses might be inappropriately located in inaccessible sites, or not locate at all in the area. Without associated climate change policies business could develop in such a way as to not take account of the need to deliver to a low carbon agenda, resulting in increased carbon emissions and rising fuel costs as well as the cost of dealing with flooding impacting on running costs.

Without the sustainably planned employment sites in Stockport, the Borough could lack the capacity to attract more low carbon conscious businesses to Stockport, which could impact on the capacity to deliver a low carbon economy.

Stockport has a large percentage of small businesses and business retention levels appear to be healthy, however in order to maintain this suitable planned employment locations and buildings are necessary. Deteriorating employment sites and lack of planned locations, together with any economic instability could impact on business longevity. New start up seems to be healthy currently, but without planning for flexible delivery of employment sites which reflect potential changes in business need, new start ups could decrease, or longevity could be affected.

Unplanned business and retail development could lead to a suppression of innovation and diversity in Stockport's business community through a lack of appropriate / flexible venues. This could result in a stagnant local economy which might continue to boom for a short while in certain business sectors. However those sectors could experience problems in terms of poor facilities options in the immediate future. This could result in increasing numbers of skilled workers commuting out. The growing congestion impacting on capacity to do business which could result in relocation of businesses to other better planned areas.

Lack of encouragement of innovation, particularly in terms of sustainability skills and services, could leave Stockport unable to deliver a low carbon economy, in terms of skills and investment, which would further result in environmental degradation, reflecting in a reduction of the current attractiveness of Stockport as an asset to attract further businesses. A less diverse local business structure could impact on the local economy in terms of destabilising its capacity to weather recession and any business losses.



Annex 2 Sustainability Appraisal Framework Outputs

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria		Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; - ; NA	Justification	See the 'Considerations' tab to help inform this aspect of the work. State the likely magnitude of the impact / benefit as outlined in the Considerations Tab. Also note the value of the area affected. Note any specific considerations in terms of the vulnerability of affected groups. Are there any designations of note in the area (e.g. Heritage or Environmental designations)? Are there any other factors to consider?
Sustainable Society		Protect and enhance human health	Will it improve human health?	+	Health is directly referenced and a Health Impact Assessment will be undertaken on the draft policies.	The nature of effects in terms of human health through both the issues under consideration and the future potential policy structure and content are being considered. Policies are highly likely to manifest an impact on human health which could be either positive or negative dependent on the implementation of policies. Effects could be long term (e.g. access to affordable housing helps reduce early deaths through access to decent housing), medium term (e.g. enable management of long term illnesses in the immediate future) and short term (e.g. construction site managements health and safety well). Frequency most likely to be ongoing as policies have significant impacts on health. Short term effects may be reversible where sites can be adapted / improved, however some policy could have a longer term irreversible impact on human health (e.g. lack of permeable design prevents physical activity uptake through walking / cycling). Cumulative impacts of several small scale developments on health could be positive or negative depending on how wider policies have been implemented. Health impacts of policy can be transboundary (e.g. insufficient cemetery provision within Stockport) but the impacts may be more noticeable closer to the Borough boundary. Poorly devised policy could have some significant impact on human health (including mental health) but well structured, holistic policies could benefit health (e.g. delivery of care homes that are poorly designed results in impacts on care, whereas considerations of design could enable good care). Poor design policy that does not comply with other policies on energy, GI or waste might impact negatively on the natural environment and thereby human health. But well designed schemes could provide benefit (e.g. lessen habitat fragmentation whilst providing active travel routes).
			Will it reduce death rates?	+	The aims of the plan to benefit health should help to reduce death rates.	
			Will it reduce and/or manage limiting long term illnesses?	+	There is reference to the most effective use of public health investment to ensure appropriate services for those that need them.	
			Will it reduce smoking, alcohol use and obesity?	\	No specific references as yet to smoking, alcohol and obesity in the draft, however health is recognised as an issue. Stockport's Physical Activity Strategy and the JSNA and HWBS are all informing development of the Local Plan.	
			Will it reduce accidents?	\	Reducing accidents is not specifically referenced and is usually dealt with for design purposes through parts of the Building Regulations. However road safety will need to inform the design elements of the finalised draft.	
			Will it foster a healthy environment for residents at work and at rest?	\	Health is directly mentioned in the current draft with no specific reference to a healthy environment. However the use of GI as a policy framework should help to ensure this is delivered, alongside design policies that take account of health in design.	
			Will it reduce health inequalities?	+	Health as an overarching issue is to be reflected in the final document - health inequalities have been highlighted as a particular issue for the Borough.	
			Will it reduce poverty?	+	Inequalities (including socio-economic) is informing the development of the document.	
			Will it help to create a cohesive community?	\	Opportunities for social interaction which contributes to a cohesive community will need to be enabled through the local plan. The specific issue of Gypsy & Traveller site needs is being addressed which can help to ensure a managed approach to this issue.	
			Will it protect and improve existing community services and facilities?	+	Protection and improvement of existing community facilities is being directly addressed through the communities section of the local plan.	
Social		redress inequalities related to age, gender, transgender, race, disability, sexual orientation, faith, deprivation, locality	Will it offer opportunities for residents to interact?	+	The intended protection and enhancement of local centres and a specific GI approach should facilitate social interaction and community cohesion.	The nature of effects in terms of inequalities through both the issues under consideration and the future potential policy structure and content are being inherently considered. The policy aims will need to include redressing of inequalities, which is acknowledged as an issue at this stage of plan development. It is highly likely that the policy would significantly affect inequalities – the nature of the policies will determine if that will be positive or negative. The frequency of effects will depend on the nature of the policies and their effect on inequalities. The effects of new developments implemented as a result of the new plan could be both stand alone and cumulative in terms of an overall impact on the Borough, wards and / or local neighbourhoods and those effects could be positive or negative (dependent on the strength of the policies and their implementation). Development can result in trans-boundary impacts in terms of issues such as increased water usage, habitat fragmentation, carbon emissions and transport congestion. It can also address these issues through better specified development and site design which in the case of impacts such as climate change can make a difference in terms of inequalities particularly. With regards to human health and the natural environment the issue is how strongly the development and wider policies are and how they are implemented as well as what external factors (e.g. national policy changes) determine that degree of strength.
			Will it ensure access to an affordable & decent home?	+	Access to affordable and decent quality housing is a key element of the local plan. Density of development is also referenced and reflected in the questions.	
			Will it improve equitable access to employment, particularly for low income families?	+	There are specific questions about accessible and appropriate employment.	
			Will it encourage independent living?	+	Specialist housing need and services in accessible locations are referenced to address the issue of enabling independent living?	
			Will it improve access to health & welfare services and information?	\	The issue of access to health and welfare services and information is broadly addressed within the draft document. Mental health needs should be carefully considered within future stages of the document preparation.	
			Will it ensure access as determined by Disability Discrimination Legislation?	N/A	This is dealt with by the Building Regulations but design should cross reference to good practice.	
			Will it encourage healthy lifestyles, including sustainable transport options?	+	Healthy lifestyles are being considered within the plan which will encompass sustainable transport (including active travel), access to healthy food choices, prevention of hot food takeaway proliferation and access to recreation including in open spaces.	
			Will it improve and increase access to leisure, physical activity & sport, cultural and arts facilities?	\	Community uses are being reflected in the draft document - access to cultural facilities such as museums and art galleries also need to be included.	
			Will it maintain and where possible increase the area and quality of green belt and green chain in Stockport?	+	Given the proposals for potential Green Belt release in GMSF, Stockport's local plan already acknowledges the many factors contributing to consideration of this approach. The proposed GI policy approach aims to protect and enhance natural capital including Green Chain.	
			Will it improve access to wildlife, wildlife sites and local green space?	+	The proposed GI policy approach supports provision of and access to wildlife etc.	
Place-making		Improve equitable access to a healthier, happier and more sustainable lifestyle	Will it ensure access to local shops with supplies of locally and/or organically sourced healthy food?	+	Planning has limitations on control of what retailers offer, however there are policy aims around access to healthy food options, control of hot food takeaways and promotion of diverse retail centres.	The nature of effects in terms of equitable access through both the issues under consideration and the future potential policy structure and content are being inherently considered. The issue of accessibility is being considered across a range of policy topics including services, housing, nature and employment. It is highly likely that the plan would significantly contribute to affecting access. The effects in this instance would depend on the nature of the policies and their implementation so they could be ongoing but reversible, however careful consideration is required in terms of competition between land uses including for access. The effects on accessibility of the local plan could be both stand alone and cumulative in terms of an overall impact on the Borough, wards and / or local neighbourhoods and those effects could be positive or negative (dependent on the nature of the final local plan). Development can result in trans-boundary impacts, particularly in terms of accessibility benefiting or contributing to congestion. Despite improvements to sustainable transport opportunities however many residents may choose to use their cars and increase vehicle congestion, thereby impacting on human health. Improving sustainable access modes should result in benefit to the natural environment through provision or enhancement of GI and reduction of habitat fragmentation as well as congestion.
			Will it maintain or improve access to and provision of allotments?	+	Allotments are being specifically considered as part of the work streams.	
			Will it help to create communities where people feel safe?	+	Deliberations of the need for design that enhances feelings of safety as well as actually safety are present in the draft.	
			Will it promote design that discourages crime / anti-social behaviour?	+	Current drafts reflect design that discourages crime.	
			Will it promote a safe public transport system?	\	Safe public transport is not specifically mentioned in the draft but safety concerns feature in the design elements.	
			Will it promote safe cycling and pedestrian routes?	\	Safety is a key consideration of design. Future iterations of the document should take account of safe cycling / pedestrian routes.	
			Will it promote opportunities for reducing re-offending rates?	\	Re-offending rates are not directly considered, however the key issues of affordable housing and employment availability as well as access to services will work towards enabling rehabilitation of ex-offenders.	
			Will it promote use of environmental and other design standards?	\	Sustainable design is inherently reflected in drafts but a deeper consideration needs to inform later policy drafts, supported by appropriate evidence.	
			Will it promote provision of appropriate housing dwelling mix and tenure?	+	The housing mix and tenure is being discussed. The issue of achieving appropriate densities may need to be discussed at this early stage as well?	
			Will it respect, protect and enhance existing sites, areas and settings of historical, archaeological, architectural or cultural interest?	+	Heritage assets are being considered.	
		Create places, spaces and buildings that work well, wear well and look well	Will it encourage design that enables active travel opportunities?	\	Sustainable transport including active travel are informing the early drafts. However the full needs of a commuter using cycling need to be reflected in design policies where new employment venues provide showers as well as clothes drying and storage as appropriate.	The new plan is highly likely to have an effect on places and structures and it would depend on policy content and delivery as to whether the effect would be positive or negative. Effects on places and structures are likely to be long term, however there may be some medium or short term benefits or impacts. Most likely the effects would be ongoing but reversible. The new plan is highly likely to impact on places cumulatively. Effects will vary and are very likely to be transboundary in nature of good quality places, particularly reflecting movement of people for work and other activities, as well as migration of people from poorly designed places to well designed and vice versa if outside factors such as an economic downturn affect local budgets. If a new plan delivers good quality places then health impacts will be beneficial. Poorly structured policies could impact negatively on health, e.g. lack of access to open space could deter activity and affect obesity levels. Poor policies could make places less beneficial in biodiversity terms as well as other environmental impacts such as increased emissions and water use or loss of amenity. Whereas well structured policies that are appropriately implemented could go some way to improving an area including the natural environment. It is contingent on holistic policies that support consideration of as many aspects of planning as possible but will also be affected by outside forces such as the national and global economic and politics.
			Will it encourage the use of innovative design including ideas such as passive solar, green roofs or creative use of space?	\	Innovative design is being considered but will need robust evidence to inform to what level it can be 'required' in final drafts.	
			Will infrastructure be designed to promote development of such places, spaces and buildings?	+	Infrastructure is being considered.	
			Will it promote the sensitive re-use of historic or culturally important buildings where appropriate?	+	Heritage assets and opportunities are being considered.	
			Will it conserve and enhance local landscape character?	+	Landscape considerations are informing early drafts.	
			Will it protect and enhance the uniqueness of places and spaces?	+	Amenity and heritage as well as other designations are informing early draft considerations.	
		enhance rural and urban local character and protect local distinctiveness	Will it ensure local environmental quality is maintained and/or improved?	+	The inclusion of GI as a major topic area should enable good environmental quality.	Effects on local and landscape character as well as heritage assets and distinctiveness are likely and could be positive or negative dependent on the strength of the completed local plan. Effects would be long term ongoing mostly, with some medium and short term impacts from the construction process. Some impacts may be reversible but some may not and would depend on the final plan structure and content as well as delivery issues. Cumulative nature of effects will be dependent on the location of areas being developed, their existing quality / circumstances and heritage status and could be positive or negative dependent on quality of design / intent of development. Landscape considerations in particular can be transboundary affecting views into the Borough in particular. Development to the detriment of local character, etc. can be in itself negatively on human health particularly in terms of the human spirit which can lead to increased stress levels and direct impacts on physical as well as mental health. Local character can be tied to a high quality natural environment which is dependent on strong policies which do not just protect but seek enhancement.
						Affects whole borough but also population within specific groups; gender; older & younger; disabled; carers; race; LGBT+; economically disadvantaged and those experiencing health inequalities. Effects of policy on Borough and smaller geographic areas within the borough from committee area down to post code level - major focus on accessibility (encouraging physical activity) and affordable housing as well as healthy food choices including for those with health inequalities. Financial land and property values and availability of affordable rents are key to informing policy and are an issue to be addressed; other values around open space and Green as well as other Infrastructure, natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature designations as well as LBAP designations and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
						Affects whole borough but also population within specific groups; gender; older & younger; disabled; carers; race; LGBT+; economically disadvantaged and those experiencing health inequalities. Effects of policy on Borough and smaller geographic areas within the borough from committee area down to post code level - major focus on accessibility of all new housing including opportunities to improve accessibility on new sites. Financial house values and availability of affordable rent are key to informing the policy and are an issue to be addressed, other values around open space and Green as well as other Infrastructure, natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature designations as well as LBAP designation and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
						Affects whole borough but also population within specific groups; gender; older & younger; disabled; carers; race; LGBT+; economically disadvantaged and those experiencing health inequalities. Effects of policy on Borough and smaller geographic areas within the borough from committee area down to post code level - policy could promote design that results in interactive neighbourhoods promoting trust and good perceptions of safety as well as actual safety. Financial property values and availability of affordable rents are key to informing development and are an issue to be addressed; other values around open space and Green as well as other Infrastructure, natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature designations as well as LBAP designation and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
						Affects whole borough population and area - maintaining and enhancing amenity is critical for everyone and everywhere. Financial property values and affordable rent are key to informing the plan and are an issue to be addressed; evaluation of other values around heritage assets, open space and Green as well as other Infrastructure are critical in respect of the final plan structure; natural values are important including protecting biodiversity and reducing / mitigating climate change impacts. Local nature designations as well as LBAP designations and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
						Affects whole borough population and area. Financial property values and affordable rent are key to informing the plan and are an issue to be addressed; other values around heritage assets, open space and Green as well as other Infrastructure; natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature designations as well as LBAP designation and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.

SD Issue	CAT	Objective	Decision Making Criteria	Score: ++ : + : \ : - : -- : NA	Justification	See the 'Considerations' tab to inform this aspect of the work. For each 'Objective' and their DCMs include notes on how considerations of probability, duration, frequency, reversibility and the cumulative nature of impacts have informed the assessment. In addition note if there are any transboundary aspects of the Objective and its DCMs and what the levels of risk to both human health and the environment might be.	See the 'Considerations' tab to help inform this aspect of the work. State the likely magnitude of the impact / benefit as outlined in the Considerations Tab. Also note the value of the area affected. Note any specific considerations in terms of the vulnerability of affected groups. Are there any designations of note in the area (e.g. Heritage or Environmental designations)? Are there any other factors to consider?	
Environment	Protect Biodiversity, Habitats and Species	Will it avoid damage to nationally and locally designated sites of nature conservation or geological interest?	+	Biodiversity is acknowledged within the current draft. If planning is to fully contribute to protection of designated sites then the wider NERC Duty of the Council needs to be taken account of not just within the Local Planning Authority, but as part of associated functions such as park management, especially in terms of costs to the public purse of the impacts of not addressing NERC duties on health, flood risk and sustainable transport uptake.	The new plan is highly likely to have an effect (positive or negative depending on policy type and strength) in terms of biodiversity. Those effects can be long term (e.g. species extinction or redemption), medium term (e.g. habitat reduction / creation) or short term (e.g. impacts on migration periods or reproductive cycles). There can be a wide range of frequency dependent on a variety of factors (ranging for example from frequent impacts on songbird activity through traffic increases to ongoing improvement in insect levels where planting has enabled this). Some of these effects will be reversible and some will not (e.g. development which fragments a habitat through to re-routing of traditional foraging routes). Some will be cumulative particularly where policies do not address this issue. Many of the effects will be transboundary in nature (e.g. reducing or improving gene pools of migratory species or fragmenting / repairing migration routes locally and regionally). Deterioration in local biodiversity will have impacts on human health in terms of a lower quality natural environment - nationally for example the loss of pollinating species could radically alter the availability of 'Five a Day'. There could be major risk to the environment from de-prioritisation of biodiversity in policy through to improvements as a result of balanced policies.	Affects whole borough, both native flora / fauna and human population, including implications for human health. Values around biodiversity, heritage and landscape assets, open space and Green Infrastructure as well as other infrastructure considerations, including impacts of mitigating / adapting to climate change. The plan will need to directly address where property values can be affected by amenity, aspects of which can be the state of the local natural environment. Local nature designations as well as LBAP designation and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.		
		Will it create any new wildlife sites?	+	To date planning policies have focussed on protection of existing wildlife sites - it is reassuring to see creation of new GI (including habitats that are not just designated) featuring in early considerations.				
		Will it help protect any species at risk?	+	Species are considered within the document.				
		Will it minimise fragmentation of habitats and address ecological connectivity?	+	Ecological networks are being considered.				
		Will it ensure protection against climate change impacts?	+	Climate change mitigation and adaptation are reflected in the document.				
		Will it enhance biodiversity and / or geodiversity?	+	Enhancement of biodiversity and geodiversity features is acknowledged.				
	Conserve & improve Green Infrastructure and other natural capital	Will it maintain or improve the quantity and quality of Green / Blue Infrastructure?	\	GI is a specific part of the plan content. Blue Infrastructure is inherently referenced through issues around drainage and rivers.	The new plan is highly likely to have an effect (positive or negative depending on the nature of the policies within it) in terms of preserving natural resources. Subject to the quality of overall policies, those effects can be long term (e.g. reducing groundwater levels), medium term (e.g. poor quality soils on completed new development) and short term (planting of non-native invasive species). Frequency will vary from ongoing to infrequent impacts / benefits relative to the quality and style of new policies within the plan (e.g. ranging from new development that benefits habitat fragmentation through appropriate policies to intermittent impacts where development is not fully planned with GI in mind). Some effects may be reversible (e.g. adding good quality soil materials to improve soils on new developments) to limited mitigation (e.g. retreating water courses where levels and diversity of fauna may have been impacted by new development). Some effects may be cumulative particularly where there are clusters of new developments (especially if the new plan does not fully address biodiversity etc.). Many of the effects could be transboundary in nature (e.g. impacts on the River Mersey which flows through other areas before it reaches the sea). Deterioration in natural resources through a lack of strong policy on GI etc., could have impacts on human health in terms of a lower quality natural environment - for example impacts on water quality affect the quality of the natural environment and therefore the reduction of stress in a pleasant natural environment. There could be major risk to the environment from de-prioritisation of the natural environment through to improvements from robust holistic policies.	Affects whole borough, including natural resources such as Green Infrastructure, water supply, air quality and minerals availability as well as native flora / fauna and human population, including implications for human health. Values around availability and capacity of natural resources, including water, air and soil / minerals as well as biodiversity, heritage and landscape assets, open space and Green Infrastructure, alongside other infrastructure considerations, including impacts of mitigating / adapting to climate change. Policies directly address property values which can be affected by the state of the local and neighbouring natural environment especially if negatively affected by poor quality natural resources. Local nature designations as well as LBAP designation and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.		
		Will it protect and enhance natural capital?	\	The term natural capital is not mentioned specifically but biodiversity (not just specific to designated sites) is clearly an issue for the plan to address.				
		Will it maintain and improve the quality of ground and surface waters (including WFD objectives)?	+	Quality ground and surface water are referenced through sustainable drainage considerations.				
		Will it ensure sustainable management of water courses?	+	River valleys are directly mentioned and sustainable drainage is too.				
		Will it protect and / or enhance soil resources?	+	Soils are specifically mentioned in the later drafts.				
		Will it ensure efficient use and re-use of land and protect agricultural land including the best and most versatile?	+	Agriculture is mentioned including a specific reference to best and most versatile agricultural land.				
	Reduce emissions	Will it protect and enhance the natural environment resource of Stockport Borough?	+	The current drafts should provide benefit to the natural environment resource.	There is no mention to date of mineral issues in the draft, however the management of mineral resources will need to be considered in light of the GJMMPDP.	There is no mention to date of mineral issues in the draft, however the management of mineral resources will need to be considered in light of the GJMMPDP.		
		Will it ensure sustainable management of our mineral resource?	\	There is no mention to date of mineral issues in the draft, however the management of mineral resources will need to be considered in light of the GJMMPDP.				
		Will it reduce contamination and pollution of land?	\	Whilst contaminated land issues will need to inform early drafts, it will be critical that strategic effort is made (i.e. beyond plan production) by the Council to engage with developers to seek opportunities to remediate sites for development if the costs of developing such sites are to be addressed. It may be useful at this stage to research developers who are experienced in such remediation and start discussions, reflecting the issue of deliverability of the Plan in the longer term.			Negative or positive effects from emissions are highly likely as a result of a new local plan depending on the content. Emissions effects could be long term (e.g. requirement for regeneration of land), medium term (transport policies help to reduce car use for a while) and short term (e.g. management of noise from construction); effects could be ongoing (such as the ongoing benefit of improved soils from remediated land); intermittent (noise from some occupants); rare (sewage overflows); some effects will be reversible (housing could be improved in terms of emissions e.g. renewable energy instead of fossil fuels) or mitigatable (planting could be renewed with native species); the nature of effects will be dependent on the quality of the policies. The effects of the plan could be cumulative in an area where new development clusters happen if site allocations are not well-planned; effects can be trans-boundary particularly if close to other wards, committee areas or the Borough boundary; emissions can damage human health and natural environments but mitigation can be beneficial as well. It will depend on the scale and scope of the Local Plan once it is finalised and implementation begins.	Affects whole borough, including native flora / fauna and human population, including implications for human health. Social and property values may be affected if emissions are not managed through and from new development. Value considerations around water, air and soil / minerals as well as biodiversity, heritage and landscape assets, open space and Green Infrastructure, alongside other infrastructure considerations, including impacts of mitigating / adapting to climate change. Policies directly address property values which can be affected by the state of the local and neighbouring natural environment especially if negatively affected by unmitigated emissions. Local nature designations as well as LBAP designation and species vulnerability will apply where relevant. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
		Will it reduce pollution of water systems?	+	Water system protection is reflected in early drafts and will require robust policy approaches (including sustainable drainage requirements) to ensure protection.				
Will it help maintain and improve local air quality?		+	In terms of both health and biodiversity concerns air quality is a key issue reflected in early drafts.					
Will it minimise the environmental impact of travel (e.g. noise, air pollution, congestion)		\	Travel for economic benefit is reflected and the need for sustainable transport promotion (including health benefits) is recognised. It will be key for any GI policy to reflect the multi-functional purpose of such an approach.					
Mitigate and adapt to climate change	Will it minimise or promote alternatives to the use of fossil fuels?	\	The need to move to non-fossil fuels is recognised. However this issue needs to be carefully considered in terms of placement within the most appropriate section of the document, in particular with regards to infrastructure. This is crucial in terms of getting energy considerations into the concept stage of design (and early consideration project budgets) rather than it being addressed, at increased cost, at later design or planning application stages.	Highly likely that the new local plan will have an effect on climate change dependent on the content as to whether negative or positive. Effects could be long term (e.g. reduction in flood risk), medium term (e.g. enable choices around travel) or short term (e.g. improve the skills of built environment professionals). Effects could be ongoing (e.g. reducing carbon emissions), intermittent (e.g. reducing urban heat island summer impacts) or infrequent (e.g. lack of permeable surface design contributes to localised pluvial flooding). Some effects could be reversible (e.g. adding renewable technologies to housing), or offer good mitigation (e.g. early permeable pavement); effects will be cumulative reflecting where new development clusters might be planned and over the Borough as a whole in terms of additional built environment impacting on climate change circumstances; effects can also be transboundary (e.g. tackling climate change locally contributes to the global effort to reduce carbon emissions); climate change is acknowledged to impact on human health and is contributing to problems around biodiversity and substantive loss of species resulting from habitat loss.	Affects whole borough population and all areas of borough, at a variety of scales. Values relative to property, the natural environment and resources, human health and landscape assets as well as open space and Green Belt designations including Green Infrastructure. LBAP designations and species vulnerability apply where relevant as do heritage sites and LCA areas.			
	Will it help to minimise carbon emissions?	+	Carbon emissions are informing early drafts appropriately.					
	Will it minimise excessive noise?	\	No mention of noise as yet but will need to be reflected in design policies.					
	Will it encourage water efficiency, including recycling and re-use, through efficient building design and construction (including promotion of SUDS)?	\	There is a critical need for Green Infrastructure considerations to reflect the need for sustainable drainage in policies and for design policies to address resource efficiency as far as the evidence allows.					
	Will it minimise risk to people, property and ecosystems from flooding?	\	Sustainable drainage approaches will need to be a feature of policies to ensure that drainage capacity is maximised and flood risk managed. The potential approach for a Green Infrastructure section which includes these issues is welcomed.					
	Will it encourage energy efficient buildings and the efficient use of energy?	+	Careful consideration of the need to address climate change through managing carbon emissions requires robust evidence to support policies that are effective and appropriate. The evidence points to the need to act now reflecting that more carbon emitted now means less carbon can be emitted later this century if the 2 degrees centigrade limit of increase in global average temperatures agreed in the Paris Climate Agreement are to be achieved.					
	Will it encourage low carbon technologies?	+	Given the status of Stockport as the second largest GM Low Carbon & Environmental Goods and Services Sector, it would be economically (as well as socially and environmentally) prudent to build on work to date to facilitate low carbon technologies in design and energy education.					
	Will it reduce Urban Heat Island effects?	\	Urban heat island issues will need to be reflected in appropriate climate change related policies to address the natural environment, energy and public health issues that UHI contributes to.					
	Low Carbon Approach	Will it encourage use of non-hard surfaces and reduce loss of permeable surfaces?	\			Permeable paving issues as part of wider sustainable drainage approaches will need to be a feature of policies to ensure that drainage capacity is maximised and flood risk managed. Design policies could reflect permeable paving opportunities.	Highly likely that the new local plan will have an effect on climate change dependent on the content as to whether negative or positive. Effects could be long term (e.g. reduction in flood risk), medium term (e.g. enable choices around travel) or short term (e.g. improve the skills of built environment professionals). Effects could be ongoing (e.g. reducing carbon emissions), intermittent (e.g. reducing urban heat island summer impacts) or infrequent (e.g. lack of permeable surface design contributes to localised pluvial flooding). Some effects could be reversible (e.g. adding renewable technologies to housing), or offer good mitigation (e.g. early permeable pavement); effects will be cumulative reflecting where new development clusters might be planned and over the Borough as a whole in terms of additional built environment impacting on climate change circumstances; effects can also be transboundary (e.g. tackling climate change locally contributes to the global effort to reduce carbon emissions); climate change is acknowledged to impact on human health and is contributing to problems around biodiversity and substantive loss of species resulting from habitat loss.	Affects whole borough population and all areas of borough, at a variety of scales. Values relative to property, the natural environment and resources, human health and landscape assets as well as open space and Green Belt designations including Green Infrastructure. LBAP designations and species vulnerability apply where relevant as do heritage sites and LCA areas.
		Will it encourage the use of innovative design (e.g. passive solar or green roofs)?	\			Innovative design features as part of the drafts to date, however detailed evidence will be required to assess how far local policies can go in terms of sustainable design, especially given current national policy structure.		
Will it reduce the need to travel?		+	Accessibility is a key consideration of the Local Plan but there will be a need to include considerations of design in actual policies that enable use of modern technologies for meetings and discussions to reduce the need to travel (e.g. video or telephone conferencing).					
Will it facilitate reduction of the distances needed to travel?		\	The location of sites in relation to each other will be dealt with at later stages of the plan production (in particular through accessibility assessments) however issues around mixed uses and preferred locations still need to inform the Plan from the outset. Co location of facilities is being discussed. Design of ITC will be critical to ensure design that supports video or telephone conferencing.					
Will it help to reduce the reliance on the private car?		+	Reducing the use of the private car is a key discussion point and new ways of thinking around car parking provision and public transport, walking and cycling access need to inform the Local Plan to improve travel choices.					
Sustainable Use		Will it promote sustainable transport options?	\	There is a specific commentary on parking standards in the final draft but no mention of cycle parking specifically. However questions do facilitate responses on this issue.	A new plan is highly likely to have an effect on transport choices and activities. Duration of effects will depend on a wide range of variables from appropriate transport policies to provision of resources by external agencies (e.g. train and bus companies) to ongoing improvements of cycling / walking routes. Effects can be ongoing (e.g. design of development enables travel choice), regularly intermittent (e.g. travel choices can be dependent on seasons), irregularly intermittent (e.g. improvements to local walking / cycling routes as public sector budgets dictate), infrequent (e.g. flooding of roads and other routes - could increase over next decade); most impacts could be reversible even those that are an initial fault of poor policy (e.g. lack of sufficient cycle parking for an apartment which is later improved or a cycle route becomes more frequently used over time as user numbers make new users feel safe); cumulative impacts through effects on wider networks such as greater use of cycling and walking routes attracts funding to further improve network links and other facilities; trans-boundary nature of transport (including pedestrians); risk of not being able to choose active travel options might impact on both physical and mental public health as well as lead to increased isolation for some residents; greater vehicle emissions and congestion would impact negatively on environmental quality.	The GM Joint Waste Plan has the overarching drivers for waste management in the Borough however Stockport's Local Plan will need to reflect the GJM/WDPD and new development can result in unsustainable use of materials. Effects are therefore difficult to identify at this stage.		
	Will it help reduce traffic congestion?	\	Congestion is addressed as an issue in terms of delays to transport users and wider impacts on the environment. However issues such as shifts to electric cars deal with emissions but does not address congestion and needs to be carefully considered. Site allocations will be critical to this at later stages of plan creation but transport considerations are being taken into account at an early stage.					
	Will it ensure adequate provision of facilities for cyclists and pedestrians?	\	Where design takes account of cycle routes and parking there is a critical need to include showering, clothes drying and storage capacity particularly in employment sites but also innovatively in other development such as retail areas and local centres. Pedestrians may also wish to make use of showering and clothes drying and storage for inclement or hot weather. GI is critical in informing cycling and walking routes and is a major consideration at this early stage.					
	Will it facilitate prevention, re-use and recycling of waste?	\	There is a direct reference to the GJM/WDPD and the management of waste will need to be considered in light of the GJM/WDPD. In the past waste collection considerations have not always been appropriately addressed through design - for example for flats sometimes the location of waste storage facilities doesn't facilitate ease of collection (e.g. the waste bin store is at the back of the car park where ease of access isn't always guaranteed, or the access to the site doesn't take account of the needs of waste collection vehicles). Also requirement of Site Waste Management Plans needs to be considered given the national changes around statutory requirements of SWMPs. If not addressed such issues could see a drop in the currently high levels of waste reduced, re-used and recycled in Stockport.					
	Will it facilitate community waste management schemes?	\						
	Will it encourage appropriate design to facilitate Sustainable Waste Management by local agencies?	\						
	Will it encourage Site Waste Management Plans?	\						
	Will it promote sustainable consumption and production?	\						
Will it encourage the disposal of waste as close to point of origin as possible?	\							

SD Issue	CAT	Objective	Decision Making Criteria	Score: ++ : + ; \ ; - : ? ; NA	Justification	See the 'Considerations' tab to inform this aspect of the work. For each 'Objective' and their DCMs include notes on how considerations of probability, duration, frequency, reversibility and the cumulative nature of impacts have informed the assessment. In addition note if there are any transboundary aspects of the Objective and its DCMs and what the levels of risk to both human health and the environment might be.	See the 'Considerations' tab to help inform this aspect of the work. State the likely magnitude of the impact / benefit as outlined in the Considerations Tab. Also note the value of the area affected. Note any specific considerations in terms of the vulnerability of affected groups. Are there any designations of note in the area (e.g. Heritage or Environmental designations)? Are there any other factors to consider?
Sustainable Employment		Improve the options to achieve satisfying and rewarding work and reduce unemployment	Will it facilitate an increase in sustainable employment?	+	It is a specific aim of the local plan to facilitate higher employment levels through retention of existing employment facilities and creation of new. There is no specific aim to support sustainable employment sectors at the moment.	Policies will be designed to directly tackle employment development provision. Effects might range from long term (e.g. plan for new employment facilities) to medium term (e.g. provide access via cycle routes which are not maintained) and short term (e.g. short term employment for construction workers). Effects could be ongoing (e.g. enabling workers to access permanent work contracts).	Affects whole borough population (including but not limited to those of traditional working age and those not in employment) and area but also could impact on people who commute into the Borough for work through provision of accessible transport modes as well as the areas they commute from. In addition could impact on businesses operating in and around the Borough. Employment and business retention / start up levels. Financial property values (including rents) inform the policy; other values around heritage and landscape assets; open space and Green as well as other Infrastructure; natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature and LBAP designation as well as species vulnerability will apply. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
			Will it reduce unemployment, underemployment & worklessness?	+	The draft includes aims to reduce levels of unemployment.	Intermittent (e.g. fair weather cyclists can access work through ST modes), infrequent (e.g. accessible employer moves out of the Borough due to lack of appropriate new accommodation to allow for small scale business growth). Most effects could be reversible despite the longevity nature of employment sites. However effects may be reversible more probably due to non-planning aspects such as employment levels, business retention rates and transport behavioural change programmes. New development (especially employment) provision can usually be cumulative in terms of its effects and trans-boundary (particularly with regard to accessing employment or education). The risks to human health of not obtaining or maintaining employment are documented and housing availability can be key to that. In terms of the natural environment accessing work is one of the most likely actions to impact, dependent on the mode of transport chosen.	
			Will it improve access to sustainable transport options specifically for commuting?	\	Sustainable transport options are being considered but prioritisation of sustainable transport and active travel choices over other modes will be critical at later stages of document development. It is critical that the full scope of cyclist needs are addressed in employment design - showers, clothes drying and storage, not just cycle routes and parking.		
			Will it promote creation of a healthier working environment and workforce?	\	Whilst the health benefits of transport choices are recognised, the benefits of active travel for a healthy workforce is not yet specifically mentioned in the draft. The health impacts of building design will need to be considered as part of any design policies brought forward.		
		Invest in people, equipment, infrastructure and other assets	Will it improve sustainable access to education and training?	+	Education and training provision is included in the final draft - given the issues of low skills rather than lack of work in Stockport, this is a critical factor. Transport considerations around sustainable access are informing the draft.		
			Will it improve the level of investment in community services and infrastructure?	+	Considerations of Community Infrastructure Levy reflected in the draft.		
			Will it facilitate a low carbon economy?	+	There is specific mention of a low carbon economy. The Local Plan should be part of a strategic effort to shift to a low carbon economy in Stockport and the wider GM area. Stockport comes second only to Manchester City in GM in the Low Carbon and Environmental Goods and Services (LCEGS) sector. However there is major capacity for further growth in this sector, particularly for businesses wanting to export their know how to neighbouring areas and beyond.	A new local plan will be highly likely to have an impact on investment across the board including directly impacting on a sustainable economy. Various timeframes and frequencies of impact dependent on the robustness of the policies developed and their deliverability. Impacts in terms of investment are unlikely to be reversible since the window for obtaining investment from new development is small. There are cumulative effects of new development in terms of infrastructure needs and investment availability. Impacts of the local plan on investment could be transboundary in investment and infrastructure (including Green) terms. The risks to human health could be high if insufficient investment is made to ensure appropriate infrastructure provision (especially around sustainable transport and green infrastructure provision for example). Risks to the natural environment if green infrastructure considerations are not taken account of during new development provision alongside the more traditional infrastructure considerations.	Affects whole borough population (including but not limited to those of traditional working age and those not in employment) and area but also could impact on people who commute into the Borough for work through provision of accessible transport modes as well as the areas they commute from. In addition could impact on businesses operating in and around the Borough as well as employment and business retention / start up levels. Financial property values (including rents) inform policy; other values around heritage and landscape assets; open space and Green as well as other Infrastructure; natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature and LBAP designation as well as species vulnerability will apply. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
			Will it facilitate businesses to take up ICT options before travel options?	\	This issue is briefly mentioned in the draft but design policy will need to address the issue of design flexibility to enable use of current and future technology options for meetings etc.		
			Will it support home working?	\	As a result of commentary on early drafts the issue of home working is now specifically mentioned within the final draft. According to ONS CENSUS 2011 around 10.7% of work force works from home in Stockport. Evidence will be needed to establish how robust policies can be on home working issues.		
			Will it assist organisations to implement green travel plans?	+	Transport issues are acknowledged especially with regards to a sustainable economy. Sustainable transport options need to be a priority across the Local Plan, including careful consideration of travel plan requirements as part of applications.		
Sustainable Business		Assist and encourage sustainable business practices including creating future sustainable citizens	Will it encourage businesses to invest in sustainable practices including improving efficiencies?	\	The inclusion of sustainable design criteria in the finalised draft should encourage discussion on how sustainable design should feature in the SLP.		
			Will it encourage development which ensures businesses can operate more sustainably?	\	This would need to be a function of design policies where evidence permits requirements for sustainable design of business facilities.	It is likely that a new local plan will have an effect on capacity for sustainable business practices and those effects will vary from long term (e.g. low carbon homes and businesses as well as community facilities) to medium term (e.g. low levels of new development periodically may impact on the resilience of certain business types) to short term (e.g. construction site is sustainably managed). Examples of frequency of effects will vary from semi-regular use of cycling options which requires use of local cycling maintenance businesses positively or negatively on businesses operating in and around the Borough including through enabling efficient transport networks. Effects are generally reversible and cumulative aspects will reflect where new developments have occurred and how enabled sustainable practices are. Effects could be transboundary whether from businesses coming to work in Stockport and learning skills as a result of local planning policies or where Stockport businesses export their sustainable business know how. There are risks to human health if some business services (such as a lack of bike maintenance facilities or fresh food) are not readily available. There can be risks to the environment if businesses cannot establish sustainable practices as a result of poor design policies (e.g. insufficient space for cycle storage or lack of showers).	Affects whole borough population (including but not limited to those of traditional working age and those not in employment) and area but also could impact on people who commute into the Borough for work through provision of accessible transport modes as well as the areas they commute from. In addition could impact either positively or negatively on businesses operating in and around the Borough including through enabling efficient practices. Financial property values (including affordable rent) inform policy and can be an issue to be addressed; other values around heritage and landscape assets; open space and Green as well as other Infrastructure; natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature and LBAP designation as well as species vulnerability will apply. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
			Will it enable businesses to support active travel options for employees?	+	Transport issues are acknowledged especially with regards to a sustainable economy. Sustainable transport (including active travel) options need to be a fundamental consideration within the Local Plan.		
			Will it encourage the provision of education & training facilities which promote the ideals of sustainable development?	+	The issues currently address the need for education and training facilities. Also sustainable design of facilities that promote sustainable development ideals as part of their educational function could be dealt with through strong design policies promoting sustainable design.		
			Will it offer the opportunity to improve the skills of employers and employees in sustainable business practices?	\	Planning can do this through encouraging or demanding sustainable design for business venues subject to the evidence to support such a requirement.		
		Support sustainable local business start up and retention	Will it support sustainable business development?	+	Twofold concerns here around facilities that support sustainable business practices and venues that support sustained business development. Business development is reflected in early drafts and encouraging the sustainable business sites could be a function of later documents including design requirements to ensure low cost and low impact facilities.		
			Will it assist with business retention where appropriate?	\	Business retention is reflected generally in the draft. Approaches such as low carbon facilities could enable lower operating costs. Ensuring accessible locations could ensure businesses thrive, with active travel choices ensuring a healthy and productive workforce.	There is a likelihood that the new plan could affect the robustness of local businesses (including the sustainability sector) especially given specific policies may require sustainable design of new development, which could facilitate low carbon businesses and other environmental goods and services companies throughout and after construction. Effects could be long term (e.g. enabling business retention beyond 5 years), medium term (e.g. companies expand outside the local area) and short term (e.g. enabling start up of new businesses) with a range of frequencies dependent on deliverability. Effects would be reversible in the majority of cases (except where businesses fail) and offer opportunities for mitigation (e.g. where a local cafe is reliant on local foot trade which might increase over the construction period then settle to a reasonable level as new residents occupy new housing). Cumulative effects may be felt where development is / isn't delivered. Transboundary effects may be felt where locations are close to boundaries and new development may reduce out commuting levels for example. Risks to human health focus around stress of business development and retention. Environmental risks from SMEs in terms of their perceptions of environmental risks being a low priority when facing business pressures.	Affects whole borough population (including but not limited to those of traditional working age and those not in employment) and area but also could impact on people who commute into the Borough for work through provision of accessible transport modes as well as the areas they commute from. In addition could impact either positively or negatively on businesses operating in and around the Borough. The Plan could affect business variety and retention / start up levels. Financial property values and affordable rent are key to informing new policy; other values around heritage and landscape assets; open space and Green as well as other Infrastructure; natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature and LBAP designation as well as species vulnerability will apply. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
			Will it encourage the development of social enterprises?	\	Not specifically mentioned in early drafts but reflected in the final draft - social enterprise can offer a variety of opportunities to both the group running them and the society they serve. They offer local employment experience whilst offering facilities to disadvantaged people with profits ploughed back into the organisation. People have more ownership and the social enterprise approach gives a flexibility and freedom to trade commercially whilst fulfilling social aims. Suitable affordable and flexible facilities are required to facilitate establishing these enterprises.		
			Will it support small & medium business development?	+	The draft acknowledges that SME levels in the Borough are low and this needs to be addressed. Information and evidence on the need for a range of flexibly designed buildings to accommodate fluctuation in business sizes and scales over time would be useful.		
			Will it encourage development of businesses serving a sustainable lifestyle?	\	Provision of a range of employment and service venues that are designed to be flexible could allow a range of scales and types of businesses or enterprises.	Likely to have both positive and negative impacts. Mainly long term with some medium / short term impacts dependent on success of business retention. Impacts will be mostly ongoing with some intermittence likely as new businesses or enterprises could start and/or fail. Impacts may be reversible but mitigation could feature where environmental considerations are a low priority at the time of plan implementation (e.g. retrofit of renewable energy but it would be more costly). Possibly cumulative impacts where businesses do / do not start up and reflecting possible clusters of new developments in existing areas. Transboundary effects where close to boundaries and where businesses and workers commute in/out of the Borough, especially to / from new housing. Pollution (including carbon) and species migration are a transboundary nature. Access to a more sustainable lifestyle would be beneficial to human health (e.g. increased active travel options and social interaction) but a lack of access to such could have negative impacts. Provision of infrastructure for sustainable transport modes benefits biodiversity as would reduced emissions and reduced consumption of resources.	Affects whole borough population (including but not limited to those of traditional working age and those not in employment) and area but also could impact on businesses trying to establish or innovate in terms of environmental provision. In addition could impact either positively or negatively on businesses operating in and around the Borough. Employment and business retention / start up levels could be affected. Financial property values and affordable rent inform the new plan; other values around heritage and landscape assets; open space and Green as well as other Infrastructure; natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature and LBAP designation as well as species vulnerability will apply. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
Economy		Encourage innovation and new business development particularly in the sustainability sector	Will it encourage innovation in existing business and new business development?	\	This will be dependent on the eventual design policies and their prioritisation during implementation. In particular policies need to take careful consideration of the traditional retail built approach of a shell design with occupants then bringing in their heat equipment once occupied. Evidence needs to address the economic benefits to lower retail rentals where sustainable energy is incorporated in design. Sustainable design needs to become the norm with a full appreciation of the economic benefits of developers embracing such design approaches from concept stage onwards. The certainty of local policies requiring such will contribute to economic stability in the nascent Low Carbon & Environmental Goods and Services sector. Similarly the GI on sites will be critical to enhancing biodiversity, delivering sustainable drainage, tackling urban heat island issues as well as facilitating sustainable transport to the site. These aspects will enable businesses to innovate in the face of climate change, public health concerns and biodiversity losses.		
			Will it encourage development of businesses serving a sustainable lifestyle?	+	Sustainably accessible centres with a diverse offer is a key consideration, however design of employment and retail facilities needs to enable sustainable transport (including active travel) options including cycle parking, showering and clothes storage where appropriate. Availability of space to grow their own food is an issue in terms of competing land use and availability - this is addressed within the final draft. However forward thinking businesses could improve site amenity by offering community growing capacity where possible, improving the amenity, biodiversity and security of their sites.		
			Will it facilitate an increase in the number of businesses working in the sustainability field?	\	Stockport comes second only to Manchester City in GM in the Low Carbon and Environmental Goods and Services (LCEGS) sector but the focus is on consultancies with room for increase in terms of a range of facilities that could support different scales and types of business, including venues with low carbon fuel supply. Green Infrastructure and sustainable waste management capacity, which would be more affordable to run including reduced risk of flooding where sustainable drainage is incorporated.		
			Will it promote local sustainable tourism (e.g. EcoHotels, Farm B&B)?	+	Tourism is reflected in considerations however the focus is on traditional tourism which could also look at green tourism opportunities, especially encouraging eco venues that support low carbon choices, manage waste and benefit biodiversity. In addition tourism could offer lower skilled jobs to low skilled residents in the Borough or be a sector for SME start ups (e.g. eco-B&B).		
		Deliver a spread of business types by sector & geography	Will it contribute to the vitality and viability of an existing centre, including sub-urban economic sectors?	+	Centres are a key consideration. It is recommended that careful consideration of the needs of residents with lower disposable incomes be considered alongside the need to attract higher disposable income residents to improve town centre use. Green Infrastructure needs to be fully reflected in any policies including long term consideration of the River Mersey in the Town Centre.	Likely to have both positive and negative impacts, including particularly the diversity of local centres which enables them to be vital and viable. Mainly long term in nature with some medium / short term impacts dependent on economic and service diversity and robustness being maintained. Impacts will be mostly ongoing with some intermittence likely as new businesses or enterprises could start and/or fail. Some impacts could be reversible and mitigation (such as tree planting) could be used where environmental considerations are a low priority at the time of policy implementation. Impacts could possibly be cumulative where the Plan does not contribute appropriately to economic diversity. Transboundary effects could occur particularly where close to boundaries and where businesses and workers commute in/out of the Borough, especially to / from new housing. Pollution (including carbon) and species migration are a transboundary nature. Diversity of business types could benefit human health where, for example, varied employment or entrepreneurial access to a variety of goods and services and a stable (because diverse) local economy (i.e. less stress) means more opportunities to be active and eat well. The converse factors would be detrimental to human health. Sustainable businesses might benefit the natural environment and their own longevity through resource efficiency, however there is a risk that if environmental design considerations are not a priority in policy then venues will not facilitate sustainable business activities and sustain businesses in the long	Affects whole borough population (including but not limited to those of traditional working age and those not in employment) and area but also could impact on people who commute into the Borough for work through provision of accessible transport modes as well as the areas they commute from. Diversity of economy at local and Borough level will be directly affected by the Local Plan including through provision of flexible and affordable sites for new business or enterprise start ups, especially SMEs. Local centres are directly impacted by planning. There could be an impact on employment and business retention / start up levels. Financial property values and affordable rents inform the new plan; other values around heritage and landscape assets; open space and Green as well as other Infrastructure; natural values of protecting biodiversity and reducing / mitigating climate change impacts. Local nature and LBAP designation as well as species vulnerability will apply. Heritage conservation and LCA areas applicable. AQMA and water course considerations.
Economic Diversity			Will it encourage the diversification of employment in the Borough?	+	Early and final drafts focus on employment with a need to consider businesses including diversity of scale and type being supported to establish and flourish reflected in the final draft. The lack of sufficient SMEs in Stockport is acknowledged which could partly reflect a lack of affordable or appropriate business facilities.		
			Will it foster the establishment of local businesses with skills to further enhance a sustainable Stockport?	\	Whilst the Local Plan cannot determine the type of businesses to establish, it could aim to support a diverse economy including venues which attract businesses in the growing Low Carbon and Environmental Goods and Services Sector.		

SD Issue	CAT	Objective	Decision Making Criteria	Score: ++ ; + ; \ ; - ; ? ; NA	Justification	See the 'Considerations' tab to inform this aspect of the work. For each 'Objective' and their DCMs include notes on how considerations of probability, duration, frequency, reversability and the cumulative nature of impacts have informed the assessment. In addition note if there are any transboundary aspects of the Objective and its DCMs and what the levels of risk to both human health and the environment might be.	See the 'Considerations' tab to help inform this aspect of the work. State the likely magnitude of the impact / benefit as outlined in the Considerations' Tab. Also note the value of the area affected. Note any specific considerations in terms of the vulnerability of affected groups. Are there any designations of note in the area (e.g. Heritage or Environmental designations)? Are there any other factors to consider?
			Will it increase businesses or enterprises set up by Female / Younger and Older / BME / LGBT+ / Disabled Business People?	\	A diverse range of flexibly designed and affordable employment sites which can adapt to suit changing scales and types of businesses would offer the facilities to support start ups by any and all individuals and groups. Considerations of home working as part of housing design could also support SME start ups including under-represented or minority groups.	term preventing a diverse economy, let alone failing to tackle climate change etc.	



Annex 3 Sustainability Appraisal Scoping Report

Stockport Local Plan
Sustainability Appraisal Scoping Report

January 2017



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

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Introduction

Sustainable Development

"We can't solve problems by using the same kind of thinking we used when we created them."
Albert Einstein

1. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. This includes the need to meet international obligations in terms of biodiversity, climate change, waste management and restrictions on pollution, whilst improving health, delivering social equity and enhancing prosperity levels in society.
2. The guiding principles were outlined in Securing the Future, the UK Sustainable Development Strategy produced in 2005. They include: living within environmental limits; achieving a sustainable economy; ensuring a strong, healthy and just society; promoting good governance and using sound science responsibly. The objective is to promote outcomes in which economic, social and environmental objectives are achieved together over time.
3. The Shared Priorities for immediate action were identified in Securing the Future as:
 - Sustainable Consumption and Production
 - Climate Change and Energy
 - Natural Resource Protection and Environmental Enhancement
 - Sustainable Communities

Purpose of Stockport's Local Plan Sustainability Appraisal Scoping Report

4. This document is an early stage report on the proposed methodologies and tools being used to deliver the various forms of mandatory and best practice appraisal of Stockport's Local Plan (SLP). According to guidance and best practice on appraisal processes there is a need to consult on the scope of the appraisal information, techniques and tools. The consultation allows other agencies and individuals to comment on the appropriateness of the scope of the appraisal, suggest potential changes and additions to the appraisal process and content, as well as informing early development of the Local Plan itself.

Questions

Throughout this document there are questions which aim to prompt consultees to comment on the Scoping Stage of the appraisal requirements. Commentators should follow the on-line guidance available to enable them to comment on this Scoping Report or email planning.policy@stockport.gov.uk.

Stockport's Local Plan (SLP)

5. Stockport's Local Plan (SLP) sets out the Council's policies for the use and development of land in the Borough. It is part of the wider suite of documents that comprise the Stockport Development Plan which is made up of several statutory documents including Stockport's Proposals Map, the Greater Manchester joint Minerals and Waste Plans. The SLP plays a major role in the determination of individual planning applications and in other decisions taken under the Town and Country Planning Acts. The SLP covers the period from its adoption to an end date yet to be formally decided but probably in line with Greater Manchester Spatial Framework (GMSF)¹ in 2035.
6. The Greater Manchester Combined Authority² are working to produce a joint plan to manage the supply of land for jobs and new homes across Greater Manchester (including Stockport). The GMSF will ensure that the right land is available in the right places to deliver the homes and jobs needed up to 2035, along with identifying the new infrastructure (such as roads, rail, Metrolink and utility networks) required to achieve

¹ <https://www.greatermanchester-ca.gov.uk/GMSF>

² https://www.greatermanchester-ca.gov.uk/info/20018/greater_manchester_spatial_framework

this. It will be the overarching development plan within which Greater Manchester's ten local planning authorities can identify more detailed sites for jobs and homes in their own area. As such, the GMSF will not cover everything that a local plan would cover and individual districts will continue to produce their own local plans.

7. The Greater Manchester Waste Development Plan Document³ was adopted in 2012 and together with the Greater Manchester Minerals Plan Development Plan Document⁴, forms part of the current suite of planning documents in Stockport.
8. Stockport's Local Development Framework⁵ is made up of the above GM documents but also includes the Core Strategy⁶ (adopted March 2011) and the retained policies from Stockport's Unitary Development Plan⁷ as well as the Proposals Maps⁸. The Stockport documents will be superseded by Stockport's Local Plan forming part of the wider Stockport Development Plan as it will now be referred to.
9. The SLP will lay out why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. The document will identify the land use and development issues confronting the Borough by considering a range of social, economic and environmental characteristics of the Borough.
10. The Borough's Local Plan must conform with national and regional planning policies such as the National Planning Policy Framework, the National Planning Practice Guidance⁹ and the Greater Manchester documents outlined above. The SLP should also reference and reflect the Borough Plan 2015-2020¹⁰ and a range of other plans and strategies of the Council and its partners, informed by the Other Plans List in [Appendix 1](#). These also help to identify the issues that the SLP needs to address.
11. The SLP will be made up of strategic policies and site relevant policies as well as site allocations which will allocate land for a range of uses to support the spatial vision, objectives and strategic policies of the SLP. It will cover the whole Borough and set out the Council's proposals for land and buildings on significant sites which are likely to be subject to major development proposals during the lifetime of the SLP.
12. The allocations element will contain sites for development including housing, employment, services and transport infrastructure and site designations for environmental as well as heritage protection. In addition there will be specific site policies; "A site allocation policy means a policy which allocates a site for a particular use or Development¹¹."
13. The SLP may also set out further detail of policy context and criteria, as well as guidance for development of sites, including setting out other objectives to meet local needs and wider area requirements. These allocations will need to reflect the SLP strategic objectives and should set out the justification for the inclusion of sites. It should demonstrate that the sites and buildings included are available and deliverable.
14. The allocations element will generally set out a preferred use or mix of uses for a specific site. These sites will eventually update, replace or introduce new development sites from those in the existing Proposals Map within the adopted Unitary Development Plan. The SLP will allocate sites and apply relevant policies to those sites and, once adopted, the SLP will become an important factor with regards to reaching decisions on future planning applications. This means that planning applications should be assessed in accordance with the development plan unless there are material considerations that indicate otherwise.

³ <http://www.gmwastedpd.co.uk/>

⁴ <http://www.gmineralsplan.co.uk/index.html>

⁵ <http://old.stockport.gov.uk/ldf/>

⁶ <http://old.stockport.gov.uk/ldf/corestrategy/>

⁷ <http://old.stockport.gov.uk/ldf/udp/>

⁸ <http://old.stockport.gov.uk/ldf/udp/udpproposals>

⁹ <http://planningguidance.communities.gov.uk/>

¹⁰ <http://www.stockportpartnership.org.uk/>

¹¹ [The Town and Country Planning \(Local Development\) \(England\) Regulations 2004](#)

Appraisal - About the Authors

15. The Appraisal work and documentation is being co-ordinated by the Technical Policy & Planning Specialist responsible for health and environment advice to Stockport's Planning Teams and applicants. The officer is working with the policy writers and other colleagues and partners, who will be detailed in the various reports.
16. Angie Jukes BSc, MSc, has provided health and environment advice to the Planning departments at Stockport Council since April 2008. This is a non-planner role co-funded by Stockport's Director of Public Health and the Technical Policy & Planning function of the Council to facilitate appraisal and advice on health and environmental issues, delivering sustainability in planning policy. Based within the Planning Policy function this role assists with policy development through delivery of the various aspects of sustainability appraisal, alongside the emerging policy. Angie has both a BSc and an MSc in environmental subjects, with several years experience working across sustainable development sectors including energy, health, green infrastructure and biodiversity, sustainability appraisal, sustainable design and construction as well as policy.

Why do Appraisal?

18. The National Planning Policy Framework drives the need for achieving sustainable development through a sound plan. Various other legislative drivers also contribute to the need to ensure spatial planning documents deliver sustainable development. Details of these various drivers are listed below.

Achieving Sustainable Development

19. The Ministerial statement in the Foreword to the National Planning Policy Framework (NPPF)¹² states that 'The purpose of planning is to help to achieve sustainable development.' It also goes on to state: 'Sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations. Development means growth.' However it also says 'So sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.'
20. The following aspects of the National Planning Practice Guidance (NPPG), referencing relevant paragraphs in the NPPF, are critical in interpreting what specifically is meant, in national planning policy and guidance terms, by achieving sustainable development.
21. The opening paragraph of NPPF states:
'Achieving Sustainable Development: International and national bodies have set out broad principles of sustainable development. Resolution 42/187 of the United Nations General Assembly defined sustainable development as **meeting the needs of the present without compromising the ability of future generations to meet their own needs**. The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.'

22. National Planning Practice Guidance

Paragraph: 011 Reference ID: 12-011-20140306

How should a Local Plan reflect the presumption in favour of sustainable development?

Paragraphs 14 and 15 of the National Planning Policy Framework indicates that Local Plans should be based upon and reflect the presumption in favour of sustainable development. This should be done by identifying and providing for objectively assessed needs and by indicating how the presumption will be applied locally.

Revision date: 06 03 2014

Web link: <https://www.gov.uk/guidance/local-plans--2>

23. National Planning Policy Framework Paragraph 14¹³

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

24. For plan-making this means that:
- local planning authorities should positively seek opportunities to meet the development needs of their area;
 - Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: **any adverse impacts of doing so would significantly and demonstrably outweigh the benefits**, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.

25. National Planning Policy Framework Paragraph 15

Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be

¹² <http://planningguidance.communities.gov.uk/>

¹³ http://planningguidance.communities.gov.uk/blog/policy/achieving-sustainable-development/#paragraph_14

based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

Biodiversity Duty

26. As a public authority the Council has to have a regard to the Biodiversity duty with particular emphasis on conserving biodiversity (and geodiversity), including managing the planning system¹⁴. The National Planning Policy Framework is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, and that a core principle for planning is that it should contribute to conserving and enhancing the natural environment and reducing pollution¹⁵. Ensuring that Green Infrastructure is delivered is one clear way of enhancing and conserving biodiversity¹⁶ whilst also achieving sustainable development.

Historic Environment

27. The conservation of heritage assets in a manner appropriate to their significance is a core planning principle. Heritage assets are an irreplaceable resource and effective conservation delivers a wide range of benefits. There are several legislative drivers that seek to ensure planning protects and enhances heritage assets¹⁷.

Soundness

28. Paragraph 182 of the NPPF lays out the processes that occur to inform the decision by an Inspector in terms of finding a plan sound. The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is “sound” – namely that it is:

- Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and **consistent with achieving sustainable development**;
- Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- Consistent with national policy – the plan should **enable the delivery of sustainable development in accordance with the policies in the Framework**.

29. In order to ensure a robust and sound SA (including Strategic Environmental Assessment (SEA)) and in line with the legislative requirements detailed in the following sections, it is determined that the following elements of appraisal, whether mandatory or not, be included under the umbrella of the SA, taking note of specific guidance and statutory requirements where applicable. The drivers for using these appraisal approaches are detailed in the following specific sections:

- Sustainability Appraisal (SA) / Strategic Environment Assessment (SEA)
- Appropriate Assessment / Habitats Regulations Assessment (HRA)
- Equalities Impact Assessment (EqIA)
- Health Impact Assessment (HIA)
- Rural Proofing

¹⁴ <https://www.gov.uk/guidance/biodiversity-duty-public-authority-duty-to-have-regard-to-conserving-biodiversity>

¹⁵ <http://planningguidance.communities.gov.uk/blog/guidance/natural-environment/biodiversity-ecosystems-and-green-infrastructure/>

¹⁶ <http://planningguidance.communities.gov.uk/blog/guidance/natural-environment/green-infrastructure/>

¹⁷ <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#non-designated-heritage-assets> Paragraph: 002 Reference ID: 18a-002-

Sustainability Appraisal & Strategic Environmental Assessment

31. Mandatory under Section 39(2) of the Planning & Compulsory Purchase Act 2004, Sustainability Appraisal¹⁸ forms part of the SLP development process.
32. Strategic Environmental Assessment is required by the SEA European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment". SEA has been transposed into UK legislation by the Environmental Assessment of Plans and Programmes Regulations 2004¹⁹. The Council must determine for each document whether an SEA is required, in consultation with specified statutory consultees (the Environment Agency, Historic England and Natural England)²⁰.
33. This document provides the results of the initial scoping exercise on the SLP preparation to inform the five stages required under Stage A of appraisal laid out in government Guidance²¹. Other stages will be outlined in subsequent reports:
 - A1: Identifying other relevant policies, plans and programmes and sustainability objectives
 - A2: Collecting baseline information
 - A3: Identifying sustainability issues and problems
 - A4: Developing the SA framework
 - A5: Consulting on the scope of the SA
34. Whilst the requirement to carry out an SA and an SEA are distinct, it is possible to satisfy both through a single appraisal process. The Government's National Planning Practice Guidance states that Sustainability Appraisal incorporates the Strategic Environmental Assessment requirements as laid out in the Environmental Assessment of Plans and Programmes Regulations 2004²².
35. The archived detailed Government guidance from 2005 on undertaking SA/SEA in tandem has also informed this work to ensure a robust outcome, in terms of appropriate SEA within SA.

Strategic Environmental Assessment (SEA) Compliance

Strategic Environmental Assessment or SEA compliance is required in line with the above legislation. Throughout this document wherever that is achieved, a box such as this one will indicate compliance for ease of information.

Habitats Regulations Assessment (HRA) & Appropriate Assessment

36. European Directive 92/43/EEC (the Habitats Directive) on the Conservation of Natural Habitats and of Wild Fauna and Flora requires that any plan or project not directly connected with or necessary to the management of a designated habitats site, but likely to have a significant effect thereon, either individually or in combination with other plans or projects, is to be subject to an Appropriate Assessment (AA) of its implications for the site in view of the site's conservation objectives²³. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects.
37. Part IV of the Conservation (Natural Habitats, &c) Regulations 1994 implements the HRA requirement for specified planning and other similar consents. In October 2005 the European Court of Justice ruled that this requirement extended to land use plans.

¹⁸ <http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>

¹⁹ http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf

²⁰ <https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance>

²¹ http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/#paragraph_013

²² <http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/strategic-environmental-assessment-and-sustainability-appraisal-and-how-does-it-relate-to-strategic-environmental-assessment/>

²³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69580/pb13809-habitats-guidance.pdf

38. This was set out in the Conservation (Natural Habitats, &c) (Amendment) (England and Wales) Regulations 2007 which inserts a new Part IVA into the 1994 Regulations and came into force on 21 August 2007.

SEA Compliance

“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC” (Annex I (d)).

39. A full HRA screening exercise was undertaken for the Core Strategy and initial Allocations DPD work and will be revisited as part of the appraisal work on the SLP – see the separate Habitats Regulations Assessment reports.

Equalities Impact Assessment (EqIA)

40. An Equalities Impact Assessment is a systematic analysis of a proposed (or substantially amended) policy, whether it is written or unwritten and irrespective of its scope. EqIA methodology developed in response to the following legal duty in the Race Relations (Amendment) Act 2000 and the Disability Discrimination (Amendment) Act 2005: ‘Assessing and consulting on the likely impact of proposed policies on the promotion of equality’.
41. The primary function of an EqIA is to determine the extent of a policy’s different impacts on specific groups of people and in turn whether that impact is adverse. ‘Specific groups of people’ include those that are known to experience a range of social and economic inequalities. Whilst there is a wide range of such groups, Stockport Council EqIAs focus on those groups characterised by gender including transgender, disability, race, sexual orientation, age, belief, socio economic status and carers. EqIA has been undertaken on earlier versions of the Local Plan which will inform work on this current SLP development. Stockport Council’s own Equalities Impact Assessment tool will also inform this work.

Health Impact Assessment (HIA)

42. Health Impact Assessment, whilst not mandatory, can help inform policy development by predicting the health consequences when a plan or policy is implemented²⁴. In addition to assessing the health consequences it also produces recommendation as to how the good consequences for health could be enhanced and how the bad consequences could be avoided or minimised.
43. The principles and methods of HIA can be used to assess health consequences as part of another impact assessment such as SEA or SA. Whether the health consequences of a proposal are assessed with an HIA or as part of some other assessment is unimportant. The important thing is that they are thoroughly assessed²⁵. HIA can be a valuable tool for helping to develop policy and take account of health determinants, outlined by health professionals, in terms of social, economic and environmental criteria (see Figure 1). HIA can help to ensure that the social implications are fully considered as part of the SA/SEA process.
44. The NPPF and NPPG²⁶ include specific elements on health in planning policy. Paragraph 171 of the NPPF states ‘Local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being.’

²⁴ <http://www.who.int/hia/about/why/en/>

²⁵ <http://www.apho.org.uk/resource/view.aspx?RID=44530>

²⁶ <http://planningguidance.communities.gov.uk/blog/guidance/health-and-wellbeing/what-is-the-role-of-health-and-wellbeing-in-planning/>



Figure 1 Dahlgren & Whitehead Social Determinants of Health

45. Also one of the NPPF Core Planning Principles which underpin plan making is outlined in NPPF: ‘... take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.’ HIA enables this to happen in a structured and informed way.
46. The NPPG contains a section on Health and Wellbeing. It covers the need for Local Planning Authorities to take account of health and wellbeing, as well as health infrastructure in Local Plans. The information highlights that the built and natural environments are determinants of health and wellbeing. This includes aspects such as sustainable transport modes (including active travel options), protecting the natural environment, tackling climate change and promoting quality housing and good design. There is also mention of how planning can help to tackle health inequalities and ensure health care facilities where they are needed. The guidance also outlines the need to deliver inclusive communities and healthy lifestyles (including provision of Green Infrastructure, recreational / sport facilities and access to healthy food choices).

Rural Proofing

47. Rural Proofing is not mandatory as an appraisal requirement for spatial plans. However, it is determined as useful in terms of the SLP since discussions have taken place in the past on whether or not Stockport has any classified rural areas and identifying the associated needs of such areas. Rural Proofing guidance is promoted by the Government²⁷ and reflects a commitment to ensure that all policies take account of rural circumstances and needs.

²⁷ <https://www.gov.uk/guidance/rural-proofing-guidance>

Stage A - Tasks

49. Within Stage A of the appraisal process are five tasks which have to be undertaken and reported on in a Scoping Report:

- A1: Identifying other relevant policies, plans and programmes and sustainability objectives
- A2: Collecting baseline information
- A3: Identifying sustainability issues and problems
- A4: Developing the SA Framework
- A5: Consulting on the scope of the SA

50. Below are each of these tasks outlined for consultation and comment.

A1: Identifying other relevant policies, plans and programmes and sustainability objectives

51. Guidance recommends that the Local Planning Authority must take account of relationships between the Local Plan and other relevant policies, plans, programme and sustainability objectives. The SEA Directive specifically requires environmental protection objectives, established at international, European or national levels, to be taken into account.
52. Information on these relationships will allow potential combined effects (whether positive or negative) to be identified, as well as any inconsistencies and constraints to be addressed. Guidance recommends regular review of these lists of other plans etc., at key stages of appraisal.

SEA Compliance

The Report shall include information on the 'relationship [of the plan or programme] with other relevant plans and programmes.' (Annex1(a)). The information to be given shall include 'The Environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.' (Annex 1(e)).

53. A comprehensive list of other plans etc., was established for earlier SA, SEA and HRA work on planning documents. This list has been revised and updated to inform SLP SA Scoping Report and is available in [Appendix 1](#).

Question 1

Are there any other plans or strategies that should be taken account of during the appraisal process?

A2: Collecting baseline information

54. Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them. Baseline information can consist of both qualitative and quantitative information. Planning Authorities are advised to collate baseline information during the survey and evidence gathering phase of the Local Plan development and good practice guidance suggests that this is kept up to date throughout the plan making process. This should include consideration of existing information and data, as well as identifying gaps in information.
55. Previous monitoring reports provide useful information for baseline. Guidance suggests that sufficient social, economic and environmental information about the current and likely future state of the area covered by the Local Plan needs to be collected to allow effects to be adequately predicted.

56. The baseline is being updated from that used for earlier planning documents given the passage of time, changes in Government as well as the Council and therefore changes in data availability and type. In addition data from the GMSF and associated appraisal will inform baseline revision. An outline of the resources identified to date is available in [Appendix 2](#).

SEA Compliance

The Environmental Report shall include 'relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme' and 'the environmental characteristics of areas likely to be significantly effected' (Annex 1 (b), (c)).

57. In order to address the above SEA requirements and to ensure a robust appraisal, the baseline information in Appendix 2 will include:

- Outline of categories and objectives used within the SAF
- Baseline information
- Do Nothing Scenario - what would be likely without a Plan in place
- Information Sources
- Data Limitations

Question 2

Is there any additional baseline information that should inform the appraisal processes being undertaken on the SLP?

A3: Identifying sustainability issues and problems

SEA Compliance

The Environmental Report shall contain 'any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Birds) AND 92/43/EEC (Habitats)' (Annex 1(d)).

58. The processes that informed the SA etc., of earlier plans enabled the identification of the following sustainability issues and problems which are being considered for continued relevance with regards to the SLP and taking account of the findings of the GMSF and its assessment:

- Pockets of deprivation versus areas of affluence, resulting in inequalities including in health;
- Levels of domestic carbon emissions, third after Manchester and Wigan within the Greater Manchester area;
- Levels of transport carbon emissions have not reduced at the same rate as domestic or commercial levels – other pollutants such as NOx are of concern;
- The Town Centre is not fulfilling its role as the borough's principal focus of development. The Town Centre requires improvement across a range of uses in a coherent and comprehensive manner;
- Issues of cross linkages and opening up river frontage must be considered within the Town Centre;
- A need to safeguard and enhance the vitality and viability of the Town Centre, District and Local Centres;
- Ageing population – a third of houses in the borough house a pensioner;
- House prices are generally high and there is significant local need for affordable housing;
- Accessibility of some services, especially to the more deprived areas of the Borough;
- Quality of school buildings and issues of provision;
- Quality of other community facilities including health care facilities;

- Employment sectors are predominantly in the highly skilled range with 20.6% of the workforce (16 to 74 year olds) with no qualifications;
- Formal sports provision and accessibility needs improvement;
- Uneven distribution of greenspace;
- Traffic congestion in the more heavily populated areas and along major road routes, despite there being comparatively good public transport availability in many areas;
- Out-commuting levels are high and for every 6 who commute out 4 commute in; and
- Provision of cemeteries, in light of predicted need.

Question 3

Are there any other sustainability or environmental issues which should be considered as part of the appraisal of the Local Plan? Please clarify any evidence which supports the additional issues being proposed.

59. This consultation on the SLP SA Scoping Report informs the review of these issues for clarification, amendment and addition.

A4: Developing the Sustainability Appraisal Framework (SAF)

60. The SAF is central to the SA process and provides a way in which sustainability effects can be described, analysed and compared. It should consist of sustainability objectives (which can include targets), which should be manageable and developed from Stakeholder input. The SAF should be used as a methodological yardstick against which the social, environmental and economic effects of a plan can be tested.

Policy Assessment

61. The SAF tool is principally used on topics, options and policies – see [Development & Allocations Site Appraisal](#) for details of how sites will be assessed.

62. The following characteristics of plans and programmes will be considered throughout use of the SAF:

- The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- The relevance of the plan or programme for the integration of environmental considerations, in particular with a view to promoting sustainable development;
- Environmental problems relevant to the plan or programme; and
- The relevance of the plan or programme for the implementation of community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).

63. Appraisal also requires consideration of the following aspects in terms of the nature of the area and the nature of possible effects, whether positive or negative:

Nature of the area:

- The magnitude and spatial extent of the effects (geographical area and size of population likely to be affected);
- The value and vulnerability of the area likely to be affected;
- The effects on areas or landscapes which have a recognised national, community or international protection status.

Nature of the effects:

- The probability, duration, frequency and reversibility of the effects;
- The cumulative nature of the effects;

- The trans-boundary nature of the effects;
- The risks to human health or the environment.

Stockport's Sustainability Wheel

64. Stockport's Sustainability Wheel (the Wheel) is the SAF for Stockport's local plan appraisal and includes guidance on how to use it. It is a foot-printing tool whereby the output shows a footprint which is less sustainable the greater the area covered – see Figure 2 below.
65. The Wheel has the following scoring system; the Wheel output is created in an Excel spreadsheet using the results of a series of agreed 'Decision Making Criteria' (questions) within each sustainability objective, which have the response options of:
- ++ Very Positive Impact - the policy will deliver against this criteria
 - + Slightly Positive Impact - the policy will mainly deliver against this criteria
 - \ Neutral Impact - policy could have either a negative or positive impact
 - Slightly Negative Impact - the policy could potentially impact negatively
 - Very Negative Impact - direct negative impact of policy
 - ? Unknown - its unclear what the impact might be, if any
 - NA Not applicable - some decision making criteria are not relevant to a specific policy
66. The Unknown response is not an ideal final response and it was designed to identify areas where an appraiser would need to consult experts on a particular area to clarify a response.

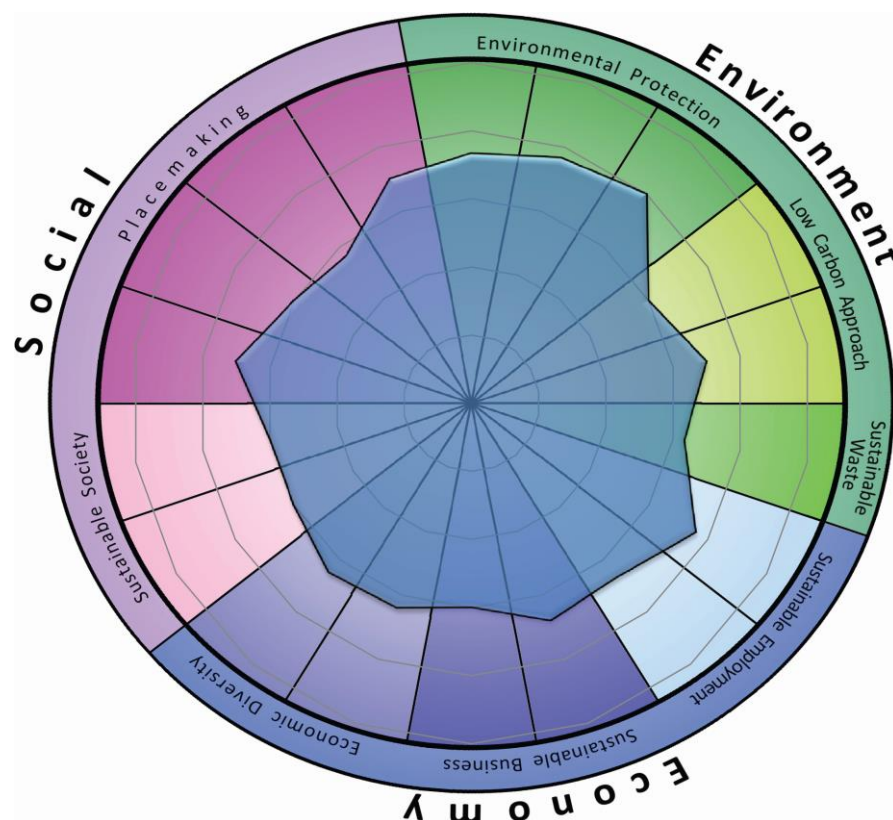


Figure 2 Stockport Sustainability Wheel Example

67. The Wheel will be the main tool for appraising the likely significant effects of policies in the SLP. It should be noted that the Wheel has a 'not applicable' response option which allows for flexibility when appraising policies which are not as strategic as others such as site allocation related policies.

SEA Compliance

An environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated” (Article 5.1).

68. Stockport's Sustainability Wheel, replicated in [Appendix 3 - Sustainability Appraisal Framework](#), was developed in its original format to be the Sustainability Appraisal Framework for the Core Strategy and was also used in the early stages of developing the Allocations DPD policies before work on that document was halted. It uses a 'footprint' approach, i.e. the bigger the area shown, the less sustainable the appraised item.
69. The content of the Wheel has informed the appraisal work undertaken on the GMSF in terms of all ten GM authorities' SAF content was used to inform the eventual structure of the SAF used on the GMSF.
70. In the interim period an assessment was made of the efficacy of the Wheel and several aspects were highlighted for improvement. In particular there was no record made of the consideration of the nature of the area or effects so an additional section has been added to the Wheel to ensure an auditable record of information informing the scoring can be recorded. In addition some of the Decision Making Criteria were revised and amended to avoid duplication or to clarify the specifics of an issue.

Questions 4a & 4b

- 4a Is Stockport's Sustainability Wheel an appropriate tool for appraising strategic and site related policies in the SLP?
- 4b If there are any proposed additions or changes what additional information, such as evidence resources, supports the suggestions?

Development & Allocations Site Appraisal

71. For the Site Allocations process there is a need to appraise sites for various reasons including sustainability. Officers worked to develop a site appraisal proforma document for use on Stockport's abandoned draft Site Allocations DPD in 2012/13 considered in the next section of this Scoping Report - see the following section for the consultation question.
72. Certain of the SAF Sustainability Objectives are reflected in this process through the guidance document which has been prepared to advise officers on completion of the proforma.

A5: Consulting on the scope of the Sustainability Appraisal

73. To meet the requirements of the SEA Directive the LPA must seek the views of the statutory consultation bodies listed below, on the scope and level of detail of the environmental information to be included in the SA Report. It is also desirable for other bodies to be consulted as the LPA considers appropriate, reflecting a balance between social, economic and environmental agencies.
- Environment Agency
 - Historic England
 - Natural England
74. In addition the views of the Greater Manchester Ecology Unit will be sought in terms of likely changes they can suggest or any additional information that has not been identified yet.

SEA Compliance

The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment. (Article 5(2)).

LPA's shall consult with 'The authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report.' (Article 5(4)).

'The Environmental Report . . . the opinions expressed [in responses to consultation] . . . and the results of any transboundary consultations . . . shall be taken into account during the preparation of the plan or programme and before its adoption. . . ' (Article 8).

75. There is a comprehensive database of contacts which has been established to inform consultations during the preparation of Local Plan documents in Stockport. This database informs requests for comments from consultees. In addition the Council has an adopted Statement of Community Involvement²⁸ which includes a framework of usual activities for planning consultation that has itself been publicly consulted upon.

76. The comments received as a result of the consultation on this SA Scoping Report will inform the subsequent stages of appraisal on the SLP, as well as the content of the SLP itself.

Question 5

Is the proposed consultation process sufficient to achieve the requirements of SEA and other consultation legislation?

²⁸ <http://old.stockport.gov.uk/ldf/sci>

Appraisal Methodology

78. The methodology will evolve as the SLP and associated forms of appraisal are developed, based on previous experiences of undertaking appraisal on Stockport's earlier planning documents. The detail of the likely methods, as well as reporting structure and content will be provided in subsequent editions of SA reports.
79. Stockport's Sustainability Wheel will be used to assess spatial options. Also policy appraisal using the Wheel will take place as the policies evolve. See Appendix 3 for the detail of the Wheel.
80. A successful site assessment proforma and process was developed in 2012/13 for the early stages of an Allocations document which can be used to appraise sites within the scope of the SLP, subject to statutory and other consultee responses, especially on appropriateness. See Appendix 4 for the detail of the site appraisal process and proforma content.
81. The processes and finding of the Integrated Assessment on the GMSF will also inform the appraisal work on Stockport's Local Plan.

Appendix 1 – List of Other Plans

Below are two tables listing other plans, programmes and strategies across a variety of geographies that will be considered during preparation, appraisal and assessment of Stockport's Local Plan. This list was originally compiled in November 2016 – any potential further additions are welcomed – email planning.policy@stockport.gov.uk.

International	European	National	Regional	Sub-Regional
UN Sustainable Development Goals 2030 Agenda United Nations Environmental Programme Annual Report 2015 UN (Bern) Convention on the Conservation of European Wildlife and Natural Habitats UN Convention on Biological Diversity 1992 UNEP Strategic Plan for Biodiversity 2011-202 and the Aichi Targets UN Ramsar Convention on Wetlands of International Importance 1971 UN Framework Convention on Climate Change 1992 UN Convention on Conservation of Migratory Species of Wild Animals 1979 UN Universal Declaration of Human Rights 1948 Living Planet Report 2016 (WWF) Kyoto Protocol 1997	The Strategic Environmental Assessment Directive: 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora (Habitats Directive) Birds Directive: Council Directive 79/409/EEC on the conservation of wild birds European Convention on Landscape 2000 EU Renewable Energy Directive 2030 EU Air Quality Directive 2008 EU Waste Framework Directive 2008 EU Water Framework Directive 2000 EU Directive on Environmental Noise 2002 European Biodiversity Strategy 2011-2020 EU Transport, energy and the environment legislation EU Charter of Fundamental Human Rights (2010) Europe 2020 Strategy EU Environment Action Programme to 2020	Sustainable Development Strategy - Securing the Future Localism Act 2011 National Planning Policy Framework 2012 National Planning Practice Guidance 2014 National Planning Policy for Waste 2014 Planning Policy for Traveller Sites 2012 Planning Act 2008 Planning & Compulsory Purchase Act 2004 Housing and Planning Act 2016 Housing Strategy for England 2011 Growth & Infrastructure Act 2013 Fair Society, Healthy Lives (Marmot Review 2010) Public Health Outcomes Framework 2016 PHE Healthy People; Healthy Places Briefing: Obesity and the environment – regulating the growth of fast food outlets 2014 Children Act 1989 Guidance & Regulations Volume 5: Children's Homes Human Rights Act 1998 Natural Environment and Rural Communities Act (NERC) 2006 - Local Authority Biodiversity Duty of Care Wildlife and Countryside Act 1981 Biodiversity 20:20 - A strategy for England's wildlife and ecosystem services Post 2010 Biodiversity Framework (building on England's Biodiversity 2020 Strategy)	North West Landscape Character Framework North West Green Infrastructure Guide North West GI Partnership Forum The Mersey Forest Plan Northern Powerhouse: One Agenda, One Economy, One North Trans-Pennine Tunnel Study - Stage 3 Report Manchester North-West Quadrant Study (M60)	Draft Greater Manchester Spatial Framework Stronger Together: Greater Manchester Strategy 2013 GM Growth and Reform Plan 2014 GM Waste Plan (2012) GM Minerals Plan (2013) GM Strategic Housing Market Assessment GM Climate Change and Low Emissions Implementation Plan 2016-2020 Greater Manchester Transport Strategy 2040 Greater Manchester Air Quality Strategy & Action Plan (will be superseded when GM LES & AQ Plan 2016 is formally published) GM Low Emission Strategy and Air Quality Action Plan 2016 (TfGM Draft - yet to be published) SEMMMS (South East Manchester Multi Modal Strategy) & Review Greater Manchester Biodiversity Action Plan (BAP) GM Green Infrastructure Framework Manchester Airport Masterplan to 2030 Outline Growth Strategy to support the development of HS2 and Northern Powerhouse Rail proposals at Manchester Airport. Greater Manchester Rail Policy 2012 – 2024

International	European	National	Regional	Sub-Regional
		<p>Biodiversity Indicators 2015</p> <p>Natural Environment White Paper 2011 (DEFRA)</p> <p>White Paper - The Natural Choice: securing the value of nature (DEFRA) 2011</p> <p>Natural Capital Committee third report: The state of natural capital</p> <p>Habitat Regulations (The Conservation (Natural Habitats &c) Regulations 1994 (Amended 2007)</p> <p>DEFRA Rural Development Programme for England</p> <p>Water Act 2014</p> <p>Water Resources Planning</p> <p>Flood & Water Management Act 2010 (DEFRA)</p> <p>Waste Policy Review 2011</p> <p>Waste Management Plan for England 2013</p> <p>Noise Policy Statement for England (2010)</p> <p>Government Information: Artificial Light Nuisances</p> <p>Environmental Protection Act 1990; Environment Act 1995</p> <p>Door to Door: A strategy for improving sustainable transport integration 2013</p> <p>Energy Act 2011</p> <p>Energy Act 2013</p> <p>Energy Act 2016</p> <p>Community Energy Strategy 2014 (& updates)</p> <p>Renewable Energy Roadmap 2013</p> <p>National Renewable Energy Action Plan</p> <p>Anaerobic Digestion Strategy & Action Plan 2011</p> <p>Climate Change Act 2008</p> <p>Fuel Poverty Strategy (March 2015)</p> <p>Road Investment Strategy</p>		

Local	Cross Boundary Issues	Other Local Plans
<p>Stockport Core Strategy Development Plan Document 2011-2026</p> <p>Stockport's Borough Plan 2015-2020</p> <p>Stockport Council Plan 2016-17</p> <p>Stockport: Investing in Growth - range of development projects</p> <p>Stockport 22nd Annual Public Health Report</p> <p>Stockport Joint Strategic Needs Assessment 2016-19</p> <p>Stockport Joint Health & Wellbeing Strategy 2017-2020</p> <p>Stockport Physical Activity Strategy 2015-19</p> <p>Stockport Walking Strategy 2010 & Review 2017</p> <p>Stockport Housing Strategy 2016-2021</p> <p>Stockport Draft Housing Strategy for Older People 2012-15</p> <p>Stockport Homelessness Strategy 2011-16</p> <p>Stockport Extra Care Housing Strategy 2013/29</p> <p>Stockport Action Plan for Nature (LBAP)</p> <p>Stockport Economic Development Strategy 2012-17 (and action plans)</p> <p>Stockport Conservation & Heritage Strategy 2008 & Article 4 Directions</p> <p>Stockport Conservation Area Appraisal & Management Plans</p> <p>Stockport Historic Environment Database</p> <p>Stockport: Neighbourhood Management</p> <p>Stockport Mills Strategy 2005-15</p> <p>Stockport Retail Study 2009 & 2014 update</p> <p>Faith: summary of faith facilities in Stockport</p> <p>Stockport Children Centre Reach Areas Mapping</p> <p>Stockport Rights of Way Improvement Plan 2017</p> <p>Stockport Station Master Plan</p> <p>A6 Corridor Study & A34 Corridor Study</p> <p>Stockport Transport Asset Management Strategy 2015 -2034</p> <p>Stockport Highway Investment Plan / Programme</p> <p>Stockport Town Centre Parking Study 2017</p> <p>Stockport Local Flood Risk Management Strategy 2016</p>	<p>The Manchester Way - Community Strategy 2006-2015</p> <p>Manchester Airport Masterplan to 2030 (incorporates Ground Transport, Environment, Land Use & Community Plans)</p> <p>Cheshire East Community Strategy 2010-2025</p> <p>Peak District Partnership Statement of Priorities 2015-19</p> <p>Tameside Community Strategy 2012-22</p> <p>Peak District National Park Strategies & Action Plans</p> <p>Wider Peak District Cycle Strategy</p> <p>United Utilities: Water Resources Management Plan</p>	<p>Manchester - Core Strategy</p> <p>Derbyshire County Council Minerals & Waste Plans</p> <p>Peak District National Park - Core Strategy 2011</p> <p>Cheshire East - Core Strategy Consultation</p> <p>Tameside - Draft Core Strategy</p> <p>High Peak Local Plan 2016</p> <p>Trafford Core Strategy 2012 (in the same housing market area as Stockport)</p>

Appendix 2 Baseline

This Appendix will contain a review of baseline data gathered for the appraisal of earlier planning documents which will also inform a spatial portrait within the local plan itself. The baseline text is being revised to inform appraisal and new policy in Stockport's Local Plan at all stages of Local Plan development. The information is separated into three sections, reflecting sustainability's three core pillars, social, environmental and economic factors.

The categories and objectives shown in the tables below reflect Stockport's Sustainability Wheel which is used as the Sustainability Appraisal Framework (SAF) to appraise local spatial plans in Stockport. The Wheel structure and content is displayed in [Appendix 3](#).

In this Scoping Report the categories and objectives are included alongside the data resources that have been identified to inform the baseline revision taking place.

References to 'AMR' within the data refers to the annual Authority's Monitoring Reports²⁹ which include a wide range of data from amounts of development delivered year on year to waste and carbon emissions data to open space losses or gains.

SEA Compliance

The Environmental Report shall include 'relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme' and 'the environmental characteristics of areas likely to be significantly affected' (Annex I (b), (c));

'any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC' (Annex I (d)).

Each baseline section will be made up of the following elements:

- Outline of Categories and Objectives
- Baseline Information
- Do Nothing Scenario
- Information Sources
- Data Limitations

European legislation requires the consideration of circumstances should the Plans not be delivered – hence the 'Do Nothing Scenario'. It also requires the consideration of the limitations of the various sources of data used.

²⁹ http://stockport-consult.objective.co.uk/portal/pp/zzz_adoptedddocuments/aaa_ldsamrsci/amr_1/

Social Sustainability

Category	Sustainability Objective	Data Resources
Sustainable Society	Protect & enhance human health	Census Population estimates. Healthy Life Expectancy. Life Expectancy. Adult Lifestyle Survey. All-age all cause mortality rate. Population estimates. Life Expectancy. AMR: A2S Supply of cemetery land; Public Health Data (PH): People with a long term condition supported to be independent and in control of their condition; Self-reported measure of people's overall health and wellbeing; Number of vulnerable people achieving independent living; Obesity among primary school age children in Reception Year; Obesity among primary school age children Year 6; Active People Survey; Adult Lifestyle Survey; Children's participation in Sport. AMR A2S Number and quality of indoor sports halls. PH Accident Data - People & Children killed or seriously injured in road traffic accidents. Natural England's ANGST. AMR: SIE Amount of children's play and casual recreational facility provided from new development. AMR: T Access to fresh food in areas of deprivation – AMR: A2SPximity of new hot food take aways and fast food restaurants to schools and parks.
	Redress inequalities related to age, gender, transgender, race, disability, sexual orientation, faith, deprivation, locality	Stockport JSNA 2016 Health Inequalities. NOMIS Income Levels Data. UK Indices of Multiple Deprivation. Child Poverty basket of indicators. Children in workless households / rate of children in need per 10,000 children / Free School Meals / non Free School Meals progression data. UK HECA Data. PH Adult Lifestyle Survey. CENSUS Population estimates - gender / ethnicity data. CENSUS Religions. MYSTOCKPORT - Languages Data. HFAS data on walking & cycling. AMR: SIE Amount of children's play and casual recreational facility provided from new development - Change in area of protected urban open space; AMR: Transport Accessibility graphs; AMR: A2S completed retail & leisure development; Number of vacant properties in Stockport town and district centres and vacancy rates as a percentage in primary shopping and all frontage; Retailer representation of major national multiples; Proportion of A1 use in Primary Frontages in Stockport's Town Centre's Core Retail Area and at DCs; Diversity of economic development in secondary frontages in TC Core Retail Area and DCs; Footfall at primary and secondary frontages of the CRA in TC and DCs; Amount of A2, A3, A4 and D2 use floor space developed annually in TC, DC and local centres; Amount of comparison retail floorspace developed annually in the TC CRA and amount of A1 use developed annually in the DC and local centres; Proportion of vacant street level property and the length of time properties have been vacant in the CRA of TC and local centres annually; Size (gross floorspace) of individual new A1 units in CRA of TC, DCs and local centres; Number and quality of indoor sports halls; Children and young people's participation in high-quality PE and sport; Active People Survey; provision of a comprehensive and efficient library service; Level of new & temporary allotments and plots; Access to fresh food in areas of deprivation; Proximity of new hot food take aways and fast food restaurants to schools and parks; Vitality and viability of the DC and local centres measured approximately every five years in Stockport's retail capacity study, focusing on convenience goods; Supply of land for cemetery provision. AMR: SIE – ANGST; Amount of children's play and casual recreational facility provided from new development; Change in area of protected urban open space; HFAS data on sustainable transport usage. ONS Census - Housing types & tenure. AMR: Housing data: Number of households on the Waiting List, Plan Period & Housing Targets (includes Housing Trajectory), Net additional dwellings in previous years, Net additional dwellings for the reporting year, Net additional dwellings in future years, Managed delivery target (includes local data on completions by committee area and type), New and converted dwellings on previously developed land, Gypsy & Traveller net additional pitches, Gross

Category	Sustainability Objective	Data Resources
		Affordable Housing completions (broken down by type), Housing Quality - Building for Life Assessments, Percentage of dwellings built at a density of <30 dwellings/ha; 30-50 dwellings/ha; >50 dwellings/ha, Number of dwellings demolished per annum, Five year deliverable supply assessment, Previously Developed Land Trajectory, Number of new dwellings in Stockport Town Centre granted planning permission and constructed during the monitoring year, Annual Housing completions including tenure (market and affordable), type, size, location and percentage on previously developed land, Annual housing supply including tenure and type, Monitoring the number of households on the housing waiting list, Carrying out regular housing needs studies. AMR: AED employment rates and development levels. UK Indices of Multiple Deprivation. PH: Adults with learning disability and in contact with secondary mental health services who live in stable and appropriate accommodation.
Placemaking	Improve equitable access to a healthier, happier and more sustainable lifestyle	AMR: A2S - modernisation and improvement in the quality of health & education facilities. AMR: T - accessibility indicators for health / education facilities; Leisure & Community facilities development levels. HFAS bus / cycle usage; GM cycle data. AMR: A2S - access to fresh food and control of HFTs. AMR: SIE - children's play provision on new development. AMR T - sustainable transport and accessibility data. ONS travel to work data. Adult Lifestyle Survey. Active People Survey. AMR: Overarching - Obesity among primary school age children in Reception Year; Obesity among primary school age children Year 6. AMR: SIE Children and young people's participation in high-quality PE and sport. AMR: A2S - Amount of completed retail and leisure development for the Borough, Town Centre, District and Local Centres; provision of a comprehensive and efficient library service; Number and quality of indoor sports halls; provision of a comprehensive and efficient library service; Level of new and temporary allotments and plots. QGIS TOTAL AREA DESIGNATED AS GREEN BELT / GREEN CHAIN. AMR: SIE - Amount of open space in Borough and Change in amount of recreational and amenity open space; ANGST; Amount of children's play and casual recreational facility provided from new development. HFAS - GM Cycle Ownership and cycle counts for Stockport; No of cyclists year on year for Stockport and GM. AMR: SIE - Amount of open space in Borough and Change in amount of recreational and amenity open space; Number of consents for inappropriate development in the Green Belt. AMR: H - PDL Trajectory. AMR: AED - Total floorspace completed (Gross) that is on Previously Developed Land. AMR: A2S - Access to fresh food in areas of deprivation; Proximity of new hot food take aways and fast food restaurants to schools and parks; Level of new and temporary allotments and plots. Stockport Retail Study Update 2014.
	Achieve a safe and just community	AMR: A2S - Perception of safety and occurrence of crime in TC; ONS Neighbourhood Stats on Crime & Fire Incidences; HFAS: no of cyclists; GM cycle usage. PH Accident Data - People & Children killed or seriously injured in road traffic accidents. ONS 2012 re-offending rates. Government Statistics & local child poverty basket of indicators (rates of young offenders).
	Create places, spaces and buildings that work well, wear well and look well	AMR: use of design standards data; Building for Life indicator; AMR Housing data: Plan Period & Housing Targets (includes Housing Trajectory); Net additional dwellings in previous years; Net additional dwellings for the reporting year; Net additional dwellings in future years; Managed delivery target (includes local data on completions by committee area and type); New and converted dwellings on previously developed land; Gypsy & Traveller net additional pitches; Gross

Category	Sustainability Objective	Data Resources
		Affordable Housing completions; Percentage of dwellings built at a density of <30 dwellings/ha; 30-50 dwellings/ha; >50 dwellings/ha; Number of dwellings demolished per annum; Five year deliverable supply assessment; Previously Developed Land Trajectory; Number of new dwellings in Stockport Town Centre granted planning permission and constructed during the monitoring year; Annual Housing completions including tenure (market and affordable), type, size, location and percentage on previously developed land; Annual housing supply including tenure and type; Monitoring the number of households on the housing waiting list; Carrying out regular housing needs studies. AMR: SIE - Conservation and Heritage Data. Stockport Conservation Area Appraisal & Management Plans. Stockport Historic Environment Database. Stockport Mills Strategy. AMR: H - PDL Trajectory. AMR: AED - Total floorspace completed (Gross) that is on Previously Developed Land. HFAS: no of cyclists; GM cycle usage, GM Travel to work; Modal Share for Stockport. AMR: Percentage of development schemes requiring Travel Plans in which plans are secured (through S106 Agreement). AMR: Overarching Principles indicators on design standards, renewable energy and SUDS; T - No incidences of loss of land on disused rail alignments that can potentially be reused for transport uses. QGIS Mapped walking & cycling routes.
	Enhance rural and urban local character and protect local distinctiveness	AMR: H - PDL Trajectory; AED - Total floorspace completed (Gross) that is on Previously Developed Land. Stockport Landscape Character Assessment Data. AMR: A2S - state of the environmental quality of Town Centre and District Centres. AMR: SIE - ANGst; change in amount of recreational and amenity open space; change in area of protected urban open space; amount of children's play and casual recreational facility provided from new development; changes in areas of biodiversity importance; number and size of conservation areas; number of listed buildings / ancient scheduled monuments / buildings of local interest. Stockport Conservation Area Appraisal & Management Plans. Stockport Historic Environment Database. Stockport Mills Strategy. AMR: T - modal share of public transport, walking, cycling and car modes. AMR: Planning obligations obtained / spent.

Environmental Sustainability

Category	Sustainability Objective	Data Resources
Environmental Protection	Protect biodiversity, habitats and species	Stockport and GM Local Biodiversity Action Plans. UK Magic Map Online Resource. QGIS Mapping of open space and green chains in Stockport. AMR: SIE - changes in areas of biodiversity importance (SBI/LNR/SSSI). AMR: OP - Borough Carbon emissions in Kt of CO2 per annum; Carbon Reductions from Existing Dwelling House Extension Applications; Carbon Reductions from new development; Renewable Energy & Heat Generation; Incorporation of SUDS on new and redevelopment schemes where technically feasible; No of planning permissions granted contrary to the Environment Agency on flooding and water quality grounds; Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL).

Category	Sustainability Objective	Data Resources
	Conserve and protect natural resources	EA River Quality Data (Baseline); AMR: OP - Incorporation of SUDS on new and redevelopment schemes where technically feasible; No of planning permissions granted contrary to the Environment Agency on flooding and water quality grounds; Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL); AMR: H - PDL Trajectory; AED - Total floorspace completed (Gross) that is on Previously Developed Land. QGIS Mapped Agricultural Land; Open Space and Green Chain mapping. Local Biodiversity Action Plans. AMR: SIE - changes in areas of biodiversity importance (SBI/LNR/SSSI); Production of primary land won aggregates by mineral planning authority; Production of secondary and recycled aggregates by mineral planning authority; Area of land of known mineral resources lost to development.
	Reduce emissions	QGIS Mapped contaminated land levels. EA River Quality Data (Baseline). AMR: OP - Incorporation of SUDS on new and redevelopment schemes where technically feasible; No of planning permissions granted contrary to the Environment Agency on flooding and water quality grounds; Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL). QGIS Mapped AQMAs in Stockport. HFAS: no of cyclists; GM cycle usage, GM Travel to work; Modal Share for Stockport. AMR: T - Percentage of development schemes requiring Travel Plans in which plans are secured (through S106 Agreement). AMR: OP - Borough Carbon emissions in Kt of CO2 per annum; Carbon Reductions from Existing Dwelling House Extension Applications; Carbon Reductions from new development; Renewable Energy & Heat Generation.
Low Carbon Approach	Mitigate and adapt to climate change	AMR: OP - Incorporation of SUDS on new and redevelopment schemes where technically feasible; No of planning permissions granted contrary to the Environment Agency on flooding and water quality grounds; Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL); Borough Carbon emissions in Kt of CO2 per annum; Carbon Reductions from Existing Dwelling House Extension Applications; Carbon Reductions from new development; Renewable Energy & Heat Generation; Incorporation of SUDS on new and redevelopment schemes where technically feasible; SIE - Change in amount of recreational and amenity open space; Change in area of protected urban open space; Number of consents for inappropriate development in the Green Belt; Changes in areas of biodiversity importance. ONS Census Data on Modes of travel to work (includes Working from home data). HFAS Congestion Data and Modes of Travel (includes Working from home data). AMR A2S - Amount of completed retail and leisure development for the Borough; Amount of completed retail and leisure development for the Town Centre; Amount of completed retail and leisure development for the District Centres; Amount of completed retail and leisure development for the Local Centres; Amount of A2, A3, A4 and D2 use floor space developed annually in TC, DC and local centres. Amount of comparison retail floorspace developed annually in the TC CRA and amount of A1 use developed annually in the DC and local centres; Access to fresh food in areas of deprivation; Vitality and viability of the DC and local centres measured approximately every five years in Stockport's retail capacity study, focusing on convenience goods. AMR: T - Percentage of new residential development within 30 minutes public transport time of a GP, Hospital, primary and secondary school, employment and a major health centre

Category	Sustainability Objective	Data Resources
	Minimise car use & encourage walking and cycling	AMR: H - PDL Trajectory; AED - Total floorspace completed (Gross) that is on Previously Developed Land; A2S - Amount of completed retail and leisure development for the Borough; Amount of completed retail and leisure development for the Town Centre; Amount of completed retail and leisure development for the District Centres; Amount of completed retail and leisure development for the Local Centres; Amount of A2, A3, A4 and D2 use floor space developed annually in Town Centre, District Centres and local centres; Amount of comparison retail floorspace developed annually in the Town Centre Core Retail Area and amount of A1 use developed annually in the DC and local centres; Access to fresh food in areas of deprivation; Vitality and viability of the DC and local centres measured approximately every five years in Stockport's retail capacity study, focusing on convenience goods. AMR: T - Percentage of new residential development within 30 minutes public transport time of a GP, Hospital, primary and secondary school, employment and a major health centre; Percentage of development schemes requiring Travel Plans in which plans are secured (through S106 Agreement). HFAS: no of cyclists; GM cycle usage, GM Travel to work (includes WFH); Modal Share for Stockport. ONS Census data on Travel to work (includes WFH). HFAS Congestion data. AMR: OP - Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL).
Sustainable Waste	Minimise waste, re-use or recover through increased recycling and/or composting	AMR: SIE - Capacity of new waste management facilities by waste planning authority; Amount of municipal waste arising and managed by management type by Waste Planning Authority. GMJWDPD monitoring.

Economic Sustainability

Category	Sustainability Objective	Data Resources
Sustainable Employment	Improve the options to achieve satisfying and rewarding work and reduce unemployment	NOMIS Economically active / inactive (JSA Data); VAT Registration Data. AMR: AED - Total amount of additional floorspace by type; Total amount of employment floorspace on previously developed land by type; Employment land available by type; Total amount of floorspace for town centre uses; Annual survey of planning permissions for B1 uses granted and implemented in TC, district centres, employment areas and rural areas and assessment of the number of jobs created by those developments; Monitor number of places or funding provided for training through policy AED5 and the numbers obtaining new jobs and being promoted within the company as a result; Monitor losses of employment units, floor area and land area to non-employment uses; Unemployment rate in borough and highest ward rates relative to borough average. ONS Census - vehicles per household in Stockport; travel to work mode. HFAS travel to work data - all ST modes; inbound vehicle counts; pedestrian flows - key counts. AMR: OP - Male/Female life expectancy at birth; Healthy life expectancy at age 65; Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL). AMR: T - Percentage of development schemes requiring Travel Plans in which plans are secured (through S106 Agreement). ONS Census - travel to work mode. HFAS: travel to work data - all ST

Category	Sustainability Objective	Data Resources
		modes; inbound vehicle counts; pedestrian flows - key counts. PH - Self-reported measure of people's overall health and wellbeing; All age all cause mortality rate
	Invest in people, equipment, infrastructure and other assets	ONS: Local Child Poverty Basket of Indicators; NEET; FSM progression to higher education data sets. AMR: A2S - modernisation and improvement in the quality of education facilities. AMR: AED - Monitor number of places or funding provided for training through policy AED5. Stockport School Travel Data. AMR: SIE - ANGST; Change in amount of recreational and amenity open space; Change in area of protected urban open space; Amount of children's play and casual recreational facility provided from new development; Adult participation in sport; Children and young people's participation in high quality PE and sport; Capacity of new waste management facilities by waste planning authority. AMR: T - Modal Share of public, walking, cycling and car modes; Percentage of new residential development within 30 minutes public transport time of a GP, Hospital, primary and secondary school, employment and a major health centre; Percentage of development schemes requiring travel plans in which plans are secured (through S106 agreement); No incidences of loss of land on disused rail alignments that can potentially be reused for transport uses. ONS Census - travel to work mode. HFAS: travel to work data - all ST modes; inbound vehicle counts; pedestrian flows - key counts. GM Low Carbon Economy Data; Stockport Low Carbon & Environmental Growth Sectors data (electronic copies available). AMR: OP - Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL). AMR: H - PDL Trajectory; AED - Total floorspace completed (Gross) that is on Previously Developed Land. HFAS: no of cyclists; GM cycle usage, GM Travel to work; Modal Share for Stockport.
Sustainable Business	Assist and encourage sustainable business practices including creating future sustainable citizens	National Land Use Database. AMR: OP - Borough Carbon emissions in Kt of CO2 per annum; Carbon Reductions from new development; Renewable Energy & Heat Generation; Incorporation of SUDS on new and redevelopment schemes where technically feasible; No of planning permissions granted contrary to the Environment Agency on flooding and water quality grounds; Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL); H - PDL Trajectory; AED - Total floorspace completed (Gross) that is on Previously Developed Land; T - Percentage of development schemes requiring Travel Plans in which plans are secured (through S106 Agreement). HFAS: no of cyclists; GM cycle usage, GM Travel to work; Modal Share for Stockport. AMR: A2S - modernisation and improvement in the quality of health & education facilities. AMR: T - accessibility indicators for health / education facilities; Percentage of development schemes requiring Travel Plans in which plans are secured (through S106 Agreement). ONS Census data on Travel to work.
	Support sustainable local business start up and retention	ONS births, deaths, retention rates of businesses and ages; VAT registrations; ONS/NOMIS small business growth data. National Land Use Database. AMR: OP - Borough Carbon emissions in Kt of CO2 per annum; Number of registrations against recognised Environmental Building and/or Design Standards (e.g. BREEAM; Code for Sustainable Homes, CEEQUAL); AED - Total floorspace completed (Gross) that is on Previously Developed Land; T - Percentage of development schemes requiring Travel Plans in which plans are secured (through S106 Agreement). HFAS: no of cyclists; GM cycle usage, GM Travel to work; Modal Share for Stockport (AMR).

Category	Sustainability Objective	Data Resources
Economic Diversity	Encourage innovation and new business development particularly in sustainability sectors	ONS/NOMIS start ups; Green Growth data; GM LCEGS / ETS data – Stockport; GM LCEGS Data – Stockport; ONS South GM Tourism data. Yell.com - hotels / B&Bs. AMR: A2S - Number of hotel bed spaces in the town centre; Number of new C1 use bed spaces in the Borough at Romiley district centre, Marple district centre and Marple Bridge local centre; AED: Total amount of floorspace for town centre uses; Annual survey of planning permissions for B1 uses granted and implemented in TC, district centres, employment areas and rural areas and assessment of the number of jobs created by those developments; Monitor number of places or funding provided for training through policy AED5 and the numbers obtaining new jobs and being promoted within the company as a result; Monitor losses of employment units, floor area and land area to non-employment uses; Unemployment rate in borough and highest ward rates relative to borough average.
	Deliver a spread of business types by sector and geography	AMR - A2S completed retail & leisure development; Number of vacant properties in Stockport town and district centres and vacancy rates as a percentage in primary shopping and all frontage; Retailer representation of major national multiples; Proportion of A1 use in Primary Frontages in Stockport's Town Centre's Core Retail Area and at DCs; Diversity of economic development in secondary frontages in TC Core Retail Area and DCs; Footfall at primary and secondary frontages of the CRA in TC and DCs; Amount of A2, A3, A4 and D2 use floor space developed annually in TC, DC and local centres; Amount of comparison retail floorspace developed annually in the TC CRA and amount of A1 use developed annually in the DC and local centres; Proportion of vacant street level property and the length of time properties have been vacant in the CRA of TC and local centres annually; Size (gross floorspace) of individual new A1 units in CRA of TC, DCs and local centres; Access to fresh food in areas of deprivation; Vitality and viability of the DC and local centres measured approximately every five years in Stockport's retail capacity study, focusing on convenience goods. NOMIS employment types data. GM LCEGS Data – Stockport. NOMIS Start Ups – women.

Appendix 3 – Sustainability Appraisal Framework

Stockport's Sustainability Wheel outputs are created using the following tool which is usually used as an Excel spreadsheet to facilitate the Wheel image.

For ease of replication and legibility in this document format the Stage 1 and 2 advice is included at the top of the table rather than throughout as it is laid out originally. The Considerations tab is shown below the tool for clarification. The guidance on how to use the tool follows after that.

Stage 1 advice: See the 'Considerations' tab to help inform this aspect of the work. State the likely magnitude of the impact / benefit as outlined in the Considerations Tab. Also note the value of the area affected. Note any specific considerations in terms of the vulnerability of affected groups. Are there any designations of note in the area (e.g. Heritage or Environmental designations)? Are there any other factors to consider?

Stage 2 advice: See the 'Considerations' tab to inform this aspect of the work. For each 'Objective' and their DCMs include notes on how considerations of probability, duration, frequency, reversibility and the cumulative nature of impacts have informed the assessment. In addition note if there are any transboundary aspects of the Objective and its DCMs and what the levels of risk to both human health and the environment might be.

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
Social	Sustainable Society	Protect and enhance human health	Will it improve human health?				
			Will it reduce death rates?				
			Will it reduce and/or manage limiting long term illnesses?				
			Will it reduce smoking, alcohol use and obesity?				
			Will it reduce accidents?				
			Will it foster a healthy environment for residents at work and at rest?				
		redress inequalities related to age,	Will it reduce health inequalities?				

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
		gender, transgender, race, disability, sexual orientation, faith, deprivation, locality	Will it reduce poverty?				
			Will it help to create a cohesive community?				
			Will it protect and improve existing community services and facilities?				
			Will it offer opportunities for residents to interact?				
			Will it ensure access to an affordable & decent home?				
			Will it improve equitable access to employment, particularly for low income families?				
			Will it encourage independent living?				
	Placemaking	improve equitable access to a healthier, happier and more sustainable lifestyle	Will it improve access to health & welfare services and information?				
			Will it ensure access as determined by Disability Discrimination Legislation?				
			Will it encourage healthy lifestyles, including sustainable transport options?				
			Will it improve and increase access to leisure, physical activity & sport, cultural and arts facilities?				
			Will it maintain and where possible increase the area and quality of green belt and green chain in Stockport?				
			Will it improve access to wildlife, wildlife sites and local green space?				
			Will it ensure access to local shops with supplies of locally and/or organically sourced healthy food?				

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
			Will it maintain or improve access to and provision of allotments?				
		Achieve a safe and just community	Will it help to create communities where people feel safe?				
			Will it promote design that discourages crime / anti-social behaviour?				
			Will it promote a safe public transport system?				
			Will it promote safe cycling and pedestrian routes?				
			Will it promote opportunities for reducing re-offending rates?				
		Create places, spaces and buildings that work well, wear well and look well	Will it promote use of environmental and other design standards?				
			Will it promote provision of appropriate housing dwelling mix and tenure?				
			Will it respect, protect and enhance existing sites, areas and settings of historical, archaeological, architectural or cultural interest?				
			Will it encourage design that enables active travel opportunities?				
			Will it encourage the use of innovative design including ideas such as passive solar, green roofs or creative use of space?				
			Will infrastructure be designed to promote development of such places, spaces and buildings?				
		enhance rural and urban local character and protect	Will it promote the sensitive re-use of historic or culturally important buildings where appropriate?				
			Will it conserve and enhance local landscape character?				

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
		local distinctiveness	Will it protect and enhance the uniqueness of places and spaces?				
			Will it ensure local environmental quality is maintained and/or improved?				
Environment	Environmental Protection	Protect Biodiversity, Habitats and Species	Will it avoid damage to nationally and locally designated sites of nature conservation or geological interest?				
			Will it create any new wildlife sites?				
			Will it help protect any species at risk?				
			Will it minimise fragmentation of habitats?				
			Will it ensure protection against climate change impacts?				
			Will it enhance biodiversity?				
		Conserve & protect natural resources	Will it maintain and improve the quality of ground and surface waters?				
			Will it ensure sustainable management of water courses?				
			Will it protect soil resources?				
			Will it ensure efficient use and re-use of land and protect agricultural land?				
			Will it protect and enhance the natural environment resource of Stockport Borough?				
			Will it ensure sustainable management of our mineral resource?				
		Reduce emissions	Will it reduce contamination and pollution of land?				
			Will it reduce pollution of water systems?				
			Will it help maintain and improve local air quality?				

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
			Will it minimise the environmental impact of travel (e.g. noise, air pollution, congestion)				
			Will it minimise or promote alternatives to the use of fossil fuels?				
			Will it help to minimise carbon emissions?				
			Will it minimise excessive noise?				
	Low Carbon Approach	Mitigate and adapt to climate change	Will it encourage water efficiency, including recycling and re-use, through efficient building design and construction (including promotion of SUDS)?				
			Will it minimise risk to people, property and ecosystems from flooding?				
			Will it encourage energy efficient buildings and the efficient use of energy?				
			Will it encourage low carbon technologies?				
			Will it reduce Urban Heat Island effects?				
			Will it encourage use of non-hard surfaces and reduce loss of permeable surfaces?				
			Will it encourage the use of innovative design (e.g. passive solar or green roofs)?				
			Will it reduce the need to travel?				
		Minimise car use &	Will it facilitate reduction of the distances needed to travel?				

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
		encourage walking & cycling	Will it help to reduce the reliance on the private car?				
			Will it promote sustainable transport options?				
			Will it help reduce traffic congestion?				
			Will it ensure adequate provision of facilities for cyclists and pedestrians?				
	Sustainable Waste	Minimise waste, re-use or recover through increased recycling and/or composting	Will it facilitate prevention, re-use and recycling of waste?				
			Will it facilitate community waste management schemes?				
			Will it encourage appropriate design to facilitate Sustainable Waste Management by local agencies?				
			Will it encourage Site Waste Management Plans?				
			Will it promote sustainable consumption and production?				
			Will it encourage the disposal of waste as close to point of origin as possible?				
Economy	Sustainable Employment	Improve the options to achieve satisfying and rewarding work and reduce unemployment	Will it facilitate an increase in sustainable employment?				
			Will it reduce unemployment, underemployment & worklessness?				
			Will it improve access to sustainable transport options specifically for commuting?				
			Will it promote creation of a healthier working environment and workforce?				

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
		Invest in people, equipment, infrastructure and other assets	Will it improve sustainable access to education and training?				
			Will it improve the level of investment in community services and infrastructure?				
			Will it facilitate a low carbon economy?				
			Will it facilitate businesses to take up ICT options before travel options?				
			Will it support home working?				
			Will it assist organisations to implement green travel plans?				
	Sustainable Business	Assist and encourage sustainable business practices including creating future sustainable citizens	Will it encourage businesses to invest in sustainable practices including improving efficiencies?				
			Will it encourage development which ensures businesses can operate more sustainably?				
			Will it enable businesses to support active travel options for employees?				
			Will it encourage the provision of education & training facilities which promote the ideals of sustainable development?				
			Will it offer the opportunity to improve the skills of employers and employees in sustainable business practices?				
		Support sustainable local business start up and retention	Will it support sustainable business development?				
			Will it assist with business retention where appropriate?				

SD Issue	CAT	Objective	Stage 3 - Decision Making Criteria			Stage 2 - Nature of the Effect(s)	Stage 1 - Nature of the Area(s)
			Decision Making Criteria	Score: ++ ; + ; \ ; - ; -- ; ? ; NA	Justification	Stage 1 Advice	Stage 2 Advice
			Will it encourage the development of social enterprise?				
			Will it support small & medium business development?				
	Economic Diversity	Encourage innovation and new business development particularly in the sustainability sector	Will it encourage innovation in existing business and new business development?				
			Will it encourage development of businesses serving a sustainable lifestyle?				
			Will it increase access to facilities and services which offer opportunities for a more sustainable lifestyle?				
			Will it facilitate an increase in the number of businesses working in the sustainability field?				
			Will it promote local sustainable tourism (e.g. EcoHotels, Farm B&B)?				
		Deliver a spread of business types by sector & geography	Will it contribute to the vitality and viability of an existing centre, including sub-urban economic sectors?				
			Will it encourage the diversification of employment in the Borough?				
			Will it foster the establishment of local businesses with skills to further enhance a sustainable Stockport?				
			Will it increase businesses set up by Female / Younger and Older / BME / Disabled Business People				

Considerations for Stages 1 to 3

SA and Strategic Environmental Assessment require consideration of issues including:

Stage 1 Nature of Area(s)	
Aspect	Things to Consider
Magnitude	Size of population affected: note if any specific cohorts (age groups) or genders are affected and where available put population number in brackets e.g. (280K)
Spatial Area affected	Spatial extent - state if likely effects would be local (e.g. post code), SOA, Ward, Area Committee(s), Borough, Region, National, International
Value of area affected	Note any values that may be relevant to the assessment - can be monetary, Social Return on Investment or ecological values
Vulnerability of area affected	Are any environmental / population vulnerability issues of note? For example an endangered species or vulnerable cohort (e.g. young children / old people) or pollution history
The effects on areas of landscapes which have a recognised national, community or international protection status.	Note any and all statutory designations

Stage 2 Nature of Effects	
Aspect	Things to Consider
Probability of effects	Is it highly likely or highly unlikely for an effect to manifest and would the effect be positive or negative
duration of effects	Is the effect likely to be long term, medium term or short term? If you are unsure then please note the reasons for lack of clarity.
frequency of effects	Consider if effects are likely to be ongoing; regularly intermittent; irregularly intermittent; infrequent; rare; unlikely
reversibility of effects	Consider if effects are irreversible; limited mitigation; good mitigation; reversible; no impact.
the cumulative nature of effects;	Guidance suggests that we note any likely clustering of likely cumulative impacts - this will be specific to the likely impact of a policy or site and can be positive or negative in nature
trans-boundary nature of effects;	Note if the effects could be locally trans-boundary (e.g. impacts between wards) or wider in nature e.g. affect GM or other neighbours; the North West or other neighbouring English regions; the UK; Europe; global.
risks to human health	If unsure refer to the HIA or ask Public Health colleagues - are the effects likely to impact on or benefit the health of the local populace?
risks to the environment	If unsure refer to the HRA and ask the Nature Officer or GMEU or statutory consultees - are the effects likely to impact on biodiversity?

Sustainability Wheel - Completion Guidance

Aims: Stockport's Sustainability Wheel is the Sustainability Appraisal Framework for Stockport Council's spatial planning work. The aim of the Wheel is to offer a tool which produces a graphic output clearly showing a rating for the sustainability of an emerging policy or strategy - there is no expectation that the score will be good for all users. In fact the tool is designed to show where a policy or strategy could be improved as much as is feasible, but it is accepted that in the real world compromises are often required. The Wheel is designed to consider the three cornerstones of sustainability - Economy, Social and Environmental issues - in light of objectives which were determined and agreed by a stakeholder steering group in September 2008. Detailed instructions on how to use the tool are laid out below.

Considerations: Sustainability Appraisal offers a comprehensive methodology for assessing the social, economic and environmental impacts of emerging policies, strategies, etc. There are other forms of appraisal that you might like to think about in terms of assessing a policy, strategy, programme or project. Equalities Impact Assessment is mandatory on most strategies, policies and programmes - you can contact Stockport Council for more advice and guidance. Health Impact Assessment is a further option for appraisal and Stockport Council's Public Health Team have a pro-forma document which facilitates a simple process and they offer guidance. Rural Proofing might not seem an obvious option for Stockport but according to Government statistics, more than 8.5 percent of Stockport's population (Census 2011) live in rurally defined areas. Age proofing is becoming more and more common - Stockport has a increasingly ageing population which could impact on the policy or strategy.

Sustainability Appraisal and Strategic Environmental Assessment require consideration of various issues with regards to likely impacts of policy or strategy. To enable a record to be created of how these considerations have informed the appraisal (and policy development) the Wheel has three stages. The Sustainability Objectives are the main themes for consideration at Stages 1 and 2. Stage 1 of the tool looks at the nature of the area or areas affected by the policy or strategy and particularly requires consideration of the magnitude and spatial extent of the effects (geographical area and size of population likely to be affected); the value and vulnerability of the area likely to be affected; the effects on areas of landscapes which have a recognised national, community or international protection status. Stage 2 looks at the nature of effects (both beneficial and harmful) including considering the probability, duration, frequency and reversibility of effects; the cumulative nature of effects; the trans-boundary nature of effects; any risks to human health or the environment. Stage 3 allows for a more detailed assessment within each Objective using Decision Making Criteria to inform a more specific assessment including a score to inform the Wheel output. Stages 1 and 2 should inform the more detailed assessment at Stage 3. There is a hidden column on the Detailed Breakdown tab which details the data resources available to inform decisions.

How to use the tool: For Stage One on the Detailed Breakdown tab of this tool you will see the various Objectives listed on the left and on the far right the Stage 1 boxes to be completed. Working from right to left use the information on the 'Considerations' tab to inform Stages 1 and 2 to provide an overall assessment of your policy, strategy or programme against each Objective. This overview assessment will inform later work at Stage 3 to answer the Decision Making Criteria. Make notes in the boxes provided to explain your considerations. For Stage 3 look at each Decision Making Criteria within each Objective and score each as suggested below, using the 'Justification' box to record any reasoning behind your scores. The scoring will calculate the Wheel output automatically.

Scoring

Much like any "Footprint" system the Wheel is simple to understand in terms of the larger the area covered on the Wheel the less sustainable is the policy. A smaller footprint means the policy is tending towards delivering more sustainable outcomes.

Scoring System:

Scoring has been devised to offer a choice of symbol for the following potential responses:

- Very positive impact (++) - means the policy will deliver against this criteria
- Slightly positive impact (+) - means the policy will mainly deliver against this criteria
- Neutral impact (\) - policy implementation could have either a negative or positive impact
- Slightly negative impact (-) - means there are potential slight impacts if the policy is implemented
- Very negative impact (--) means the policy implementation could have a direct negative effect
- Unknown (?) - it is unknown what the impact might be (e.g. lack of evidence etc)
- Not applicable (NA) - in certain specific policies not all questions will be applicable.

The scoring is achieved through a numeric calculation from the symbol entered which allows for zero responses for not applicable outputs, however unknown will return a negative response - if evidence is lacking for example this should highlight a need to better inform appraisal and policy development. Also the unknown option may have been used due to lack of knowledge highlighting a need to engage with other experts to inform policy development.

Further Guidance on Appraisal: Completion of the Wheel can be undertaken by several individuals completing their own copies then amalgamating responses onto one single document after discussion of the preferred responses. It can also be achieved by a group working at a computer - the choice is up to you!

Using your own area of knowledge and expertise undertake to answer the questions to the best of your knowledge. If you feel that further expertise is needed seek stakeholders and partners who could further comment on your policy or strategy using the Wheel, either by adding to your comments or completing their own version of the Wheel. You can then produce a finalised output based on everyone's input to support a report or as basic evidence of a sustainability appraisal of the policy.

The justification element of the tool should be used to make comments on the reasons for the selected responses and can also inform discussion or direct users to areas for further enquiry or where more evidence might be needed.

Ask for help if you need it by contacting the Technical Policy & Planning Team at planning.policy@stockport.gov.uk or by telephoning 0161 474 4385.

Appendix 4 – Site Assessment Pro Forma User Guide

The following is the original tool devised for use on the halted Site Allocations Development Plan Document for Stockport and will form the basis of a Site Appraisal and Assessment methodology for the SLP. Further discussion will take place both within the team and at later consultation stages about the appropriateness of the tool – but broadly the structure and aims are still relevant.

Appraisal Background Information

The following selected Sustainability Objectives have been taken from the sustainability appraisal processes of options and policies and should inform appraisal of sites:

- Protect and enhance human health
- Improve equitable access to a healthier, happier and more sustainable lifestyle
- Protect biodiversity, habitats and species
- Minimise car use and encourage walking and cycling
- Improve the options to achieve satisfying and rewarding work and reduce unemployment
- Support sustainable local business start up and retention

There is a baseline of data which will be used to inform appraisal – see Appendix 2 of this report.

Methodology

It is good practice to use a ‘strategic sift’ to ensure those sites which breach higher level policies are identified as non-compliant options. The factors used in the strategic sieving process will be clearly recorded in SA reporting.

Each key location or site considered for inclusion in the SLP will be progressively filtered until a list of reasonable sites is generated. Sites will be appraised non-specific to their proposed use to enable full consideration of a site’s potential. A pro-forma has been produced which should be completed for each site. This includes a map of the site and the sets of criteria outlined below. Completion of the proforma will help to ensure a rigorous and consistent approach to appraising site options.

The majority of the criteria used for appraisal of the sites has mapped GIS data available to inform them. A constraints map will be prepared using these GIS layers and this will be consulted during appraisal. It is envisaged that the following stages of appraisal will be undertaken for each site, with the aim of undertaking appraisal in small teams with constraints mapping available to inform decision making:

1. A pro-forma will be created for each site, including a site plan and unique reference number
2. The Technical Policy & Planning Team will undertake group appraisal of the sites including:
 - a. Housing, employment and services Policy Officers will perform an initial appraisal for their area of expertise using the pro-forma
 - b. Environment (etc.,) Policy Officer will appraise all sites via the pro-forma sheets
 - c. Transport Policy Officers will appraise all sites via the pro-forma sheets
 - d. Officer responsible for health & environment advice will provide overview comments of each site pro-forma
 - e. Technical Policy & Planning Manager will provide overview comments of each site pro-forma
3. Summary of findings should be finalised for each site
4. Banding exercise

Appraisal is an ‘iterative’ process therefore it will be crucial to revisit the site pro-forma regularly to review comments and responses in light of each expert’s comments.

Other colleagues can and should be consulted on those sites where queries might arise around sustainability, conservation, regeneration, housing, biodiversity, etc.

A traffic light classification for overall site performance is used. However, this is *indicative* and does not represent the final decision on whether or not the site will be taken forward for consultation / allocation. Each pro-forma will be marked using colour coded responses as follows:

	The site has negative impacts with regards to this criteria
	The site has elements which mark negatively to this criteria but there are mitigation options
	The site does not impact on the criteria or offers positive opportunities with regards to criteria

N/A	This criteria is not applicable to this site
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The approach will be to use Primary and Secondary colour coded criteria to appraise sites as well as a series of options with yes / no answers to inform the overall assessment. Colour coding allows for those sites where mitigation of certain criteria may exist.

Ultimately the sites will be banded reflecting those sites which are marked predominantly green through to those sites which are marked mostly amber through to sites which are predominantly red, especially if the primary criteria are all red. The not applicable option is available for circumstances where criteria are not applicable and no colour code is therefore required, which helps to avoid skewing overall results.

The final section of the pro-forma allows appraisers to state mitigation requirements and any other considerations that should be included for this site. During completion it is recommended that officers use their initials to identify comments included in this box. The use of initials will assist with discussion during the appraisal process and can be removed once the pro-forma is finalised. Comments can inform a final summary in this box.

Banding

Once all of the sites have been appraised then each site will be given a band rating as follows:

Band	Rating
A	The site is acceptable
B	The site considerations of concern could be mitigated
C	The site is unacceptable

Strategic Environmental Assessment: When undertaking appraisal for the sites it is important to identify the cumulative effects of all the sites (assuming that all the sites are developed). The statutory Strategic Environmental Assessment (SEA) requires appraisal to ensure consideration of the following issues with regards to the plan etc., being appraised:

- probability, duration, frequency and reversibility of effects;
- the cumulative nature of effects;
- trans-boundary nature of effects;
- risks to human health or the environment;
- the magnitude and spatial extent of the effects (geographical area and size of population likely to be affected);
- the value and vulnerability of the area likely to be affected;
- the effects on areas of landscapes which have a recognised national, community or international protected status.

Assumptions made during Appraisal

- Policies will be fully implemented
- Highlight areas where 'priority' discussions are key i.e. which issue is of priority?
- Sites do not come forward in isolation, they have associated infrastructure including community and Green Infrastructure.
- The baseline is a snapshot in time therefore future prediction of impacts is not absolute
- If a site performs well now it should theoretically perform well in the future
- Monitoring of Sites: appraisal cannot assess possible mitigation through design as there is insufficient detail at this strategic level. Poor scoring should not preclude a site from adoption but may raise further issues to be addressed at the appropriate level.

Criteria Guidelines

Criteria	Considerations
Primary Criteria	
SLP Policy Conformity	If there are any obvious non-conformities then these should be stated initially. Otherwise this criterion can be returned to later in the process to provide a response. Green if policies are complied with, amber if there are areas of concern, red if there are absolute non-conformities.
Flood Risk	If the site is in Flood Risk Zones 2 or 3 then the site should be marked red for housing but might be marked amber for warehousing or other uses where flood impacts would not be as much of an issue. Flood Zone 2 is a zone which provides land for flood storage which should be taken into consideration for relevant sites.

Criteria	Considerations
	When they are available from AGMA, Critical Drainage Areas will also need to be identified and noted. If the site is in Flood Zone 1 then it should be marked amber and state mitigation requirements pertinent to the site; if the site is not in a flood zone then it should be marked green.
Green Belt	Red = yes it is in the Green Belt; Green = no it is not in the Green Belt; Amber = are there exceptional circumstances or is it Appropriate Development (PPG2 Para 3.4) or is there existing built development on the site? Explanations should be stated in the summary box.
Sites of Special Scientific Interest (Triple SIs)	If the site is within 1 km of a Site of Special Scientific Interest (SSSI) then the response should be red, unless mitigation opportunities exist when the response can be amber. If there are no SSSIs on or near the site then the response should be green.
Sites of Biological Interest	If the site is within 1 km of a Site of Biological Interest then the response should be red unless mitigation opportunities exist when the response can be amber. If there are no SBLs on or near the site then the response should be green.
Secondary Criteria	
Local Nature Reserve	If the site is within 1 km of an LNR then it should be marked red, unless mitigation opportunities exist when the response can be amber. If there are no LNRs on or near the site then the response should be green.
Natura 2000 Sites	<p>If the site lies within any of the buffer zones of any of the designated sites then the response should be amber, taking into account the following mitigation requirements identified in the Core Strategy Habitats Regulations Assessment Screening Report:</p> <ul style="list-style-type: none"> • Compliance with Core Strategy policies on Safeguarding & Improving the Environment • Compliance with Core Strategy Climate Change policies • Compliance with Core Strategy Sustainable Transport policies <p>If the site does not lie within a buffer zone then it should be marked green.</p>
Protected Species	If the site contains one or more protected species indicators then mark it red. If the site is within 1km of a protected species indicator then mark it amber. If there are none of the above mark it green.
Local Wildlife Sites	If the site is within 1 km of an LWS then it should be marked red, unless mitigation opportunities exist when the response can be amber. If there are no LWSs on or near the site then the response should be green.
Woodlands	If the site has woodland on it then mark it red. If the site is within 1 km of a woodland mark it amber. If there is no woodland on or within 1 km of the site mark it green.
Ancient Woodland	If the site has an ancient woodland on it then mark it red. If the site is within 1 km of an ancient woodland mark it amber. If there is no ancient woodland on or within 1 km of the site mark it green.
Tree Preservation Order	If an TPO is within 10m of the site mark it red. If a TPO is within 500m mark it amber and note the factor. If there are no TPOs on or near the site mark it green.
Highway Trees	If a highway tree is located within the site then mark it red, if a highway tree is within 10m of the site mark it amber and if there are no highway trees within the designated proximities then mark it green.

Criteria	Considerations
Conservation & Heritage	If the site is within 250m of a site or building with a recognised designation (Scheduled Monuments, Conservation Areas, Listed Buildings (including locally listed) and Registered Parks and Gardens) then mark it amber. If the conservation element will considerably enhance the site then mark it green. If there is no conservation element then use the N/A option.
Landscape Character Area	If the site is not in an LCA then mark the response green and if it is in an LCA mark it amber and note any considerations. Knowledge of damage/ enhancement will only be available with knowledge of development specifics so there is no need to use red.
Green Field / Previously Developed Land	If the site is Green Field then mark it red. If it is on PDL mark it green and if it is in active use include a Y in the response box, if it isn't mark it N. Clarify the status in the summary box.
Agricultural Land	There are currently no Grade 1 or 2 sites in Stockport. If the site is Grade 3 mark it amber, but if its 4 or higher mark it green.
Open Space	If the site is open space then mark it red. If it is open space with mitigatory circumstances then mark it amber and note the circumstances in the commentary box. If it is not open space then mark it green.
Green Chain / Green Corridor	If it contains no green chain / corridors then mark it green. If it would be possible to develop and maintain the minimum 15m width (30m if a water course exist) then mark it amber. If it is not possible to develop it in that way, mark it red.
Public Footpaths / Rights of Way	If there are public footpaths and/or rights of way which might preclude the site from going forward then mark it red. If there are public footpaths and/or rights of way which may have considerations for the site then mark it amber and note the considerations. If there are no public footpaths or rights of way then mark it green.
Water Bodies	If the site contains or is within 8m of a water body then mark it amber. If the above does not apply then mark it green. Flood risk criterion will identify those areas most at risk of flooding.
Air Quality Management Area	If the site is not within an AQMA then mark it green. If the site is within an AQMA then mark it amber and note the considerations in the summary box. Sites that are adjacent to AQMAs or likely to contribute to increased emissions should be noted in the summary as 'AQMA sensitive areas'.
Noise	The data required to assess this is currently held by DEFRA and is not yet available to Local Authorities. Appraisal will take account of this issue as soon as the data is available.
Minerals	If the site is not in a Minerals Safeguarding Area then mark the response green and if it is mark it red, unless there are mitigatory circumstances in which case use amber and clarify the considerations.
Waste	If the site is designated as essential to the GM Waste Plan then mark it red. If the site is peripheral to sites designated as essential in the GM Waste Plan then mark it amber and note the considerations. If the site is not designated as essential to the GM Waste Plan then mark it green.
Airport – Public Safety Zone	Always mark red if it is in the Public Safety Zone. If it is not then mark it green.
Airport – Noise Constraint	Mark it amber if it is within the 48 LEQ noise contour. Green if it isn't.
Airport – Safe Guarding Zones Manchester Airport	Manchester Airport: if it is within an SGZ mark it amber and say which zone it is (see UDP Diagram 9). If it isn't then mark it green.

Criteria	Considerations
Airport – Safe Guarding Zones – NATS	If it is in a NATS SGZ mark it amber and state which Zone (see UDP Diagram 9), if it isn't then mark it green.
Green & Blue Infrastructure	If the site is adjacent to existing green or blue infrastructure and could expand the area then it should be marked green. If the site could contribute in some format to expanding GI/BI elsewhere in the Borough it should be marked amber and considerations noted. If there is little or no chance of additional GI/BI being created then the site should be marked red. GI is listed as being: parks, open spaces, playing fields, woodlands, allotments and private gardens as well as green chains / corridors. Blue Infrastructure refers to water features such as water bodies, rivers, streams, floodplains and sustainable drainage systems (includes green roofs).
Transport – Freight & Freight Network	If the site is adjacent to a freight terminal mark it green (i.e. in accordance with the preferred Core Strategy approach). If a site is on the freight network, but not near a freight terminal, or reasonably accessible (or could be made so) to/from a freight network or terminal then mark it amber (e.g. it would be possible to deliver the site in acceptable highways terms). If a site is not near a freight terminal or on the freight network or couldn't be made acceptable then mark it red.
Housing Location	If the site is within Core Strategy 1 st or 2 nd Spatial Priorities then mark it green. If it is not within either then mark it red.
Housing Accessibility	Mark the housing sites green if they achieve a score of at least 50 when assessed against the Council's accessibility model. If the site is for housing then the accessibility threshold used in policy H-2 should be applied (taking account of opportunities through Policy T-1), although consideration should also be made of the presence of additional off road links to key services – the significance of these routes would need to be determined in terms of their provision of access to key services (for larger sites this may require a specific rerun of the accessibility model). Amber and red marking should be used as appropriate to the site's assessed accessibility.
Housing Mix	If the site has good potential to improve the mix of housing in an area mark it green. If the site has reasonable potential to improve the mix then mark it amber and note any considerations. If the site will not improve the housing mix then mark it red.
Housing Availability	If the site is likely to be available within 15 years it should be marked green, if the site may not be available then it should be marked amber, and if the site will not be available then mark it red.
Housing Viability	If the site is likely to be economically viable then mark it green. If the site may be economically viable then mark it amber and note any considerations. If the site is unlikely to be economically viable then mark it red.
Residential Amenity	If the site is within 250m of a bad neighbour use mark it amber. If the site is within 250m of an employment area mark it amber. If it is not, mark it green.
Sensitive Uses	If the site is within 250m of a sensitive neighbour mark it amber. If it is not mark it green.
Retail / Leisure / Services Location – outside of Stockport town centre	Where site is within district or local centre mark it green. Where it is within 300m of these centres mark it amber. If none of the above apply mark it red.
Town Centre Retail	Where a site is within TCG 2.1 mark it green. Where it is within 300m of TCG2.1 mark it amber. If none of the above apply mark it red.
Town Centre Other Main Uses and Community Uses	Where a site is within TCG 2 or 3 areas mark it green. Where it is within 300m of TCG2 or 3 areas mark it amber. If none of the above apply mark it red.

Criteria	Considerations
Neighbourhood Renewal	If the site is within Priority 1 areas then mark it green. If it is not within a neighbourhood renewal area mark it amber.
Employment – Existing Use	If the site is an existing employment site in use, mark it red; if it is a vacant employment site, mark it amber; if it is not an employment site, mark it green.
Employment - Offices	If the site could be an office(s) site in the town centre mark it green; if it could be an office(s) site in other centres mark to reflect the appropriateness; otherwise mark it red.
The following set of questions require YES or NO responses	
Land Remediation	If the site is in a polygon of potential concern then mark the response yes and if it is NOT in a polygon of potential concern then mark it no.
Groundwater / Aquifer	If the site is capable of impacting on groundwater or aquifer designations then answer yes.
Sustainable Transport Infrastructure	Can it help to improve accessibility by Sustainable Transport (walking, cycling, bus, train or community (demand responsive)? Please clarify the opportunities in the summary below.
Future Significant Transport Infrastructure	Can the site help to deliver future significant transport infrastructure?
	Would this site be precluded from development by consideration of future significant transport infrastructure?
	Would development of the site preclude development of future significant transport infrastructure?
Gypsy & Traveller	Site is reasonably accessible to local services such as shops, health care and schools; reasonably accessible to employment opportunities.
Traveling Show People	Sites should comply as above and should be suitable for mixed residential and business uses and have safe and convenient access to the Motorway or Strategic road Network.
Cemetery Provision	State yes if it is a suitable Cemetery provision, state no if it isn't. Clarify in the summary section if it is an existing cemetery, or if it is adjacent to an existing cemetery.
Allotment Provision	State yes if it is a suitable Allotment provision, state no if it isn't. Note to inform: Marple and Cheadle areas are priority sites There should be no loss of sports or formal playing fields.
Low Carbon Energy Infrastructure	If the site has been designated as a location for major low carbon energy infrastructure then state yes and clarify in the summary box.
Rural Location	If the site lies within the mapped areas of the rural proofing map then answer yes.
Information	
Historic Landscape Characterisation	Use HLC map layers to establish which HLC designation(s) the site lies within and state the designation(s) in the box.
Appraisal Assessment - overall comments:	During the course of the appraisal a series of comments will be accrued in this box with associated officer initials. Once the site has been deemed to be completely appraised with no further discussion required, this box should be reviewed to a concise summary of the overall sustainability findings and a series of considerations around mitigation requirements, with the officer initials removed.

Criteria	Considerations
	A band rating should be applied to each site once appraisal is complete.



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